

# City Council

## Agenda

**Tuesday, February 3, 2026**  
**Council Chambers**  
**749 Main Street**  
**5:00 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 877 853 5247 (toll free) Webinar ID #876 9127 0986.
- You can log in via your computer. Please visit the [City's website](#) to link to the meeting:

The Council will accommodate public comments during the meeting. Anyone may also [email comments to the Council](#) prior to the meeting.

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

**2. Pledge of Allegiance**

**3. Executive Session - Real Property Acquisitions and Dispositions**

(Louisville Charter Section 5-2(c) and C.R.S. 24-6-402(4)(a)) The City Manager is Requesting the City Council Convene an Executive Session for the Purpose of Real Property Acquisitions and Dispositions Concerning Properties in Louisville Only as to Appraisals and Other Value Estimates and Strategy.

Request for Executive Session  
City Clerk Statement  
City Attorney Statement of Authority  
City Council Action on Motion for Executive Session  
Council Convenes Executive Session  
Council Reconvenes in Open Meeting

**4. Executive Session Report - Discussion / Direction / Action**

**THE FOLLOWING AGENDA ITEMS WILL START NO EARLIER THAN 6 PM**

**5. Approval of Agenda**

## **6. Public Comments on Items Not on the Agenda and Items on the Consent Agenda**

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

## **7. Consent Agenda**

The following items on the City Council Agenda are considered routine by the City Manager and shall be approved, adopted, accepted, etc., by motion of the City Council and voice vote unless the Mayor or a City Council person specifically requests an item be considered under "Regular Business." In such an event the item shall be removed from the "Consent Agenda" and Council 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 Council Minutes in their proper order.

### **A. Approval of Minutes**

### **B. Resolution No. 14, Series 2026 - A Resolution Approving an Amendment to the Intergovernmental Agreement with Boulder County for Co-Responder Services**

### **C. Resolution No. 15, Series 2026 — A Resolution Approving an Amendment to the Intergovernmental Agreement with Boulder County for Law Enforcement Dispatch Services**

## **8. Council Informational Comments and Committee Reports**

## **9. City Manager's Report**

## **10. Regular Business**

### **A. Coal Creek Village Preliminary PUD / Plat and Rezoning**

#### **i. Ordinance No. 1910, Series 2025 - An Ordinance Approving A Rezoning of a Portion of the Caledonia Place Subdivision Plat from Commercial Community (C-C) and Residential Medium Density (R-M) to Mixed-Use Residential (MU-R) and Approving an Amendment to Exhibit A, Land Use Plan Exhibit, Referenced in Louisville Municipal Code Chapter 17.14 - Mixed Use Zone Districts - 2nd Reading, Public Hearing (*continued from January 6, 2026*) (advertised City of Louisville website 11/19/2025)**

#### **ii. Resolution No. 8, Series 2026 — A Resolution Approving a Preliminary Planned Unit Development (PUD), Preliminary Plat, and Special Review Use to Allow 188 Dwelling Units and 13,534 Square Feet of Commercial Space at 1032, 1034, and 1040 East South Boulder Road**

### **B. Ordinance No. 1912, Series 2026 — An Ordinance Approving the ConocoPhillips Campus General Development Plan, Amendment No. 2 - 2nd Reading, Public Hearing (advertised City of Louisville website 01/21/2026)**

### **C. Ordinance No. 1915, Series 2026 — An Ordinance Amending the City's Development Design Standards and Title 17 of the Louisville Municipal Code to Prohibit Nonfunctional Turf, Artificial Turf, and Invasive Plant Species for Certain New Development and Redevelopment — 1st Reading, Set Public Hearing**



- D. Ordinance No. 1916, Series 2026 — An Emergency Ordinance Amending the Fire Hardening Code for Structures in Chapter 15.70 of the Louisville Municipal Code Regarding Defensible Space Around Primary Structures in the Marshall Fire Rebuild Areas - PUBLIC HEARING
- E. Ordinance No. 1914, Series 2026 — Contract for the Lease and Purchase of Real Estate - 1155 Pine Street - 2nd Reading, Public Hearing (advertised City of Louisville Website 01/21/2026)

## **11. City Attorney's Report**

## **12. Upcoming Agenda Items and Identification of Future Agenda Items**

## **13. Adjourn**

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### **Upcoming Agenda Items February 17, 2026 Meeting**

This list is not inclusive; items are subject to change; additional items may be added.

- Xcel Energy Presentation
- Louisville Fire Protection District Wildfire Risk Assessment Presentation
- Discussion / Direction: Citywide Defensible Space and WUI Map
- EV Charging Facility Zoning Code Update - 1st Reading
- Nonfunctional Turf - 2nd Reading
- Fire Restrictions - Concurrent with Boulder County
- Boulder Office of Disaster Management IGA

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### **Resident Information**

If you wish to speak at the City Council meeting in person, please fill out a sign-up card and present it to the City 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 at 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](#)

# **City Council**

## **Meeting Minutes**

**Tuesday, January 20, 2026  
Council Chambers  
749 Main Street  
6:00 PM**

Mayor Pro Tem Hamlington called the meeting to order at 6:02 p.m. Roll Call was taken, and the following members were present:

**City Council:**     *Mayor Chris Leh – Arrived at 6:07*  
                             *Mayor Pro Tem Barbara Hamlington*  
                             *Councilmember Josh Cooperman*  
                             *Councilmember Caleb Dickinson*  
                             *Councilmember Deborah Fahey*  
                             *Councilmember Dietrich Hoefner – Arrived at 6:04*  
                             *Councilmember Judi Kern*

**Staff Present:**    *Diana Langley, City Manager*  
                             *Samma Fox, Deputy City Manager*  
                             *Rob Zuccaro, Community Development Director*  
                             *Matt Post, Senior Planner*  
                             *Jeff Hirt, Planning Manager*  
                             *Kathleen Kelly, City Attorney - Remote*  
                             *Genny Kline, City Clerk*  
                             *Christina Fernandez, Deputy City Clerk*

### **APPROVAL OF AGENDA (00:00:52)**

Council member Kern moved to approve the agenda; seconded by Council member Cooperman.

Aye: Hamlington, Cooperman, Dickinson, Fahey, Kern

Nay: None

Absent: Leh, Hoefner

**PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA AND ITEMS ON THE  
CONSENT AGENDA (00:01:02)**

- None

Mayor Pro Tem Hamlington noted Council member Hoefner joined the meeting.

**APPROVAL OF CONSENT AGENDA (00:01:58)**

- A. Approval of Minutes
- B. Resolution No. 12, Series 2026 — A Resolution in Support of Colorado State House Bill 25-1182
- C. Resolution No. 13, Series 2026 — A Resolution Approving a Change Order for the 2025 Water Main Replacement Project and Sanitary Sewer Backwater Preventer Valve Project

Council member Kern moved to approve the Consent Agenda; seconded by Council member Hoefner.

Aye: Hamlington, Cooperman, Dickinson, Fahey, Hoefner, Kern  
Nay: None  
Absent: Leh

**COUNCIL INFORMATIONAL COMMENTS AND COMMITTEE REPORTS (00:02:17)**

None

**CITY MANAGER'S REPORT (00:02:33)**

City Manager Langley reported on the following: Louisville Fire Protection District Change of Command Ceremony, Comprehensive Plan Open House, Mayor's Meeting, and recognized the Open Space Division released their BioBlitz results.

## **REGULAR BUSINESS**

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### **DEVELOPMENT CODE UPDATE REQUEST FOR PROPOSALS (RFP) APPROVAL (00:03:20)**

Mayor Pro Tem Hamlington introduced the item.

Planning Manager Hirt provided the staff report.

Council posed several questions which were acknowledged and addressed as part of the discussion.

#### **Public Comment**

- None

Council shared their feedback and comments.

Council member Dickinson moved to approve the development code update request for proposals (RFP) and direct staff to proceed; seconded by Mayor Leh.

No comments were offered by council.

Aye: Leh, Hamlington, Cooperman, Dickinson, Fahey, Hoefner, Kern

Nay: None

Absent: None

### **ORDINANCE NO. 1912, SERIES 2026 – AN ORDINANCE APPROVING THE CONOCOPHILLIPS CAMPUS GENERAL DEVELOPMENT PLAN, AMENDMENT NO. 2 – 1<sup>ST</sup> READING, SET PUBLIC HEARING (00:27:38)**

Mayor Leh introduced the item.

Council member Hoefner recused himself from the discussion and exited the meeting at 6:32 pm.

Senior Planner Post presented the staff report.

Council posed several questions, which were acknowledged and addressed as part of the discussion.

Mayor Leh moved to approve Ordinance No. 1912, Series 2026; and set the matter for public hearing on February 3, 2026, at 6:00 pm; seconded by Council member Fahey.

Council and staff engaged in discussion regarding the item.

Aye: Leh, Hamlington, Cooperman, Dickinson, Fahey, Kern

Nay: None

Absent: Hoefner

Council member Hoefner returned to the meeting at 7:23 pm.

**ORDINANCE NO. 1913, SERIES 2026 – AN EMERGENCY ORDINANCE AMENDING THE FIRE HARDENING CODE FOR STRUCTURES IN CHAPTER 15.70 OF THE LOUISVILLE MUNICIPAL CODE – PUBLIC HEARING (01:20:30)**

Mayor Leh introduced the item and opened the public hearing.

Community Development Director Zuccaro presented the staff report.

Council posed questions which were acknowledged and addressed as part of the discussion.

Public Comment

- Tanya Somauroo

Council provided their feedback and comments.

Public Comment

- None

Council shared additional feedback and comments.

Council member Kern moved to approve Ordinance No. 1913, Series 2026; seconded by Council member Hoefner.

Mayor Leh offered a friendly amendment to remove the items relating to fifteen.

Council member Dickinson indicated how he plans to vote.

Mayor Leh withdrew his friendly amendment.

Aye: Leh, Hamlington, Fahey, Hoefner, Kern

Nay: Cooperman, Dickinson

Absent: None

Mayor Leh noted the time and asked whether anyone needed a recess.

Council Member Hoefner suggested addressing the ordinance first and then concluding the meeting.

City Manager Langley suggested moving the Work Plan and Upcoming Agenda Items discussion to next week.

**ORDINANCE NO. 1914, SERIES 2026 – CONTRACT FOR THE LEASE AND PURCHASE OF REAL ESTATE – 1155 PINE STREET – 1<sup>ST</sup> READING, SET PUBLIC HEARING (02:10:17)**

Mayor Leh introduced the item.

City Manager Langley presented the staff report.

There were no questions by council members.

Council member Dickinson moved to approve Ordinance No. 1914, Series 2026, on first reading and set the public hearing for February 3, 2026, at 6:00 pm; seconded by Council member Fahey.

No comments were offered by council.

Aye: Leh, Hamlington, Cooperman, Dickinson, Fahey, Hoefner, Kern

Nay: None

Absent: None

**2026 COUNCIL WORK PLAN REVIEW (02:13:50)**

Council member Hoefner moved to amend the agenda to move Items 8.E and 8.F. to January 27, 2026; seconded by Council member Dickinson.

Aye: Leh, Hamlington, Cooperman, Dickinson, Fahey, Hoefner, Kern

Nay: None

Absent: None

Council postponed this discussion to January 27, 2026.

**CITY ATTORNEY'S REPORT (02:14:00)**

City Attorney Kelly indicated there was no report.

**UPCOMING AGENDA ITEMS AND IDENTIFICATION OF FUTURE AGENDA ITEMS  
(02:14:30)**

Council postponed this discussion to January 27, 2026.

**ADJOURN (02:14:43)**

Council member Hoefner moved to adjourn the meeting; seconded by Council member Kern.

Aye: Leh, Hamlington, Cooperman, Dickinson, Fahey, Hoefner, Kern

Nay: None

Absent: None

The meeting adjourned at 8:15 pm.

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Christopher M. Leh, Mayor

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Genny Kline, City Clerk

**Subject:** Resolution No. 14, Series 2026 - A Resolution Approving an Amendment to the Intergovernmental Agreement with Boulder County for Co-Responder Services

**Date:** February 3, 2026

**Prepared By:** Rafael Gutierrez, Chief

**Presented By:** Rafael Gutierrez, Chief

**Summary:**

An Intergovernmental Agreement (IGA) was entered into in early 2024 between the City of Louisville and Boulder County, authorizing the City to contract the services of the Boulder County Community Services Mental Health Co-Responder Program. This program enhances the police department's capabilities during response to calls for service involving people in need of mental health support. The agreement provides access to mental health resources and dedicated staff members who provide mental health co-response services throughout the City. The agreement allows the police department to support regional efforts to assist community members who are experiencing a mental health crisis or who may be in need of behavioral health support services. The current IGA involves a 4-year agreement with Boulder County that began in 2024 and ends on December 31, 2027. The proposed amendment reflects the costs of services for 2026, however the Statement of Work and other provisions of the IGA remain the same.

**Background / Prior Discussions:**

The Louisville Police Department previously contracted mental health co-response services from 2019-2022 through a partnership with Community Reach Center (Broomfield). The program lost its funding and was discontinued, creating a significant loss in service capabilities for mental health crisis response and clinical case management for the police department.

On [March 5, 2024](#) an Intergovernmental Agreement (IGA) was presented and approved by Council to enter into an IGA with Boulder County to restore these services at the police department.

On [May 21, 2024](#) Council approved a contract between the City of Louisville and the State of Colorado Department of Human Services Behavioral Health Administration, as part of a grant funding opportunity, to allow the City to receive reimbursement for co-responder program costs for State FY 2025.

On [February 18, 2025](#) an Amendment to the IGA was presented to Council to



establish costs for the program for calendar year 2025, and the amendment was approved. On April 1, 2025, the City of Louisville Police Department was notified that it was being selected, once again, to receive grant funding for State FY 2026 for reimbursement of co-responder services contracted through Boulder County.

**Development Proposal:**

N/A

**Analysis:**

During certain public safety responses, mental health support services, such as co-responder programs, enhance responders' capabilities to address mental health crises in a more effective and appropriate manner than traditional law enforcement response. Often in these situations, a criminal event has not occurred and the person in crisis would be better served by having access to mental health clinicians. These programs provide follow-up contact opportunities and referrals in some cases, to connect people to higher levels of care and treatment.

**Council Work Plan:**

This program supports providing reliable core services and remaining a collaborative regional partner through leveraging a County-wide program that provides mental health support services during public safety response. The initiative also supports EDI principles by ensuring all members of the community have access to these resources.

**Fiscal Impact:**

**Budgeted** - funding / resources for this item have been fully budgeted and no amendment is required.

*Co-responder service costs for calendar year 2026 are \$241,326.38 as shown on the amendment to the agreement. These expenses were included, and approved, in the City's 2025-2026 budget process.*

*\$220,000 in grant funding was awarded to the City of Louisville Police Department by the State of Colorado for State fiscal year 2026 (July 1, 2025 through June 30, 2026) for reimbursement of eligible expenses associated with the Co-responder services provided by Boulder County.*

**Alternatives:**

While there are other organizations that the Police Department may contract with for mental health support and co-responder services, the Boulder County program has a well-established reputation in the County and in neighboring jurisdictions and staff feels this is the best option to pursue.

**Recommendation:**

Staff recommends approval of the amendment

**Attachments:**

1. Resolution No. 14, Series 2026
2. Boulder County Intergovernmental Agreement (IGA) Amendment
3. Boulder County IGA Amendment - Exhibit A

**RESOLUTION NO. 14  
SERIES 2026**

**A RESOLUTION APPROVING AN AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT WITH BOULDER COUNTY FOR CO-RESPONDER SERVICES**

**WHEREAS**, the City and County previously entered into an Intergovernmental Agreement, which was approved by the City on March 5, 2024, pursuant to which the County agreed to provide co-responder services to the Louisville Police Department for calls involving mental health, substance use, death of a loved one, or other crises; and

**WHEREAS**, an amendment to the Intergovernmental Agreement has been proposed to establish the services to be provided by the County and the fees to be paid by the City for January 1, 2026 to December 31, 2026; and

**WHEREAS**, the City and County are authorized to enter into this Agreement pursuant to state law, including but not limited to C.R.S. § 29-1-201 et seq., and the City Council by this Resolution desires to approve said Intergovernmental Agreement and authorize its execution;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:**

**Section 1.** The City Council hereby approves the Amendment to the Intergovernmental Agreement between the City of Louisville and Boulder County for co-responder services in 2026, in essentially the same form as the copy of such Amendment that accompanies this resolution.

**Section 2.** The Mayor is hereby authorized to execute the Amendment on behalf of the City, and the Mayor is hereby further authorized to negotiate and approve such revisions to the Amendment as the Mayor determines are necessary or desirable for the protection of the City, so long as the essential terms and conditions of the Amendment are not altered.

**PASSED AND ADOPTED** this 3<sup>rd</sup> day of February 2026.

\_\_\_\_\_  
Christopher M Leh, Mayor

ATTEST:

\_\_\_\_\_  
Genny Kline, City Clerk

**BOCC**  
**INTERGOVERNMENTAL**  
**AGREEMENT (IGA) AMENDMENT**  
(Revenue)

| <b>AMENDMENT SUMMARY</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|
| This amendment makes changes to the following terms:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                              |
| <input checked="" type="checkbox"/> IGA Amount <input type="checkbox"/> Contract Dates <input checked="" type="checkbox"/> Scope of Work                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                              |
| <b>Contract Identification from Original IGA</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                              |
| Other Party's Legal Name                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | City of Louisville, Police Department        |
| Other Party's Contact Information - Name                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Chief Rafael Gutierrez                       |
| Other Party's Contact Information - Email                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | rgutierrez@louisvilleco.gov                  |
| County Office or Department                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Boulder County Community Services            |
| County Division /Program                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Strategic Initiatives - Co-Responder Program |
| Oracle Contract Number                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 500197                                       |
| Oracle Version Number                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1                                            |
| <b>IGA Amount</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                              |
| Amendment Amount (through New End Date)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | \$241,326.38                                 |
| <b>Contract Dates</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                              |
| Amendment Effective Date                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1/1/2026                                     |
| New End Date                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 12/31/2026                                   |
| <b>Scope of Work</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                              |
| Does this amendment change the current scope of work?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | YES                                          |
| <p><b>Scope of Work Changes IF ANY:</b> Describe the changes to scope of work in this box and, if needed, attach an Exhibit with the details of the changes to the scope of work, including updated fee and rate sheets, if applicable:</p> <p>The following budget reflects costs for 2026 only. Annual budgets will be developed each year prior to the start of the new contract period. If desired for planning purposes, a 5% per year multiplier can be used to estimate costs for future years. The budget provides for two Co-Responders and applicable expenses.</p> |                                              |

| Additional IGA Documents                              |
|-------------------------------------------------------|
| Check all that apply:                                 |
| <input checked="" type="checkbox"/> Exhibit A - _____ |
| <input type="checkbox"/> Exhibit B - _____            |
| <input type="checkbox"/> Exhibit C - _____            |

This AMENDMENT (“Amendment”) to the above-referenced Original IGA (“IGA”) is entered into between the Board of County Commissioners of Boulder County on behalf of the County of Boulder, State of Colorado, a body corporate and politic, for the benefit of Boulder County Community Services (“County”) and the “Other Party” identified above.

#### 1. INCORPORATION OF AMENDMENT SUMMARY

The **Amendment Summary** and **Additional IGA Documents**, if any are listed, are incorporated into the IGA by reference.

#### 2. EFFECTIVE DATE AND ENFORCEABILITY

This Amendment is effective and enforceable on the **Amendment Effective Date**.

#### 3. LIMITS OF EFFECT

The IGA and all prior amendments, if any, remain in full force and effect except as specifically modified by this Amendment.

#### 4. MODIFICATIONS

The IGA Documents are updated to include any Additional IGA Documents where the corresponding box is checked above.

The IGA is also modified to the extent that a corresponding box is checked below:

☐ IGA Term. The term of the IGA is extended through the New End Date identified in the Amendment Summary.

☒ IGA Amount. The IGA Amount is amended to include the Amendment Amount identified in the Amendment Summary.

☒ Scope of Work. The Scope of Work is amended as indicated under Scope of Work Changes in the Amendment Summary and Exhibit A (if checked).

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the Parties have executed and entered into this Amendment as of the latter day and year indicated below.

|                                                                                        |                     |                                                                                    |  |
|----------------------------------------------------------------------------------------|---------------------|------------------------------------------------------------------------------------|--|
| <b>SIGNED for and on behalf of Board of<br/>County Commissioners of Boulder County</b> |                     | <b>SIGNED for and on behalf of</b><br><u>City of Louisville, Police Department</u> |  |
| Signature:                                                                             |                     | Signature:                                                                         |  |
| Name:                                                                                  |                     | Name:                                                                              |  |
| Title:                                                                                 |                     | Title:                                                                             |  |
| Date:                                                                                  |                     | Date:                                                                              |  |
| ↓↓ <i>For Board-signed documents only</i> ↓↓                                           |                     |                                                                                    |  |
| Attest Signature:                                                                      | Initial of<br>EO/DH |                                                                                    |  |
| Attestor Name:                                                                         |                     |                                                                                    |  |
| Attestor Title:                                                                        |                     |                                                                                    |  |

**Exhibit A**  
**Statement of Work 2026**  
**City of Louisville Co-Responder Program**

**Scope of Work:**

Louisville Police Officers and a behavioral health specialist (Co-Responder) respond together to calls for service that may involve mental health, substance use, death of a loved one, or some type of crisis. On scene, the team works not only to de-escalate the situation, but also provide behavioral health screening and assessment, call disposition planning and referral or linkage to needed services. The planning at the end of the encounter depends on several unique factors, and outcomes can range from leaving the individual with necessary resources, transporting the individual to a hospital or walk-in clinic, and providing support and resources for family members and others on-scene. Follow up will also be offered after the initial encounter. This can include case management services and providing coordination with various systems of care. The team structure will vary to meet the needs of the community and partnering agencies and will include primary and secondary response. In addition, these positions will cross train between law enforcement and behavioral health disciplines to gain a greater understanding of Louisville Police Department procedures and practices and Co-Response skills.

**Period of Performance:**

The period of service under this IGA will be for four calendar years starting January 1, 2024, and ending December 31, 2027.

**Location and Hours of Service:**

Staff under this IGA will serve the home rule City of Louisville. The main office for this position will be located at the Louisville Police Department, 992 W Via Appia Way, Louisville, CO 80027. This position will often work off site and in the community, including homes, community agency sites, hospital emergency rooms, psychiatric units, nursing homes, jails, and juvenile detention facilities. Mileage costs for this position will be paid by Boulder County at a defined rate.

This Statement of Work supports two (2) full time FTEs (40 hours per week) with working hours of 12:00pm-10:00pm Sunday – Wednesday and Wednesday-Saturday. These two positions will participate in a weekend rotation with the BCSO Co-Responders and other Boulder County Co-Responders.

**Staff Qualifications and Provided Services:**

CR staff require a minimum of 2 years of experience in Motivational Interviewing, crisis counseling, verbal-de-escalation, working with diverse and at-risk populations, community networking and resource delivery. They must have, at minimum, a Bachelor's degree from an accredited university or college in counseling, social work, or psychology is required and a Master's degree in social work or counseling is highly preferred. They must be at least 21 years of age, possess, maintain a valid Motor Vehicle Operator's license, and have an acceptable driving record and have a working motor vehicle. They must also meet the requirements of applicable federal, state, and organizational background checks and be willing to work a flexible schedule that includes evenings and weekends.

**Co-Responder:** These positions will fulfill the following duties and responsibilities.

- Provides mobile response to a variety of community settings upon law enforcement request, including homes, street corners, offices, assisted living facilities, and shelters.
- Conducts mental status exam, suicide, and risk assessment to determine if people in distress meet criteria for involuntary treatment.
- Ensures that adequate time is spent with each community member to ensure accuracy of assessments.
- Makes appropriate level of care decisions on scene and communicates and collaborates with and creates relationships with multiple collateral agencies, including schools, hospitals, family members and significant others to facilitate referrals for needed community-based services and treatment.
- Conducts telephone follow ups and interventions with community members as needed.
- Documents all phone and face-to-face contacts and supplies documentation consistent with clinical and administrative policies and procedures and research related to the provision of services in the Find Help data system.
- Attends monthly team meetings and clinical supervision.
- Accept referrals from law enforcement for case management and broker service delivery to community members.
- Could serve as a mental health consultant on Boulder County Sheriff Office SWAT negotiations.
- Other duties as assigned.

**Supervision:**

A minimum of 3 hours of clinical supervision will be provided to staff by a Program Supervisor of the Boulder County Co-Responder Team a month. All requests for leave will be approved by the Program Manager of the Boulder County Co-Responder Team. The monthly schedule of the staff will be shared with the Louisville Police Department in a way that it accessible and easy to reference.

**Applicable Standards:**

This position will be knowledgeable of and comply with all the policies and procedures for the Louisville Police Department and Boulder County Co-Responder Team.

**Evaluation and Deliverables:**

Services and outcomes will be regularly monitored for quality and expected performance. Regular meetings will be held with Louisville PD officials to discuss and evaluate services. Monthly, Quarterly and annual reports of performance will be developed specific to Louisville Co-Responder activities and adjustments to service approach, hours and setting of expectations will be determined collaboratively between the Louisville PD and Boulder County Co-Responder Program Leadership.



**2026 Co-Responder Program Costs****Project Staff**

|                 | Salary       | Fringe       |                      |
|-----------------|--------------|--------------|----------------------|
| Louisville CR 1 | \$ 80,841.25 | \$ 30,719.68 | \$ 111,560.93        |
| Louisville CR2  | \$ 89,756.13 | \$ 34,107.33 | \$ 123,863.46        |
|                 |              |              | <hr/>                |
|                 |              |              | <b>\$ 235,424.38</b> |

| Expenses        | Cost        | Unit | Total              |
|-----------------|-------------|------|--------------------|
| Phone           | \$ 58.00    | 24   | \$ 1,392.00        |
| Training        | \$ 500.00   | 2    | \$ 1,000.00        |
| Mileage         | \$ 0.67     | 3000 | \$ 2,010.00        |
| Admin           | \$ 1,000.00 | 1    | \$ 1,000.00        |
| Office supplies | \$ 250.00   | 2    | \$ 500.00          |
|                 |             |      | <hr/>              |
|                 |             |      | <b>\$ 5,902.00</b> |

|                   |  |  |                      |
|-------------------|--|--|----------------------|
| <b>Total Cost</b> |  |  | <b>\$ 241,326.38</b> |
|-------------------|--|--|----------------------|

**Subject:** Resolution No. 15, Series 2026 — A Resolution Approving an Amendment to the Intergovernmental Agreement with Boulder County for Law Enforcement Dispatch Services

**Date:** February 3, 2026

**Prepared By:** Rafael Gutierrez, Chief

**Presented By:** Rafael Gutierrez, Chief

**Summary:**

This matter is before Council to consider approval of a proposed Amendment to an existing Intergovernmental Agreement (IGA) between the City of Louisville and Boulder County, entered into on January 1, 2021, authorizing the City of Louisville Police Department to utilize the Law Enforcement Dispatch services of the Boulder County Communications Center for the dispatching of Police Department resources in response to emergency and non-emergency public safety related calls for service. The services also allow for the tracking and recording of officer activity and coordination of public safety resources during incidents. The City does not operate its own dispatch center and no other reasonable options exist in the area for these services.

This proposed amendment is to establish the dispatch service fee to be paid by the City of Louisville for the period January 1, 2026 to December 31, 2026. The proposed fee for these services during this period is \$354,977. This cost represents an approximate 3.7% decrease from the previous year. The reduction in costs is attributed to the offset in operating costs experienced due to recent increases in Boulder Regional Telephone Service Authority (BRETSA) funding.

The City's payment obligations under the IGA are payable in the fiscal year for which funds are appropriated for the payment thereof. The City's obligations under the IGA shall be from year to year only and shall not constitute a multiple-fiscal year direct or indirect debt or other financial obligation of the City within the meaning of Article X, Section 20 of the Colorado Constitution.

**Background / Prior Discussions:**

On [November 17, 2020](#) the matter came before Council as a request to enter into an IGA with Boulder County for Law Enforcement Dispatching Services. A previous 5-year IGA existed that ended on December 31, 2020, and the new agreement superseded the previous. Council approved the new IGA and the term of the agreement states it shall remain in effect unless superseded by a new written agreement or until it is terminated. The cost for dispatch services for calendar year 2021 was \$347,443. In calendar year 2022 the costs for dispatch services were \$355,378. The cost for dispatch services for

calendar year 2023 were \$389,577.

On [October 17, 2023](#) an amendment to the agreement was presented to Council to establish cost for services for Calendar year 2024, those costs were set at \$338,069. Council approved the amendment.

On [December 3, 2024](#), an amendment to the agreement was presented to Council to establish cost for services for Calendar year 2025, those costs were set at \$368,514. Council approved the amendment.

**Development Proposal:**

N/A

**Analysis:**

The agreement provides a mechanism for Law Enforcement Dispatch Services that supports deployment and coordination of police resources to calls for service, response to emergency events, and regional public safety communication. The formula used by Boulder County to determine costs is based on the number of calls for service for the user agency and the costs associated with running the communications center. The City of Louisville Police Department average percentage of use of these services represented approximately 20.6% of all calls for service handled by the center. Over the last three years the City of Louisville averaged about 14,313 calls for service per year.

**Council Work Plan:**

This service supports providing reliable core services and remaining a collaborative regional partner through leveraging a County-wide resource to manage and coordinate emergency services response during public safety situations. The initiative supports EDI principles by ensuring all members of the community have access to public safety resources and emergency response.

**Fiscal Impact:**

**Budgeted** - funding / resources for this item have been fully budgeted and no amendment is required.

Costs for Law Enforcement Dispatch services for the period January 1, 2026 to December 31, 2026 are billed at \$354,977.45. These costs were included, and approved, in the City's 2025-2026 budget process. This cost represents an approximate 3.7% decrease from the previous year. The reduction in costs is attributed to the offset in operating costs due to increases in Boulder Regional Telephone Service Authority (BRETSA) funding.

The City's payment obligations under the IGA are payable in the fiscal year for which funds are appropriated for the payment thereof. The City's obligations under the IGA shall be from year to year only and shall not constitute a multiple-fiscal year direct or indirect debt or other financial obligation of the City within the meaning of Article X, Section 20 of the Colorado Constitution.

**Alternatives:**

No other alternatives exist currently for contracting dispatch services. Alternatives could include creation of a Louisville Police Dispatch center at a significant cost or contracting with another jurisdiction who operates a communication center, however, neither alternative is feasible at this time.

**Recommendation:**

Staff recommends approval of the amendment.

**Attachments:**

1. Resolution No. 15, Series 2026
2. Amendment to the Intergovernmental Agreement for Law Enforcement Services

**RESOLUTION NO. 15  
SERIES 2026**

**A RESOLUTION APPROVING AN AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT WITH BOULDER COUNTY FOR LAW ENFORCEMENT DISPATCH SERVICES**

**WHEREAS**, Boulder County operates a Communications Center for 911 and non-emergency calls for law enforcement, fire, and emergency medical services in Boulder County and has the capacity to assist other jurisdictions within the County; and

**WHEREAS**, the City and County previously entered into an Intergovernmental Agreement dated January 1, 2021 authorizing the City to utilize the Communications Center for answering emergency and non-emergency public safety calls, dispatching its Police Department to those calls, and routine tracking and recording of officer activity, subject to payment of a service fee; and

**WHEREAS**, an amendment to the Intergovernmental Agreement has been proposed to establish the service fee to be paid by the City for January 1, 2026 to December 31, 2026; and

**WHEREAS**, the City and County are authorized to enter into this Agreement pursuant to state law, including but not limited to C.R.S. § 29-1-201 et seq., and the City Council by this Resolution desires to approve said Intergovernmental Agreement and authorize its execution;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:**

1. The Amendment to Intergovernmental Agreement for Law Enforcement Dispatch Services between the City of Louisville and the County of Boulder (the "Amendment"), is hereby approved in essentially the same form as the copy of such Amendment accompanying this Resolution.

2. The Mayor is authorized to execute the Amendment on behalf of the City, except that the Mayor is hereby further granted authority to negotiate and approve such revisions to said Amendment as the Mayor determines are necessary or desirable for the protection of the City, so long as the essential terms and conditions of the Amendment are not altered.

**PASSED AND ADOPTED** this 3<sup>rd</sup> day of February 2026.

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Christopher M. Leh, Mayor

ATTEST:

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Genny Kline, City Clerk

AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT  
DATED JANUARY 1, 2021 FOR LAW ENFORCEMENT DISPATCH SERVICES  
BETWEEN THE BOULDER COUNTY SHERIFF'S OFFICE AND THE  
CITY OF LOUISVILLE POLICE DEPARTMENT

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**EXHIBIT A**  
**Adopted Budget**

1. Term. The term of this Adopted Budget is January 1, 2026 through December 31, 2026.
2. Budget. The fees for service for the term of this Exhibit A for all services outlined in the Intergovernmental Agreement are \$354,977.45.

**IN WITNESS WHEREOF**, the Parties have executed this Exhibit A on the date last written below.

**COUNTY OF BOULDER,  
STATE OF COLORADO**

\_\_\_\_\_  
Curtis Johnson  
SHERIFF

Date: \_\_\_\_\_

\_\_\_\_\_  
Brian Zierlein  
DIVISION CHIEF, SUPPORT SERVICES

Date: \_\_\_\_\_

**CITY OF LOUISVILLE,  
STATE OF COLORADO**

\_\_\_\_\_  
Christopher M. Leh  
MAYOR

Date: \_\_\_\_\_

\_\_\_\_\_  
Rafael Gutierrez  
CHIEF OF POLICE

Date: \_\_\_\_\_

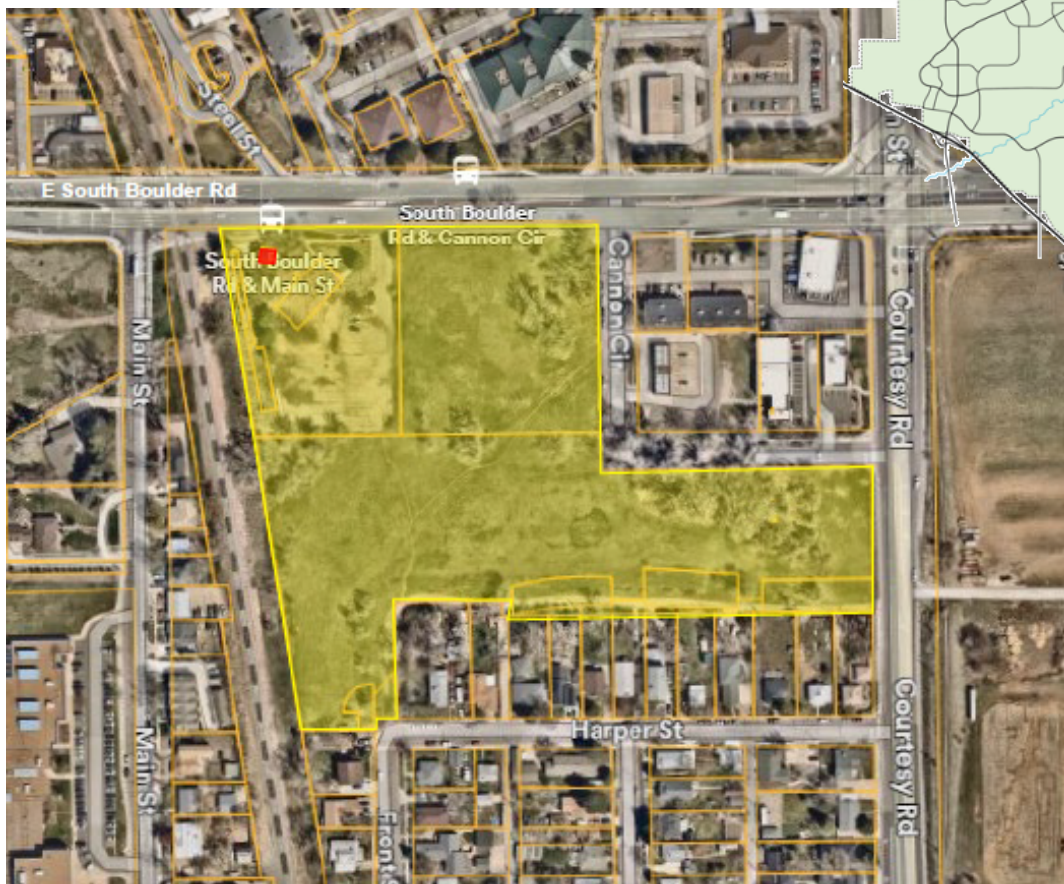
**SUBJECT:**           **ORDINANCE 1910, SERIES 2026: REZONING PORTIONS OF CALEDONIA PLACE SUBDIVISION PLAT FROM CC-MU (COMMERCIAL COMMUNITY – MIXED USE) AND R-M (RESIDENTIAL MEDIUM DENSITY) TO MU-R (RESIDENTIAL MIXED USE) AND AMENDING EXHIBIT A, LAND USE EXHIBIT, REFERENCED IN LMC CHAPTER 17.14.**

**RESOLUTION NO. 8, SERIES 2026 APPROVAL OF PRELIMINARY PLANNED UNIT DEVELOPMENT (PUD), PRELIMINARY PLAT, AND SPECIAL REVIEW USE TO ALLOW 188 DWELLING-UNITS AND 13,534 SQUARE FEET OF COMMERCIAL SPACE AT 1032, 1034, AND 1040 SOUTH BOULDER ROAD.**

**DATE:**               **FEBRUARY 3, 2026**

**PREPARED BY:**   **MATT POST, AICP, SENIOR PLANNER**

**PRESENTED BY:**   **MATT POST, AICP, SENIOR PLANNER**





**SUMMARY:**

The applicant, Ripley Design Inc. on behalf of Markel Homes, requests approval of a Preliminary Planned Unit Development (PUD), a Preliminary Plat, a Rezoning of a portion of the property from the CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) zoning districts to the MU-R (Residential Mixed Use) zoning district, a Land Use Exhibit Amendment, and a Special Review Use to allow ground floor multi-unit dwellings in the MU-R zoning district. The development proposal includes a total of 187 dwelling units, comprised of townhouses and multifamily apartments, and 13,534 square feet of commercial space.

A portion of the property is currently zoned CC-MU, which limits development to commercial, office, and institutional land uses. The requested MU-R zoning district allows for a range of residential uses in addition to commercial, office, and institutional uses, including townhouses and apartments, up to a maximum gross density of 20 dwellings per acre. To ensure a balance of uses, properties that are greater than 5 acres in size in the MU-R zoning district must include a minimum of two distinct principal uses on site.

The requested rezoning will require the applicant to amend Land Use Plan, Exhibit A referenced in Louisville Municipal Code (LMC) [Chapter 17.14 – Mixed Use Zone Districts](#). The existing Land Use Plan Exhibit designates the property as CC-Mixed Use, R-M, and Park. To match the requested zoning change, the exhibit needs to be updated to classify the entire property as MU-R.

Following the most recent Planning Commission hearing in October 2025, the applicant met with a limited number of residents of the Little Italy neighborhood to discuss potential revisions to the site design in an effort to further minimize impacts on the neighborhood. As a result, the applicant submitted a revised site layout for the Preliminary PUD, which is now incorporated into and considered by this staff report. The details of these revisions are outlined in the *Post-Planning Commission Plan Revisions* section below and are further analyzed in the analysis and proposal sections of this report.

**BACKGROUND / PRIOR DISCUSSIONS:**

The property is located in the Highway 42 Revitalization Area. In 2003, the City adopted the [Highway 42 Revitalization Area Framework Plan](#) and the [Highway 42 Revitalization Area Comprehensive Plan Amendment](#). In order to implement these adopted plans the City created a [Mixed Use Overlay District \(Zoning Chapter 17.14\)](#) and the [Mixed Use Development Design Standards and Guidelines \(MUDDSG\)](#), which govern development of properties within the Mixed Use district.

The Urban Renewal Plan for the Highway 42 Urban Renewal Area was later adopted by the City and the Louisville Revitalization Commission to address blight, encourage reinvestment, and guide appropriate land uses consistent with community objectives.

In accordance with [LMC Sec. 17.14.020](#), properties within the Revitalization Area must be rezoned consistent with the adopted Land Use Plan when developed or redeveloped. In 2013, City Council approved Ordinance No. 1641-2013, rezoning the subject property from Commercial Business (CB) to Mixed-Use Residential (MU-R), Commercial Community (CC), and Residential Medium Density (R-M) concurrent with approval of a Preliminary PUD and Plat.

A Final PUD and Plat, known as Coal Creek Station, was subsequently approved in 2016 to allow 51 residential units and 29,472 square feet of commercial space. However, the Final PUD and Plat were never executed, and eligibility for permit issuance expired on May 17, 2019.

#### Planning Commission Review

The Coal Creek Village development application was reviewed by the Planning Commission at three separate meetings held in 2024 and 2025 ([September 12, 2024](#), [October 10, 2024](#), and [October 9, 2025](#)) during which staff presented findings, public comment was received, and the Commission deliberated on the proposal. At the October 10, 2024, hearing, the Commission directed that an updated Traffic Impact Study (TIS) be prepared to address additional considerations and provide a more comprehensive evaluation of the project's impacts on the surrounding area.

Following that action, staff met with the applicant to establish the scope for the revised TIS. The study was then prepared by the applicant, submitted, and reviewed in accordance with the agreed scope, incorporating updated traffic counts and expanded analyses requested by the Planning Commission. The revised scope included:

- Analysis of traffic impacts with and without the Front Street connection.
- Incorporation of traffic projections from the Delo Boom development, a mixed-use project proposed and currently under review south of the subject property.
- Inclusion of six additional intersections in the study area - Main Street/South Boulder Road, Main Street/Griffith Street, Front Street/Griffith Street, Cannon Street/Griffith Street, HWY 42/Griffith Street, and HWY 42/Harper Street.
- Evaluation of the Cannon Circle/South Boulder Road intersection as a potential  $\frac{3}{4}$  movement configuration.
- Updated, objective directional distribution assumptions.
- Application of a 1,000 vehicle-per-day (vpd) threshold for local street capacity (Front Street only) based on neighborhood livability considerations rather than maximum roadway capacity.

The revised TIS (Attachment 7) evaluated existing and projected traffic conditions for 2026 and 2045, with and without the connection of Front Street between South Boulder Road and Griffith Street. The new study assumed the same development intensity as the prior study. New traffic counts were collected during weekday morning and evening peak hours in November 2024 and during the Saturday mid-day peak in November 2022 under normal conditions, updating and replacing the previous 2020 and 2022 volumes.

The development is projected to generate approximately 1,839 daily vehicle trips, with 220 AM peak hour (7:00AM – 9:00AM) trips and 244 PM peak hour (4:00pm – 6:00PM) trips.

The results of the revised TIS indicate that the Front Street connection is strongly encouraged as a method of improving overall circulation and enhancing vehicular safety in and around the development area. The site fronts South Boulder Road, where turning movements are constrained by heavy through traffic volumes. In the absence of the Front Street connection, eastbound U-turn volumes, which represent vehicles exiting the development with the intent of going west on South Boulder Road, are projected to increase by approximately 40–85% over the long term, resulting in weaving movements across multiple lanes within a short distance of the signalized intersection at South Boulder Road and HWY 42. This condition introduces operational complexity and safety concerns on South Boulder Road. As a result, the revised TIS and City staff identify the Front Street connection as the preferred approach to provide transportation redundancy, support a safer and more connected street system consistent with prior planning efforts and adopted policies, and more evenly distribute traffic across the transportation network.

In the event of a through connection, the TIS evaluated Front Street using a 1,000 vehicle-per-day (vpd) threshold, which is generally recognized by most jurisdictions as the most conservative standard for local residential street classification. The City's [2013 Comprehensive Plan](#) identifies local streets carrying more than 1,000 vpd as candidates for traffic-calming measures (p. 41), but not for reclassification. The TIS projects that, with a through connection from South Boulder Road to Griffith Street, Front Street would remain below this 1,000 vpd threshold (p. 66). In response to initial community concerns about a through connection, the applicant agreed to proactively install traffic-calming measures along Front Street and at the Front Street/Harper Street intersection (Attachment 8).

At the October 9, 2025, hearing, the Planning Commission recommended approval of the Coal Creek Village development application with the **condition that the Front Street connection at Harper Street be open to emergency access only**, including pedestrians and bicycles.

While staff continues to recommend that Front Street remain a through connection based on adopted policy analysis and sound transportation planning principles, the Planning Commission has recommended approval of this development application with Front Street

closed to through traffic and limited to emergency, bicycle, and pedestrian access only. If the City Council adopts the Planning Commission's recommendation to limit Front Street in this manner, staff recommends abandoning the proposed traffic calming improvements (Attachment 8), as these measures were specifically intended to deter and slow vehicles in a through-traffic scenario on Front Street.

*Post-Planning Commission Plan Revisions*

Following the final Planning Commission hearing in October 2025, the applicant engaged in additional outreach with a small number of residents of the Little Italy neighborhood to discuss potential design refinements and ways to further mitigate the impacts of the development. As a result of that engagement, the applicant prepared a revised site layout that incorporates several changes intended to address neighborhood concerns while maintaining the overall development program.

The revised site layout includes the addition of a privately owned but publicly accessible park in the southwest portion of the site and a commitment to improve (pave) the existing public alley located along the south side of the development, which serves single-family homes on the north side of the Little Italy neighborhood. The applicant and nearby residents also explored the possibility of enhancing alley connectivity by combining a previously proposed private alley along the south edge of the development site with the existing public alley serving Little Italy, with the intent of creating a continuous east–west alley connection through the site to the new portion of Front Street.

Implementation of this new alley concept would have required the cooperation of two unplatted properties located south of the site and west of the existing alley right-of-way to convey the rear 20 feet of their property to the City for the completion of the alley connection. Staff and the applicant explored the feasibility of this approach with the property owners. Based on those discussions, the full alley connection cannot be achieved at this time and is now proposed to terminate at its current, westernmost extent.

The revisions to the development plan reflect the Planning Commission condition that Front Street be open to emergency, bike, and pedestrian access only, some design coordination with adjacent property owners, and further evaluation of alley connectivity and circulation. The Planning Commission did not have the opportunity to review this revised site layout; however, the revised layout is reflective of the Planning Commission's condition, and the Commission will have the opportunity to review and make a recommendation on a Final PUD and Plat application if this preliminary application is approved.

**The revised site layout reflects the following modifications made after the Planning Commission hearing:**

- Implementation of the Front Street and Harper Street connection as emergency vehicle, bicycle, and pedestrian access only, consistent with the Planning Commission's recommendation.
- Addition of a new privately owned but publicly accessible .35-acre (15,246 square feet) park in the southwest portion of the site.
- Reorientation of townhome units in the southwest portion of the site to accommodate the new park.
- Addition of four townhome units in the central portion of the site to offset the removal of units in the southwest portion of the site, resulting in a net reduction of one dwelling unit, from 188 to 187 dwelling units.
- Removal of a previously proposed private alley along the south side of the site to accommodate the relocated townhome units.
- Commitment to improve the existing public alley on the south side of the site along its full length from HWY 42/Courtesy Rd to its westernmost terminus. The alley is public right-of way and primarily serves residences on the north side of the Little Italy neighborhood.
- Establishment of a public access easement over an existing private alley on the west side of the site to provide for vehicular turnaround and circulation.
- Evaluation of a potential east–west alley connection to Front Street in coordination with adjacent property owners; completion of the connection was not feasible due to the inability to obtain required right-of-way dedication from all affected parcels, and the alley will terminate at its current westernmost extent.
- Request for a subdivision modification to LMC Sec. 16.16.030.H to allow an alternative turnaround configuration for the resulting dead-end condition.
- Request for a waiver from MUDDSG Sec. 8.3.B.2, which requires a height transition when development in the MU-R zoning district abuts an R-M zoning district.

Staff has reviewed the revised site layout and provides analysis and a recommendation within this report. The recommendation on the revised site layout is made with the understanding that the majority of design elements within the site remains consistent with previously reviewed plans, including overall density, land use distribution, street layout, utility and drainage systems, and general plat configuration. As a preliminary application, the modifications reflected in the revised site layout would be subject to additional review through a Final PUD and Plat application, were the City Council to approve the proposal.

## **CITY COUNCIL COMMUNICATION**

*Previous plan comparison***DEVELOPMENT PROPOSAL:****Rezoning**

The current zoning designation of CC-MU on the north and east sides of the site prohibits residential uses. The applicant is requesting to rezone the portions of the property zoned CC-MU and RM to MU-R to allow for a mix of uses and housing types. This is a discretionary request from the applicant as the mandatory rezone requirement for redevelopment of the subject property was satisfied with the approved 2013 rezoning.

In the narrative provided, the applicant asserts that the proposed rezoning will support the City's goals as outlined in the Highway 42 Revitalization Area Framework Plan, the [City of Louisville Housing Plan](#), and the MUDDSG by developing a variety of housing types while providing additional commercial space along South Boulder Road. The applicant notes that the area has changed since the initial rezoning, and that the current CC-MU zoning is commercially focused and does not support needed housing in the community.

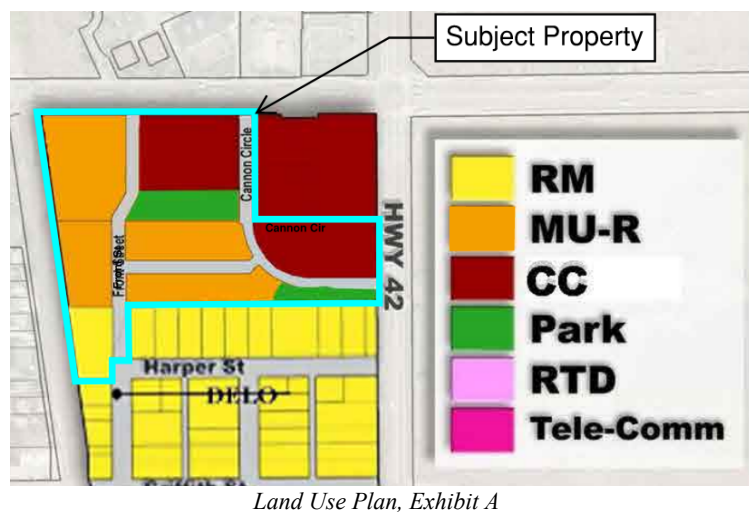
**CITY COUNCIL COMMUNICATION**



The applicant provided a market analysis by CBRE (Attachment 6), indicating that both retail and office sectors in Metro Denver remain challenged, with limited support for speculative new development. Retail conditions are stagnant, and demand is focused on smaller pad users such as gas/convenience, quick-service restaurants, and financial services, while larger-format tenants are scarce. The office market faces continued challenges, with vacancy at 27.4%, and new construction at historic lows as conversions and demolitions outpace new projects. These trends suggest that large-scale retail and office development are not viable under current conditions, and that smaller-scale retail paired with residential and mixed-use development represents the most feasible path forward.

#### Land Use Plan Amendment

The rezoning request necessitates an update to the Land Use Plan, Exhibit A, to reflect the new zoning district designations and the proposed street connections. Presently, the existing zoning designations are consistent with those outlined in the current Land Use Plan.



Land Use Plan, Exhibit A

#### Preliminary Plat

The request includes a proposal to subdivide the existing 10.7 acres property into five blocks that will accommodate the anticipated development. Further subdivision of the townhome blocks (blocks 2 & 3) into individual lots will allow for the fee-simple sale of those units. The plat will set aside 5 Outlots totaling 3.26 acres in size that include private roads, drainage and detention areas, utilities, open space and parks. The Outlots will be shared areas maintained by a required owner's association. The City will accept 1.2 acres of right-of-way, dedicated via this plat, that will allow for the construction of Front Street and Cannon Circle. The total right-of-way dedication includes additional area along South Boulder Road that will align the property boundary with the edge of public improvements. A Subdivision Improvement Agreement will be entered into during the Final Plat review process outlining maintenance and improvement responsibilities.

A portion of the plat surrounds the Coal Creek Station Filing No. 2 subdivision; a previously subdivided portion on the property on the northwest corner of the site. That plat created Lot 2 (also depicted on this Preliminary Plat) which is currently developed and occupied by The Argentos Empanada and maintained under separate ownership. The proposed subdivision will maintain the current boundary and configuration of Lot 2.

A portion of the southeast side of the site, occupied by Outlot D, will include a 26,427 square-foot detention and water quality pond. Outlot C is proposed as a 20,908 square-

**SUBJECT: COAL CREEK VILLAGE PRELIMINARY PUD / PLAT AND REZONING**

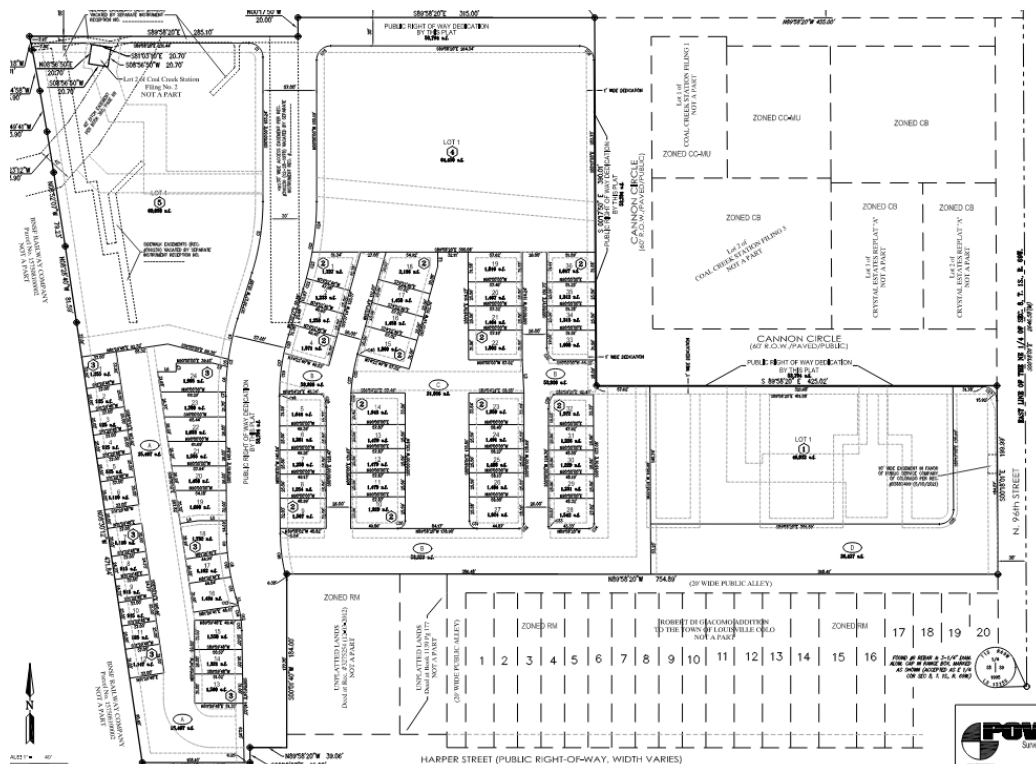
**DATE: FEBRUARY 3, 2026**

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foot park in the center of the site that will be privately owned and maintained by the required owner's association.

The Outlots will include the new, approximately 15,246 square-foot (.35-acre) park, in addition to the park that is central to the site and is 21,056 square feet (.55 acre) in size located in the southwest portion of the site. While the new .35-acre park will remain under private ownership, public access will be secured through a perpetual public access easement, ensuring long-term availability for the community. Ongoing maintenance of the park will be the responsibility of a required owner's association, ensuring upkeep without creating additional maintenance obligations for the City. The centralized .55-acre park on the plan will remain under private ownership, and will be available for use by the residents of the development.

Fifty nine townhome lots are proposed in Blocks 2 and 3 of the plat, all accessed by private drives which are contained in Outlots A and B, respectively. Blocks 4 and 5 include two multifamily and two mixed-use buildings, while Block 1 contains "micro townhome units". With a proposed subdivision modification, further analyzed in this report, staff finds that the Preliminary Plat complies with the design standards in the LMC Sec. 16.16.



*Preliminary Plat – subject to revision with revised site layout*

**Preliminary PUD**

The updated site layout for the Preliminary PUD includes 187 dwelling units and 13,534 square feet of commercial space. The 187 dwelling units include 59 townhomes, 96

**CITY COUNCIL COMMUNICATION**



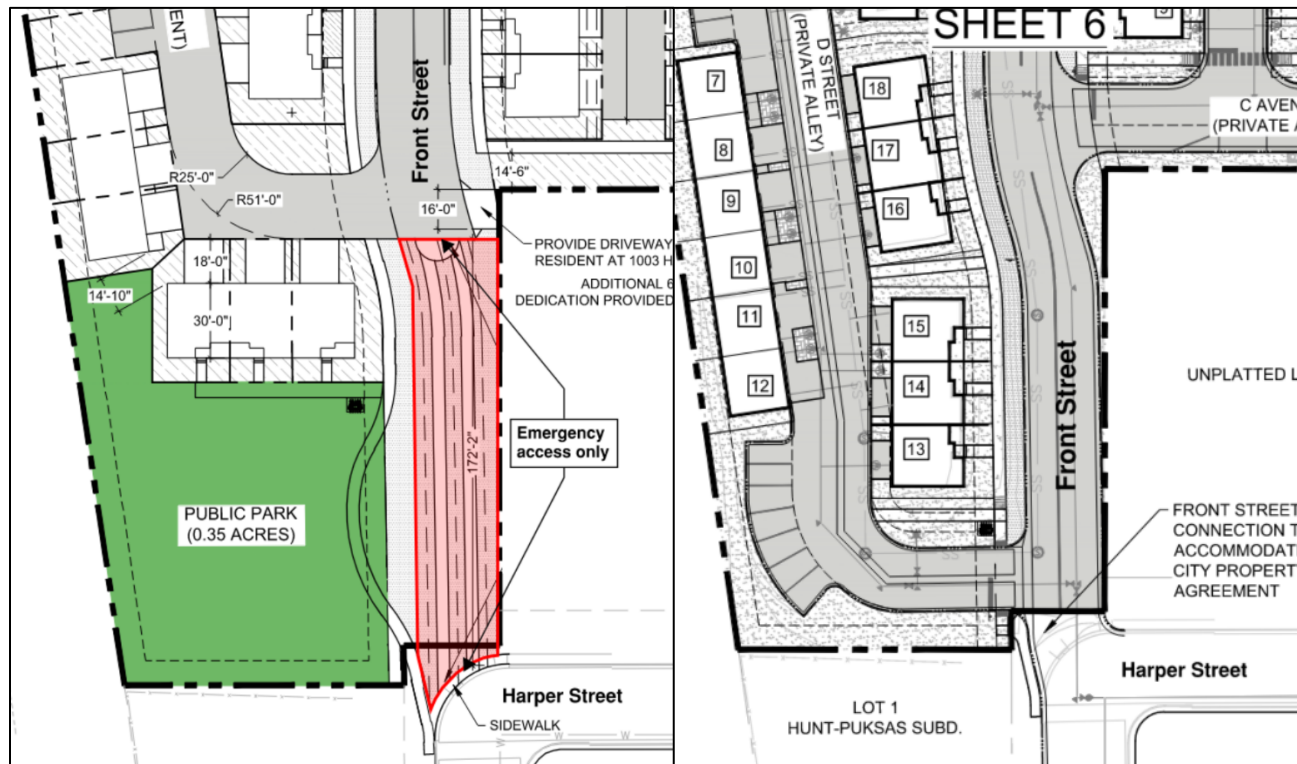
apartments, and 32 "micro-townhome units" which are defined by the applicant as 350-400 square-foot homes designed to be offered at "attainable" rates. The proposal features two, three-story mixed-use buildings near South Boulder Road (buildings 3 & 4), with commercial space on the ground floor and studios, one- and two-bedroom apartments on the second and third floors. A plaza space is provided between the mixed-use buildings in accordance with MUDDSG standards. Two additional three-story multifamily buildings (Buildings 1 and 2) are located interior to the site along Front Street, each containing 24 dwelling units ranging in size from approximately 500 to 900 square feet.

The property at 1030 E. South Boulder Road (Lot 2, Coal Creek Station Subdivision Plat, Filing No. 2), currently occupied by Argentos Empanadas, is not part of this development application. The parcel is 428 square feet in area and is developed with an approximately 400 square-foot commercial building. Recorded private covenants and agreements between this parcel and the surrounding property establish shared use arrangements, including access across adjoining land, use of common areas, and parking to serve the business. These agreements are private contractual matters between property owners and the owner's association. The City is not a party to those agreements and is not granted enforcement authority under them, and therefore cannot interpret or require compliance with those private provisions as part of this PUD review.

For purposes of this application, the City's review of Lot 2 is limited to compliance with applicable public standards of the Louisville Municipal Code and the MUDDSG. The PUD provides two parking spaces for this use, which satisfies the minimum parking requirement based on the building's floor area, as well as vehicular access and pedestrian connectivity consistent with City circulation standards. Sanitary sewer and water utility is provided through the subject property to serve Lot 2, and this service will be maintained as part of this application, and details will be further refined with a Final PUD application.

The originally submitted and reviewed plan required the dedication, construction, and through connection of Front Street to South Boulder Road, where right-in/right-out access is proposed. Cannon Circle, located on the northeast side of the site, is proposed to be dedicated, constructed, and connected to provide access from Highway 42 and South Boulder Road. Consistent with the Future Land Use Plan (Exhibit A), both Front Street and Cannon Circle were planned as through connections to improve overall connectivity in this portion of the City. However, in response to the condition recommended by the Planning Commission that Front Street be limited to emergency vehicle, bicycle, and pedestrian access only, the revised site layout no longer depicts a through vehicular connection at Front Street. Instead, the revised layout proposes an enhanced emergency, bicycle, and pedestrian-only access point at the Harper Street terminus. The access area is approximately 172 feet in length and will be designed to accommodate emergency vehicle access in accordance with applicable engineering standards, including ongoing maintenance obligations to ensure clear, unobstructed, and consistently visible access for emergency services. Vehicular access will be restricted through a method to be approved

by the Louisville Fire Protection District, which is anticipated to include collapsible bollards operable by the Fire District.



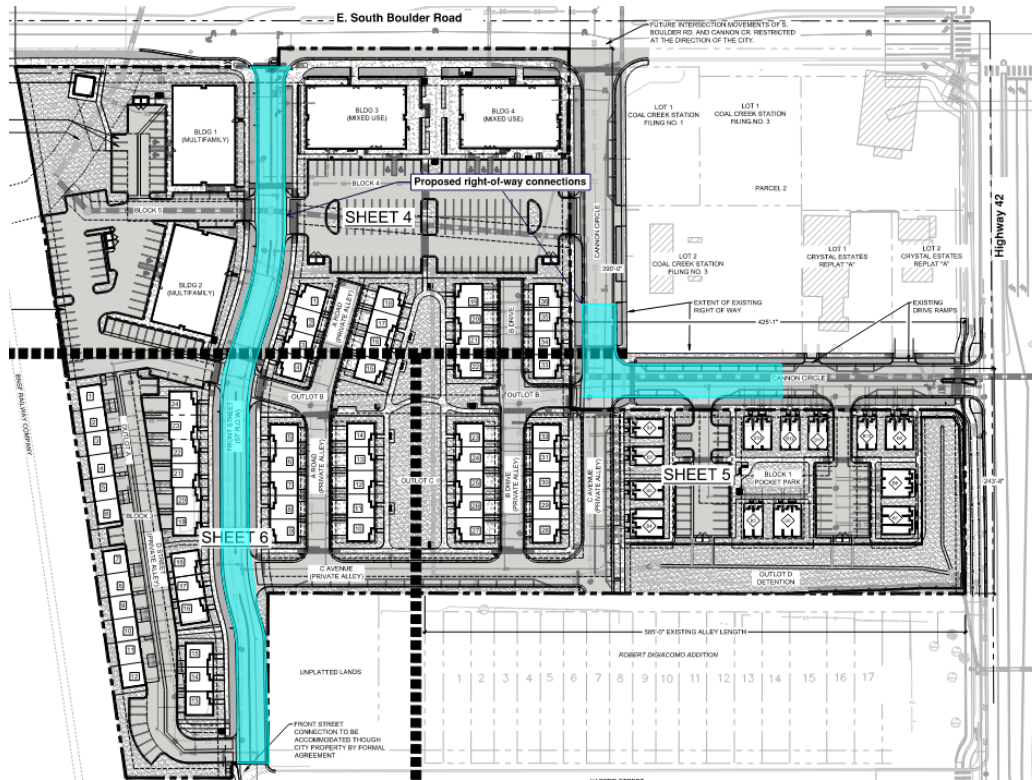
The full extent of both constructed of Front Street and Cannon Circle will include 5-foot detached sidewalks with 8-foot tree lawns, while similarly designed detached walks are provided adjacent to private alleys throughout the site.

The site is appropriately parked, with all proposed townhomes designed with alley-loaded garages which account for 120 total spaces on site. A total of 316 parking spaces are provided with a minimum of 304 required by the LMC to support all uses on site. The apartments, mixed-use buildings, and micro townhomes include surface parking internal to their respective blocks and located behind buildings so as not to be prominent from the street. Two parking spaces are allotted to Lot 2, the Argentos Empanadas.

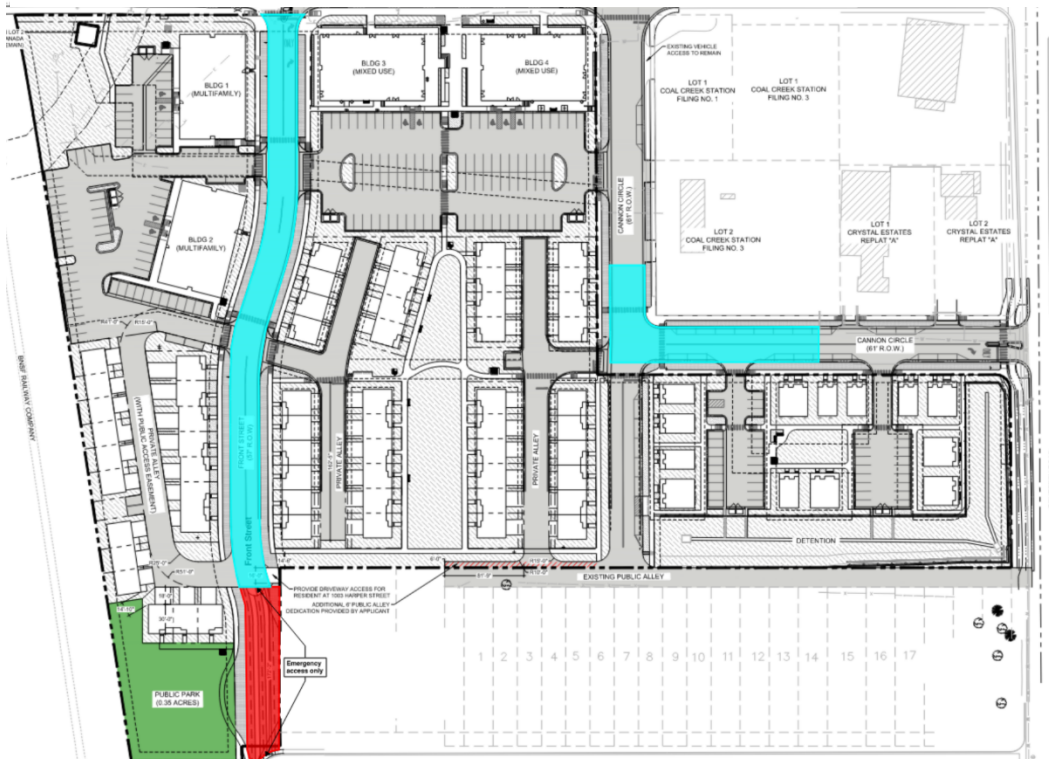
**SUBJECT: COAL CREEK VILLAGE PRELIMINARY PUD / PLAT AND REZONING**

**DATE: FEBRUARY 3, 2026**

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*Original site layout, with right-of-way connections shown in blue*



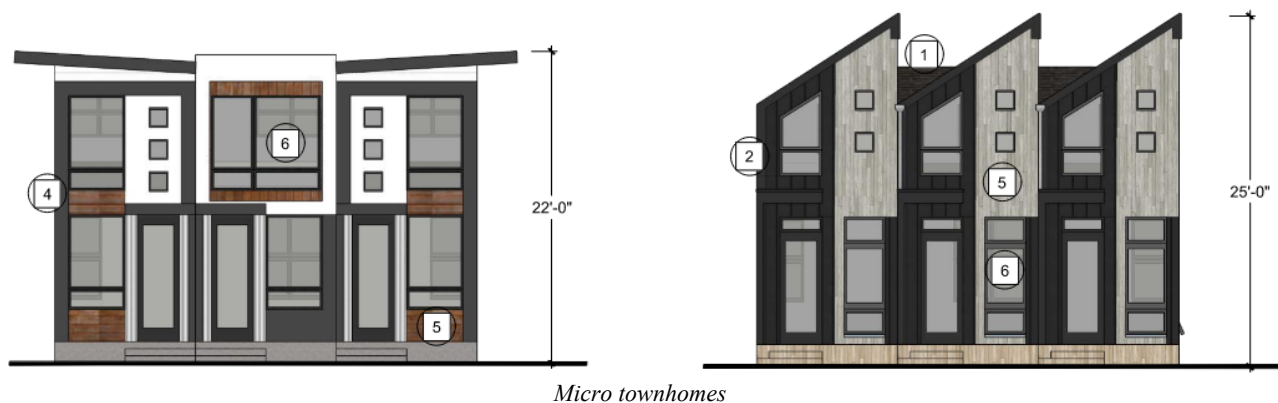
*Revised site layout, with right-of-way connections shown in blue, and emergency access show in red*

**CITY COUNCIL COMMUNICATION**

A 21,056 square-foot park is located on Outlot C and is designed to front the primary entrances to 20 townhomes on the site, while a smaller 2,350 square-foot pocket park is provided within the micro-townhome block. The revised site layout also includes a new 15,246 square-foot (0.35-acre) park located in the southwest portion of the site. While this park will remain under private ownership, public access will be secured through a perpetual public access easement and associated agreement, ensuring long-term availability for the community. Ongoing maintenance of the park will be the responsibility of a required owner's association, ensuring upkeep without creating additional maintenance obligations for the City. With the revised site layout, the development includes a total of 69,913 square feet (1.6 acres) of park space, of which 15,246 square feet will be publicly accessible.

Landscaping includes low-water shrubs, grasses, perennials, and trees in common areas, open space areas, the detention area, and within the public and private tree lawns throughout the site. The applicant has proposed some high-demand water areas on site that utilize turf as a landscape material. On a Final PUD application, staff will ensure that the landscape program for the site conforms to the recently adopted non-functional turf ordinance, as required by [Colorado SB24-005](#) which states that local governments are prohibited from allowing the installation of "nonfunctional turf" within certain development proposals.

Block 1 of the development includes 32 micro townhome units, proposed to be 350-400 square feet in size and designed at an "attainable" scale, consisting of three-unit and two-unit townhomes to a maximum height of 25 feet.



Block 2 of the development includes four- and six-unit townhomes, the majority of which will be 40 feet tall, arranged around a proposed central park area. All units include alley-loaded garages. As part of the revised site layout, four townhome units were added to the central portion of the site to offset the removal of units in the southwest portion of the site, which pulls the townhome clusters closer to the northern extent of the Little Italy neighborhood. In accordance with height transition standard in MUDDSG Sec. 8.3.B,



when new development a MU-R district is separated by an alley or a rear or side property line, height transition standards shall apply. Within 50 feet of an alley centerline or a rear or side property line, the maximum height of a building shall not exceed 27 feet. The applicant has proposed to reduce the height of the units within the transition area to 34 feet and is requesting a waiver from the transition standard. Further analysis is provided in



*Block 2 - four-unit townhomes*

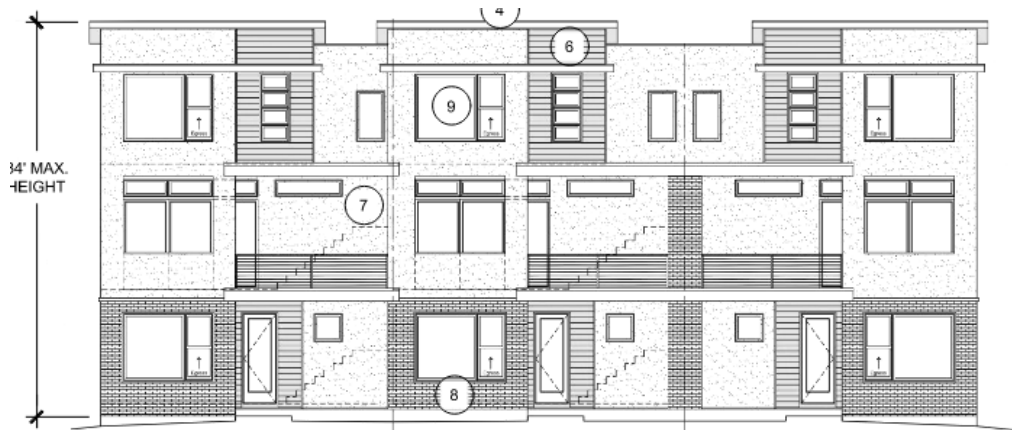
this report.

Block 3 of the development includes three- and six-unit townhomes clusters. The six-unit dwellings are proposed at 40 feet tall, while the three-unit dwellings are adjacent to the west side of the existing single-family homes in the Little Italy neighborhood and are limited to 34 feet in height.

Blocks 4 and 5 of the development include the mixed-use and multifamily buildings with associated site improvements, including surface parking and a plaza space between buildings



*Block 3 – six-unit townhomes*



*Mixed Use Buildings Adjacent to South Boulder Road*

**SUBJECT: COAL CREEK VILLAGE PRELIMINARY PUD / PLAT AND REZONING****DATE: FEBRUARY 3, 2026****PAGE 16 OF 33**

In addition to analyzing the Front Street connection, the updated TIS examined additional intersections in the vicinity of the development site to evaluate projected Levels of Service (LOS), a standard measure of intersection delay. LOS “A” represents little or no delay (0–10 seconds per vehicle), while LOS “E” and “F” indicate failing intersections, typically exceeding 55 seconds of delay per signal cycle during peak hours. The analysis shows that, when comparing background conditions with total projected traffic, most intersections are expected to continue operating at an acceptable LOS of “D” or better, with some intersections projected to improve, while others worsen. Several intersections currently operate at LOS “E” or “F” during certain peak periods, and the majority of those locations are projected to remain at lower LOS levels in future conditions. Background (existing) LOS counts are provided on p. 29 of the updated TIS, while projected LOS counts with the Front Street connection are presented on p. 61 of the revised TIS and here for reference.

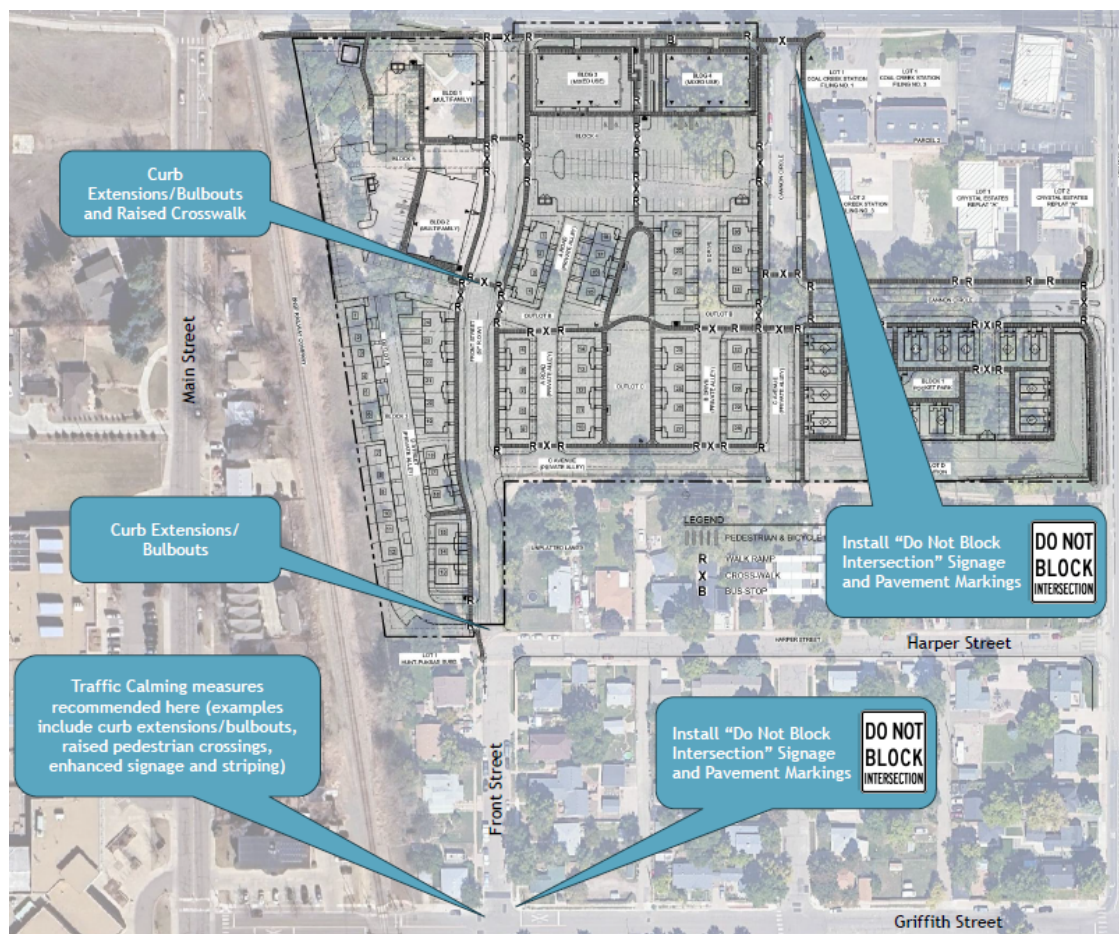
In response to concerns raised by neighboring community members most directly impacted by the development, the applicant elected to proactively implement Front Street traffic-calming measures recommended in the TIS. These measures include bulb-outs, curb extensions, and a raised crosswalk along the new portion of Front Street, as well as crosswalk and pavement marking improvements at the Griffith Street/Front Street intersection. In addition, a unique traffic-calming treatment was proposed at the Front Street/Harper Street intersection, consisting of a mountable, roll-over curb intended to discourage cut-through traffic from South Boulder Road to Griffith Street.

| #  | Intersection                               | Traffic Control | Approach | Year 2026 Total with Front Street Level of Service (Delay in Seconds) |            |            | Year 2045 Total with Front Street Level of Service (Delay in Seconds) |             |            |
|----|--------------------------------------------|-----------------|----------|-----------------------------------------------------------------------|------------|------------|-----------------------------------------------------------------------|-------------|------------|
|    |                                            |                 |          | AM                                                                    | PM         | SAT        | AM                                                                    | PM          | SAT        |
| 1  | South Boulder Road & Main Street           | Signal          | EBT      | A (8.2)                                                               | A (10.0)   | A (7.0)    | A (9.4)                                                               | B (13.1)    | A (7.7)    |
|    |                                            |                 | EBR      | A (1.4)                                                               | A (2.5)    | A (1.5)    | A (2.2)                                                               | A (3.3)     | A (1.5)    |
|    |                                            |                 | WBL      | A (5.2)                                                               | A (9.3)    | A (3.4)    | A (4.9)                                                               | B (12.8)    | A (3.5)    |
|    |                                            |                 | WBT      | A (5.8)                                                               | A (6.2)    | A (3.3)    | A (7.0)                                                               | A (7.6)     | A (3.4)    |
|    |                                            |                 | NBL      | E (58.4)                                                              | E (61.8)   | D (48.4)   | E (56.2)                                                              | E (59.2)    | D (47.7)   |
|    |                                            |                 | NBR      | B (13.7)                                                              | C (32.8)   | B (13.9)   | B (13.8)                                                              | D (49.3)    | B (14.3)   |
| 2  | South Boulder Road & Front Street          | 3/4 NB/SB Stop  | WBL      | B (11.6)                                                              | C (18.5)   | B (12.1)   | B (13.3)                                                              | D (26.8)    | B (14.2)   |
|    |                                            |                 | NB       | B (12.4)                                                              | C (16.9)   | B (12.7)   | B (14.1)                                                              | C (22.1)    | B (14.5)   |
|    |                                            |                 | SB       | C (15.5)                                                              | B (13.6)   | B (12.2)   | C (19.4)                                                              | C (16.0)    | B (13.9)   |
| 3  | South Boulder Road & Cannon Circle         | 3/4 NB/SB Stop  | EBL      | C (17.1)                                                              | C (18.0)   | B (13.0)   | D (26.0)                                                              | D (29.8)    | C (16.7)   |
|    |                                            |                 | WBL      | B (10.7)                                                              | C (16.8)   | B (10.9)   | B (12.3)                                                              | D (25.4)    | B (12.6)   |
|    |                                            |                 | NB       | B (12.6)                                                              | C (19.2)   | B (12.9)   | B (14.5)                                                              | D (26.6)    | B (15.0)   |
|    |                                            |                 | SB       | C (16.1)                                                              | C (15.3)   | B (13.2)   | C (20.8)                                                              | C (19.4)    | C (15.4)   |
| 4  | SH 42 (Courtesy Road) & South Boulder Road | Signal          | EBL      | F (545.3)*                                                            | F (953.6)* | F (596.3)* | F (953.0)*                                                            | F (1559.4)* | F (964.2)* |
|    |                                            |                 | EBT      | C (30.5)                                                              | D (45.8)*  | C (25.7)   | C (29.3)                                                              | D (41.9)*   | C (26.1)   |
|    |                                            |                 | EBR      | -                                                                     | -          | -          | A (9.8)                                                               | A (6.7)     | A (1.2)    |
|    |                                            |                 | WBL      | E (61.5)                                                              | F (109.4)* | E (75.6)*  | E (65.1)*                                                             | F (167.8)*  | F (99.5)*  |
|    |                                            |                 | WBT      | D (42.8)                                                              | D (48.1)   | C (33.8)   | D (49.0)*                                                             | E (58.5)*   | D (35.1)   |
|    |                                            |                 | WBR      | A (4.9)                                                               | A (7.8)    | A (1.8)    | A (8.5)                                                               | B (14.5)    | A (3.7)    |
|    |                                            |                 | NBL      | E (63.3)                                                              | F (191.3)* | F (187.7)* | F (568.5)*                                                            | F (379.1)*  | F (341.8)* |
|    |                                            |                 | NBT      | C (32.6)                                                              | E (76.8)*  | C (26.6)   | D (36.8)                                                              | D (48.2)*   | C (24.9)   |
|    |                                            |                 | NBR      | -                                                                     | -          | -          | B (10.1)                                                              | B (13.2)    | A (7.4)    |
|    |                                            |                 | SBL      | F (193.3)*                                                            | F (240.4)* | F (94.1)*  | F (321.4)*                                                            | F (372.3)*  | F (152.0)* |
|    |                                            |                 | SBT      | D (37.0)                                                              | D (38.6)   | C (29.2)   | D (39.2)                                                              | D (40.2)    | C (29.1)   |
|    |                                            |                 | SBR      | C (22.3)                                                              | A (8.2)    | A (6.0)    | D (40.4)*                                                             | B (16.4)    | B (11.1)   |
|    |                                            |                 | SB       | B (12.6)                                                              | B (13.1)   | B (11.2)   | B (14.6)                                                              | C (15.3)    | B (12.3)   |
| 5  | SH 42 (Courtesy Rd) & Cannon Circle        | EB Stop         | NBL      | B (11.6)                                                              | B (11.1)   | B (10.1)   | -                                                                     | -           | -          |
| 6  | SH 42 (Courtesy Road) & Griffith Street    | EB/WB Stop      | EB       | F (81.6)                                                              | F (96.8)   | E (35.4)   | -                                                                     | -           | -          |
|    |                                            |                 | WB       | F (77.4)                                                              | F (137.2)  | D (27.7)   | -                                                                     | -           | -          |
|    |                                            |                 | NB       | A (0.5)                                                               | A (0.3)    | A (0.3)    | -                                                                     | -           | -          |
|    |                                            |                 | SB       | A (0.0)                                                               | A (0.0)    | A (0.1)    | -                                                                     | -           | -          |
| 6  | SH 42 (Courtesy Road) & Griffith Street    | Signal          | EBL      | -                                                                     | -          | -          | C (27.1)                                                              | C (25.6)    | C (20.4)   |
|    |                                            |                 | EBT      | -                                                                     | -          | -          | A (1.0)                                                               | A (1.0)     | A (9.1)    |
|    |                                            |                 | WBL      | -                                                                     | -          | -          | C (24.0)                                                              | C (24.0)    | B (18.5)   |
|    |                                            |                 | WBT      | -                                                                     | -          | -          | C (21.0)                                                              | C (21.0)    | B (13.3)   |
|    |                                            |                 | NBL      | -                                                                     | -          | -          | C (26.8)                                                              | C (25.6)    | B (17.8)   |
|    |                                            |                 | NBT      | -                                                                     | -          | -          | A (4.4)                                                               | A (5.7)     | A (4.8)    |
|    |                                            |                 | SBL      | -                                                                     | -          | -          | C (28.8)                                                              | C (33.0)    | B (17.6)   |
|    |                                            |                 | SBT      | -                                                                     | -          | -          | A (5.1)                                                               | A (6.8)     | A (4.7)    |
| 7  | Griffith Street & Cannon Street            | NB/SB Stop      | SBR      | -                                                                     | -          | -          | A (0.6)                                                               | A (2.0)     | A (0.7)    |
|    |                                            |                 | EB       | A (0.0)                                                               | A (0.2)    | A (0.0)    | A (0.0)                                                               | A (7.5)     | A (0.0)    |
|    |                                            |                 | WB       | A (1.0)                                                               | A (0.0)    | A (1.4)    | A (1.0)                                                               | A (0.0)     | A (1.4)    |
|    |                                            |                 | NB       | B (10.1)                                                              | B (10.6)   | A (9.6)    | A (9.7)                                                               | B (10.2)    | A (9.3)    |
| 8  | Griffith Street & Front Street             | NB/SB Stop      | SB       | A (8.9)                                                               | B (11.0)   | A (9.2)    | A (8.9)                                                               | B (11.1)    | A (9.3)    |
|    |                                            |                 | EB       | A (0.5)                                                               | A (1.3)    | A (1.2)    | A (0.6)                                                               | A (1.3)     | A (1.3)    |
|    |                                            |                 | WB       | A (0.2)                                                               | A (0.2)    | A (0.1)    | A (0.2)                                                               | A (0.2)     | A (0.1)    |
|    |                                            |                 | NB       | B (10.3)                                                              | B (10.4)   | B (10.1)   | B (10.2)                                                              | B (10.3)    | A (10.0)   |
| 9  | Griffith Street & Main Street              | WB Stop         | SB       | A (9.9)                                                               | B (10.4)   | A (9.4)    | A (9.9)                                                               | B (10.5)    | A (9.5)    |
|    |                                            |                 | WB       | C (15.2)                                                              | B (13.7)   | B (11.6)   | B (14.8)                                                              | B (13.6)    | B (11.5)   |
| 10 | Harper Street & Front Street               | WB Stop         | EB       | A (1.2)                                                               | A (0.0)    | A (0.9)    | A (1.2)                                                               | A (0.0)     | A (0.7)    |
|    |                                            |                 | WB       | A (9.6)                                                               | A (9.7)    | A (9.5)    | A (9.7)                                                               | A (9.7)     | A (9.6)    |
| 11 | SH 42 (Courtesy Rd) & Harper Street        | EB Stop         | SB       | A (0.0)                                                               | A (0.0)    | A (0.0)    | A (0.0)                                                               | A (0.0)     | A (0.0)    |
|    |                                            |                 | EB       | D (33.7)                                                              | F (118.0)  | E (40.9)   | B (14.5)                                                              | C (17.7)    | B (12.7)   |
|    |                                            |                 | NBL      | B (10.4)                                                              | B (10.7)   | A (9.3)    | -                                                                     | -           | -          |
|    |                                            |                 |          |                                                                       |            |            |                                                                       |             |            |

*Total traffic LOS with Front Street connection*



These traffic calming measures were included to address conditions under which Front Street would function as a through connection. The traffic-calming exhibit remains part of the application materials because completion of the Front Street connection is consistent with adopted transportation and connectivity policies. If the City Council elects to adopt the Planning Commission's recommendation to limit Front Street to emergency access only, including bicycle and pedestrian access, the traffic calming improvements would no longer be necessary. In that event, staff would support removing the traffic calming improvement requirements as a condition of approval.



*Traffic Calming Exhibit*

## **ANALYSIS:**

### **Rezoning**

The purpose of the Mixed Use Zone District is to implement the Highway 42 Revitalization Area to support potential development of a commuter rail station. The intent is to transition the historically industrial and vacant properties within the district to mixed-use developments with multi-modal transportation and walkability oriented to the rail station. While the commuter rail station has not yet materialized as planned, there is a **current RTD study** underway looking at "Peak Service" rail (limited rail service to support peak



hour commuting on a single track) and the new Front Range Passenger Rail commission is also considering the Northwest Rail corridor as a possible alignment for rail service. No timeline has been established for completion of the project or finalization of the study.

Per LMC Sec. 17.14.030, the MU-R zoning district is *intended to implement the residential mixed use land use and planning goals depicted and discussed in the Highway 42 Revitalization Area Plan. Areas zoned MU-R should be used predominantly for higher density multi-family residential, with subsidiary commercial uses and civic uses that cater to the needs of residents and transit commuters.*

LMC Sec. 17.44.050 establishes four potential policies for rezoning. Any request for a rezoning should meet one or more of the established policies. Staff recommend a finding that the following policy is met with the requested rezoning:

- *The area for which rezoning is requested has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area;*

Staff find that changed conditions include the lack of market feasibility for purely commercial uses on the current CC-MU parcels. This is due to weak ongoing market conditions that do not support additional large-scale retail or office development. According to the provided market analysis (Attachment 6), retail demand remains limited. Limited new completions and tenant interest are concentrated in smaller pad users such as gas/convenience, quick-service restaurants, and financial services, while larger-format users are scarce. Office conditions remain challenging, with vacancy at 27.4%, and construction activity at historic lows as conversions and demolitions outpace new development. These findings confirm that speculative, large-scale commercial development is less feasible under current conditions, and that more viable opportunities are likely to center on smaller-scale retail paired with residential and mixed-use development.

The public interest for rezoning this property is to stimulate development of the vacant areas around Highway 42 and South Boulder Road to achieve the desired mixed-use environment, boost economic activity, and provide additional housing in the City of Louisville. Rezoning the CC-MU portions of this property will allow for development that will support surrounding commercial uses by activating this site and adding residences to the neighborhood, addressing the goals of the Highway 42 Revitalization Area Framework Plan.

Additional residential development on site will support the implementation of the recently adopted [Louisville Housing Plan](#), the primary goals of which include increasing development opportunities in Louisville by expanding, maintaining, and diversifying Louisville's housing stock.

Staff also note that the Highway 42 Revitalization Area Comprehensive Plan Amendment envisioned mixed-use residential development adjoining Highway 42 in addition to commercial development, and specifically shows mixed-use residential development in the vicinity of the subject property.

Preliminary Plat Analysis

Section 16.12.075 of the LMC establishes the following criteria for consideration of Preliminary Plats by Planning Commission and City Council:

1. *Whether the plat conforms to all of the requirements of Title 16 (Subdivisions);*
  - With the request for a subdivision modification from LMC Sec. 16.16.030.H, the Plat conforms to all requirements of Title 16. Further and more detailed review will occur at the Final Plat stage.
2. *Whether approval of the plat will be consistent with the city's comprehensive plan, applicable zoning requirements, and other applicable federal, state and city laws;*
  - The application is consistent with the City of Louisville Comprehensive Plan. The area lies within an urban neighborhood designation in the plan, which is characterized by smaller blocks and lots with a street orientation. The plat provides a design that supports this urban development pattern.
3. *Whether the proposed subdivision will promote the purposes set forth in Section 16.04.020 of this Code and comply with the standards set forth in Chapter 16.16 of this Code and this title.*
  - Staff find that the proposal promotes the purposes set forth in the LMC Title 16, including the assurance that public services are available, that character and economic stability of the City is protected, that there is safe and efficient circulation of traffic, and that the plat provides appropriate regulation of the use of land in the city. New public right-of-way is proposed to be dedicated and constructed, while easements will be established for utility service and drainage areas. The plat allows for a residential and mixed-use development and meets permitted densities for the net site area.

In an effort to comply with the Planning Commission condition requiring that Front Street be restricted to emergency vehicles, bicycles, and pedestrians only, the applicant requests a Subdivision Modification from LMC Sec. 16.16.030.H, which prohibits dead-end streets unless they are designed to connect to future streets and requires a temporary 90-foot turnaround easement.

Section 16.24.030.B of the LMC states that, in granting any modification for subdivision modification, the City Council shall find that the request complies with the following requirements:

1. *The modification, if granted, will not alter the essential character of the neighborhood or district in which the property is located, nor substantially or permanently impair the appropriate use or development of adjacent property;*
  - The requested modification would not alter the essential character of the neighborhood as the property is currently vacant. Little Italy to the south, however, is currently characterized by the absence of a through connection to Front Street. The modification would enable the continuation of the existing street network in Little Italy. The configuration and location of the subject property further ensure that granting the modification would not substantially or permanently impair the appropriate use or development of adjacent properties.
2. *The modification is necessary to meet the purposes set forth in [LMC Sec. 17.28.010](#);*
  - The proposed modification, which would allow a dead-end street with a functional turnaround provided through a public access easement over an private drive, supports the objectives of urban living by promoting design efficiency, coordinated site planning, and flexibility in development design. The modification facilitates efficient use of land, helps make available open space, and allows for coordination of circulation within the site. The proposal reflects the intent of allowing flexibility from conventional land-control regulations where alternative design solutions better advance and development objectives.
3. *The modification is warranted by the design and amenities incorporated in the development plan, and the needs of residents for usable or functional open space and buffer areas can be met;*
  - The requested modification is warranted by the Planning Commission condition and existing site design and amenities incorporated into the development plan. The proposed circulation arrangement allows for additional park and buffer areas to be provided in a usable and functional manner, meeting the needs of future residents while mitigating impacts on existing, adjacent properties.
4. *There are no reasonable design alternatives that would remove the need for the requested modification or would reduce the amount of the modification required;*
  - There are no reasonable design alternatives that would eliminate the need for the requested modification or further reduce its scope. The site program and circulation framework have been extensively reviewed, and the modification is a result of the Planning Commission condition restricting Front Street to emergency, bicycle, and pedestrian access only. Alternative design approaches would require a fundamental reconfiguration of the existing site layout.

5. *No additional dwelling units shall result from approval of the modification beyond what the underlying zoning would otherwise allow.*

- The requested modification would not result in any additional dwelling units beyond what is permitted by the underlying zoning. The development remains within the maximum allowed dwelling units per acre for the site.

The requested Subdivision Modification satisfies the Planning Commission condition and allows the site to function without a through connection while maintaining effective vehicular circulation through a public access easement over an existing private drive. This approach supports a functional site layout that accommodates the addition of a new publicly accessible park. As such, staff support the request for a subdivision modification.

With the proposed modification, staff find the Preliminary Plat to be consistent with the criteria in LMC Chapters 16 and 17 and recommend approval.

#### Preliminary PUD Analysis

The site design is regulated by LMC Chapter 17.14 and 17.28, the [Mixed Use Design Standards and Guidelines \(MUDDSG\)](#), and Comprehensive and adopted City Plans.

#### MUDDSG

The MUDDSG apply to the design and development of this site, establishing requirements for street and block design, vehicle and pedestrian circulation, site planning, parking, open space, landscaping, and building design. The MUDDSG are intended to ensure that new development within the MU-R district contributes to a connected, multimodal, and high-quality built environment.

With consideration given to the waiver requests described below, staff finds that the proposal satisfies the applicable standards of the MUDDSG. The project provides appropriate site planning and building orientation, incorporates adequate off-street parking consistent with the standards, and demonstrates compliance with building massing, design, and material requirements. Open space and landscaping features are provided in accordance with Section 6 of the MUDDSG, and the proposal includes pedestrian and bicycle circulation improvements that align with the connectivity standards. Collectively, the application demonstrates conformance with the MUDDSG requirements and achieves the overall intent of creating a cohesive mixed use development.

The street and block standards are a foundational element in establishing a multimodal, mixed use development. These standards are intentionally modeled on the existing street pattern in Downtown Louisville to promote development in the MU-R zone district as a logical extension of Downtown (p. 6). By requiring street connectivity, the standards ensure present and future opportunities for vehicle, pedestrian, bike, and visual access

between districts, supporting circulation, walkability, and integration with surrounding neighborhoods.

#### Parks and Public Land Dedication

Pursuant to LMC Section [Sec. 16.16.060](#), public land dedication is required at the time a property is subdivided, unless City Council determines that a fee in lieu of dedication, equal to the value of the required land, is more appropriate. The provision requires that residential subdivisions dedicate 15% of the property being subdivided, and that commercial subdivisions dedicate 12% of the property being subdivided. In reviewing this development application, staff evaluated the applicability of this requirement in the context of the subject property's entitlement history. The property was previously subdivided under a 2015 PUD and Plat application, at which time a public land dedication or fee in lieu was not required. That approval was based on an established interpretation, predating current staff, that the land dedication requirement applies at the time of an initial subdivision and does not apply to properties that have been previously subdivided, regardless of when that subdivision occurred. As such, this development application does not contemplate the dedication of public land, nor is a fee in lieu of dedication recommended by staff.

In September 2024, the City Council approved an amendment to [LMC Sec. 2.20.080](#) of the Louisville Municipal Code, granting the Parks and Public Landscaping Advisory Board (PPLAB) quasi-judicial authority to provide recommendations to the Planning Commission and City Council on development applications that include the dedication of public land pursuant to LMC Section 16.16.060 and/or public parks or public streetscape landscaping. The current development application includes the addition of a public park and public streetscape landscaping. However, it was not referred to the PPLAB due to the timing of the application. This development application was accepted as complete in January 2021 and has been under continuous review since that time. The PPLAB code amendment was adopted in 2024 and staff has determined that the code amendment does not retroactively apply to applications that were accepted prior to its adoption. If the project proceeds to a Final PUD and Final Plat, which would constitute a new development application, the proposal will be referred to the PPLAB for review and recommendation regarding the public park and streetscape landscaping.

#### Planning Commission Condition for Front Street Closure

Following the Planning Commission hearing, staff engaged with the Louisville Fire Protection District to ensure that the proposed connection was acceptable for emergency access purposes. The Fire District provided a preliminary analysis and indicated support for the connection as emergency access only. To accommodate this function, the access must be paved and designed to support the weight of fire apparatus and maintained for all-weather conditions. The Fire District also requests clear signage to avoid future confusion and to indicate that the connection is intended solely for emergency use. For access control, the Fire District would find collapsible bollards or a gated barrier acceptable. However, the specific barrier type would be subject to Fire District review and permitting to



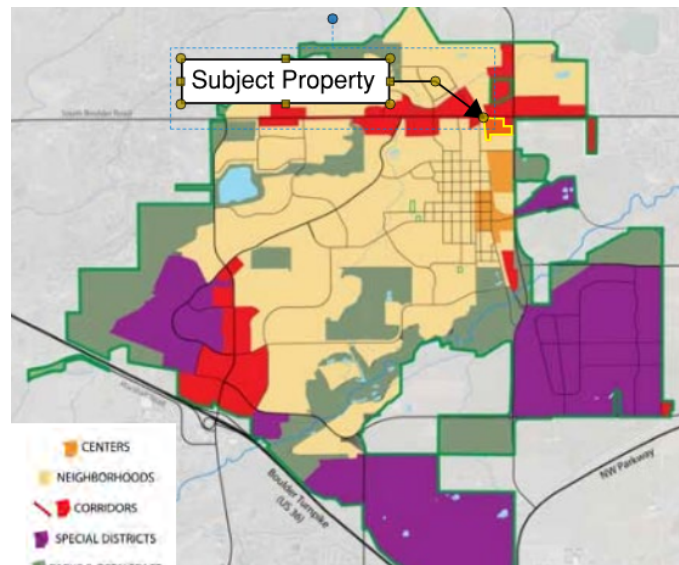
ensure operational compatibility, including determination of approach procedures and whether keys or a Knox Box would be required for access.

#### Inclusionary Housing

The applicant has indicated their intent to satisfy the requirements of LMC Chapter 17.16 by providing on-site affordable housing pursuant to LMS Sec. 17.76.050.A, which will require that at least 12 percent of the units on-site to be deed restricted. A minimum of half of the affordable housing shall be limited to those households at or below 60 percent of the area median income (AMI), with the remainder limited to those persons between 60 percent and 80 percent AMI, as calculated by the United States Department of Housing and Urban Development.

#### Comprehensive and Small Area Plans

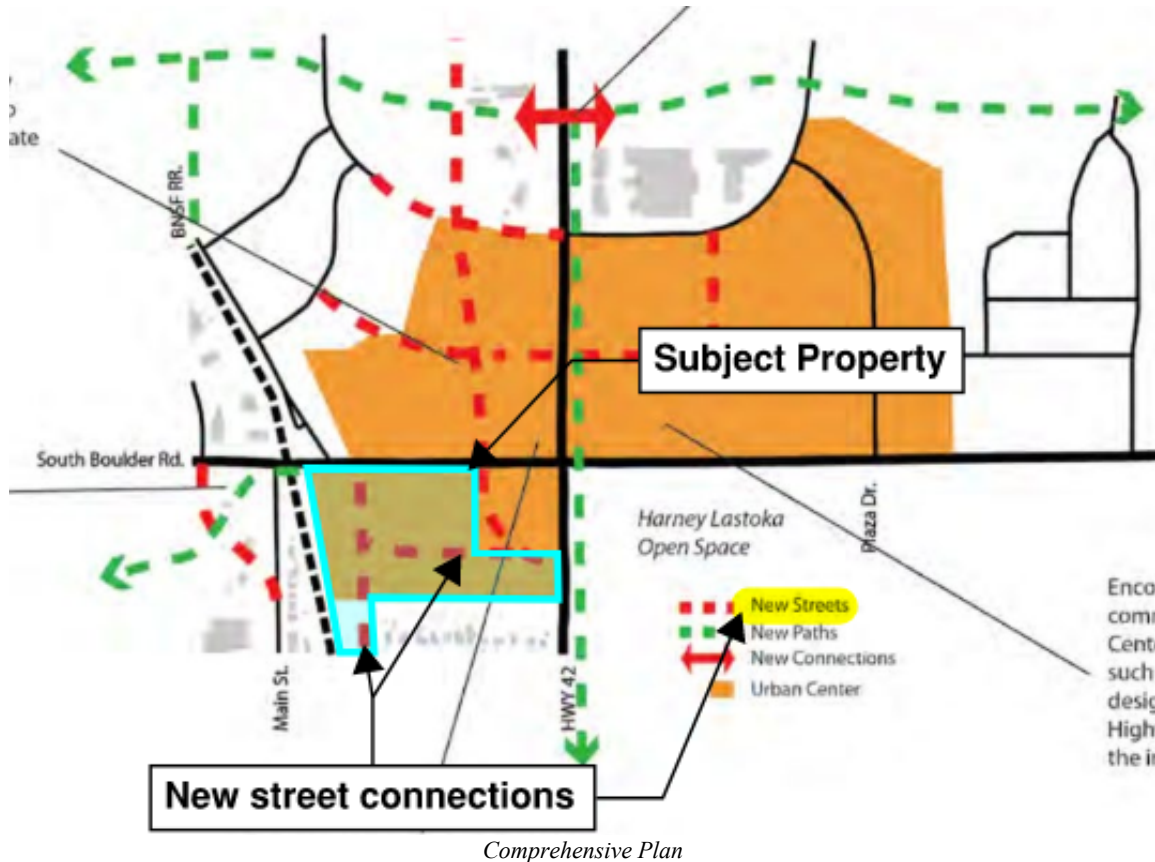
This property is referenced in both the 2013 [Comprehensive Plan](#) and the [South Boulder Road Small Area Plan](#). Within the Comprehensive Plan, the property is located in the Highway 42 and South Boulder Road Urban Center (p. 29) with an Urban Corridor designation. The Urban Pattern (p. 19) calls for an interconnected street network with multimodal transportation opportunities, development on smaller parcels, and street-oriented building placement with an emphasis on pedestrian scale and massing. The identified neighborhood development types are predominately residential and may range from low-density to high-density multifamily communities. Based on this guidance, the Urban Neighborhood designation at this location would support a mid- to high-density multifamily project. The Corridor development type calls for strong retail, commercial, and multifamily development types (P. 22). The Urban Corridor designation of this property supports the mix of uses adjacent to South Boulder Road, with a focus on multifamily density.



*Comprehensive Plan*

The Highway 42 and South Boulder Road Urban Center is intended to bring the separate parcels surrounding the intersection into one cohesive center. As properties redevelop, new roadway connections should be introduced to create a more connected street pattern with smaller parcels that relate to one another in an urban and walkable mixed-use environment (. 29). As redevelopment occurs, the introduction of a roadway network would enable a variety of redevelopment possibilities and connect the Highway 42 and South Boulder Road Urban Center to the rest of Louisville (p. 29, Policy 5). New commercial

retail services are encouraged in the Urban Center where the location and scale of such development is appropriate for the area.



The proposal is also consistent with policies in the Comprehensive Plan's Neighborhoods and Housing, and Economic Development framework, including:

- PRINCIPAL NH-3.1 - Streets shall form an interconnected network (p. 37).
- POLICY NH-3.4 - Diverse housing opportunities shall be available for residents of varying income levels (p. 38).
- PRINCIPLE NH-4 - The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment (p. 38).
- POLICY NH-4.7 - Housing should support vibrant retail and commercial centers that serve local residents (p. 38).

- PRINCIPLE NH-5. - There should be a mix of housing types and pricing to meet changing economic, social, and multi-generational needs of those who reside, and would like to reside, in Louisville (p. 38).
- POLICY NH-5.3 - Higher density housing should be located primarily in the centers and corridors of the Framework (p. 38).
- PRINCIPAL ED-3 - The City should be responsive to market opportunities as they occur, and maintain and enhance the City's competitive position to attract development that adheres to the Community Vision (p. 38).

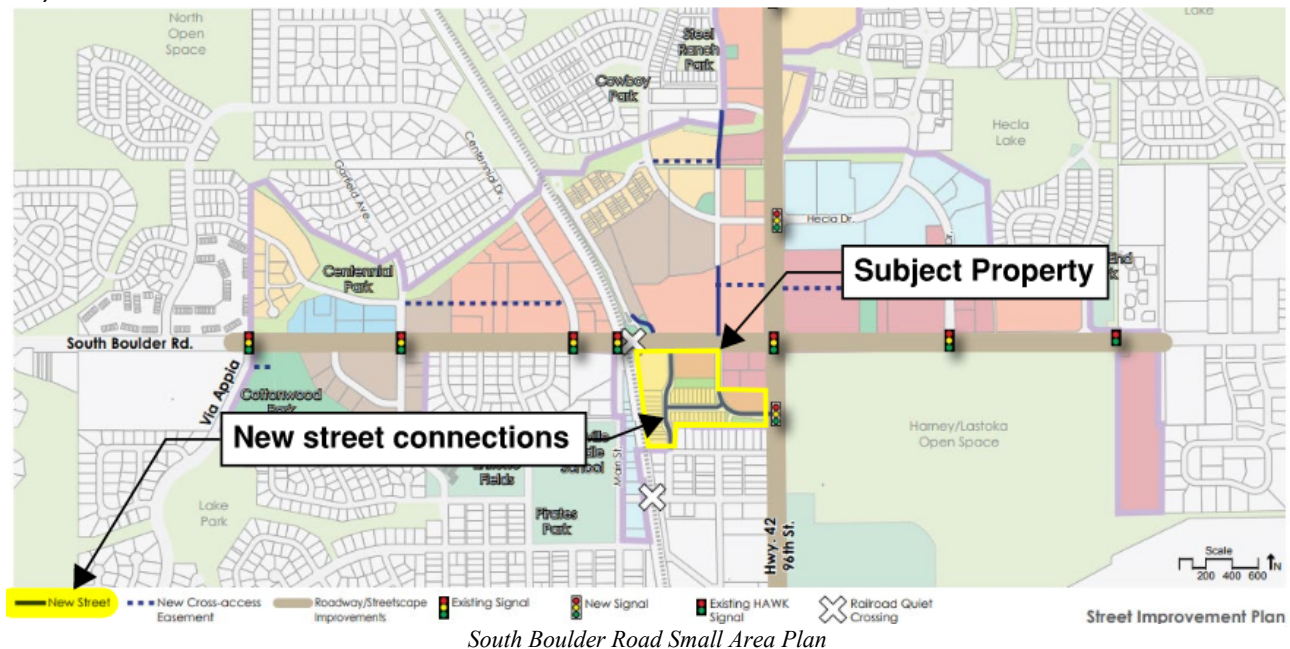
The proposal is consistent with the policies in the Neighborhoods and Housing, and Economic Development framework because:

- The proposal provides additional street connectivity;
- It provides a variety of housing types for varying income levels, including deed-restricted affordable housing;
- The proposal allows for the redevelopment of a vacant site adjacent to existing residential;
- The housing is relatively close to Downtown and the South Boulder Road commercial corridor. The resulting customer base supports vibrant retail and commercial centers that serves local residents;
- The proposed housing ensures a variety of housing types to meet changing social needs of current and future residents;
- Higher density housing would be established within the Highway 42 and South Boulder Road Urban Center and South Boulder Road Corridor; and
- The proposal is appropriate due to current market conditions.

The South Boulder Road Small Area Plan designates the property for medium-density residential development and retail/office uses (p. 21). Medium-density residential is defined by the Plan as a density range of 10 to 20 dwelling units per acre, while retail and office uses are contemplated in areas currently zoned CC-MU. The proposed development, which includes a mix of residential units and commercial space, is consistent with this land use framework and falls within the Plan's identified residential density range. In addition, the Plan identifies the provision of additional street connections, including the Front Street connection, as a means of improving overall connectivity within



the street network and supporting a more integrated development pattern in the area (p. 11).



### Transportation Master Plan

The [Transportation Master Plan](#) (TMP), adopted in 2019, provides a City-wide framework for managing and improving Louisville's transportation system. It evaluates existing conditions, establishes goals, and identifies policies, projects, and programs to create a safe, efficient, and multimodal network that serves all users. The plan is intended to guide both near- and long-term transportation decisions, ensure consistency with community values and land use goals, and enhance connectivity for driving, walking, biking, and transit while supporting economic vitality, environmental health, and overall quality of life. The TMP includes a number of goals to which this application satisfies:

- Efficient and safe transportation systems (p. 1.6) – this application includes additional vehicular, bicycle, and pedestrian connectivity that when implemented with the development, will support the broader transportation network.
- Cohesive and layered system of streets and trails for walking, biking, and driving (p. 1.6) – this application introduces connectivity to the transportation network for all modes of transportation.
- Complete streets that are inviting, enhance livability, and respect the City's small-town atmosphere (p. 1.7) – if completed, the proposed Front Street connection would create a through design that would benefit all modes of transportation with proactive traffic calming measures and pedestrian crossing improvements.

## **CITY COUNCIL COMMUNICATION**

### Housing Plan

This application is consistent with the [Louisville Housing Plan](#) (May 2024). The Housing Plan establishes three primary goals: (1) to increase opportunities for residential development in appropriate locations; (2) to expand and maintain access to affordable housing; and (3) to diversify the housing stock by encouraging mixed-use and mixed-income neighborhoods with a wider range of housing types to serve different household sizes, incomes, and demographics (p. 26).

The plan further identifies the importance of supporting housing opportunities in the City of Louisville. Strategies and findings to provide more housing include:

- *Action 1.1 Establish Criteria and Identify Areas for Zoning Changes to Support Additional Residential Development:* The Plan recommends rezoning underutilized commercial properties to increase residential capacity and address housing demand (p. 31–32).
- *Action 3.2 Expand Allowances for More Housing Types:* This action calls for expanding allowances for multifamily housing in commercial zones and considering stand-alone residential development in appropriate commercial areas (p. 46–47).
- The Housing Needs Assessment (included as an addendum to housing plan) indicates a need to prioritize diversifying the City's housing stock to adequately meet the needs of future residents (p. 2).

Staff find that the proposed development and associated improvements are consistent with the City's adopted policy framework, including the Comprehensive Plan, the South Boulder Road Small Area Plan, the Transportation Master Plan, and the Louisville Housing Plan. Collectively, these plans emphasize the creation of connected, multimodal, mixed-use environments and the expansion of housing opportunities to meet community needs. The proposal advances these adopted goals by aligning with the City's long-term vision for coordinated growth, improved mobility, and enhanced quality of life.

### Traffic Impact Study

The updated Traffic Impact Study (TIS), submitted with this application and reviewed by staff, incorporated new traffic counts, expanded intersection analysis, and evaluation of long-term conditions both with and without the Front Street connection. The findings demonstrate that the proposed development would be successfully integrated into the existing roadway network with the Front Street connection in place, which would maintain safe and efficient operations while mitigating traffic impacts on adjacent streets.

The Front Street through connection was identified as a valuable component for maintaining circulation and safe vehicular operations associated with the proposed

development. Its construction would provide necessary transportation redundancy, support a safer and more efficient connected street network consistent with prior planning efforts, and distribute traffic more evenly across the surrounding roadway system. For these reasons, staff conclude that the Front Street connection would prove a valuable design improvement to achieve acceptable traffic conditions and ensure compatibility with the broader transportation network.

#### PUD Waiver Compliance with LMC Sec. 17.28.110 Analysis

Section 17.28.110 sets forth the PUD waiver process and criteria. The applicant requests zoning waivers from the MU-R zoning requirements and MUDDSG design requirements as set forth below.

| <b>WAIVERS*</b> |                                                                    |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 | <b>CODE SECTION</b>                                                | <b>REQUIREMENT</b>                                                                                                     | <b>PROPOSED</b>                                                                                                                                                                                                                                                                                                                                                                       |
| 1               | MUDDSG 1.3.A.1<br>MUDDSG 1.3.B.1                                   | EAST/ WEST BLOCK WIDTH = 270 - 320'<br>NORTH/ SOUTH BLOCK WIDTH = 300 - 400'                                           | <b>BLOCK ONE:</b> EAST AND WEST SIDES =146', NORTH AND SOUTH SIDES =321'; <b>BLOCK TWO:</b> EAST AND WEST SIDES =293', NORTH AND SOUTH SIDES =333'; <b>BLOCK THREE:</b> EAST AND WEST SIDES =443', NORTH AND SOUTH SIDES =155'; <b>BLOCK FOUR:</b> EAST AND WEST SIDES =221', NORTH AND SOUTH SIDES 295'; <b>BLOCK FIVE:</b> EAST AND WEST SIDES = 332', NORTH AND SOUTH SIDES = 246' |
| 2               | MUDDSG 5.4.B                                                       | ALL PUBLIC SIDEWALKS SHALL BE A MINIMUM OF TEN (10) FEET WIDE INCORPORATING TREE PLANTING INTO THE RIGHT OF WAY (ROW). | ALONG FRONT STREET AND CANNON CIRCLE: 5' WIDE DETACHED SIDEWALK AND AN 8' TREE LAWN                                                                                                                                                                                                                                                                                                   |
| 3               | MUNICIPAL CODE 17.14.060 - TABLE 3: DIMENSIONAL AND BULK STANDARDS | MINIMUM LOT WIDTH = 40 FEET                                                                                            | TOWNHOME LOTS VARY FROM 24'-6" TO 32 FEET WIDE.                                                                                                                                                                                                                                                                                                                                       |
| 4               | MUNICIPAL CODE 17.14.060 - TABLE 3: DIMENSIONAL AND BULK STANDARDS | MINIMUM BUILDING COVERAGE (SF) = 40%                                                                                   | BUILDING COVERAGE PROVIDED = 21.2%                                                                                                                                                                                                                                                                                                                                                    |
| 5               | MUNICIPAL CODE 17.14.060 - TABLE 3: DIMENSIONAL AND BULK STANDARDS | 20-FOOT MINIMUM SETBACK FROM REAR PROPERTY LINE.                                                                       | TOWNHOME REAR YARD SETBACK RANGES FROM 6-20 FEET.                                                                                                                                                                                                                                                                                                                                     |
| 6               | MUNICIPAL CODE 17.14.060 - TABLE 3: DIMENSIONAL AND                | MINIMUM 70% OF STREET FACING PROPERTY LINES MUST CONTAIN A BUILDING OR BUILDING WALL...                                | 58.6% OF STREET FACING PROPERTY LINES CONTAIN A BUILDING OR BUILDING WALL.                                                                                                                                                                                                                                                                                                            |

*Waiver table*

Section 17.28.110 sets forth the PUD waiver process and criteria. The applicant requests zoning waivers from the MU-R zoning requirements and MUDDSG design requirements as set forth below.

In the MU-R zone district, there is a 40% minimum lot coverage requirement, a requirement that at least 70% of the street-facing property lines contain buildings, and a minimum lot width of 40 feet. The total proposed lot coverage for the entire development is 21.2%, allowing for more open space and pedestrian connectivity. The 70% frontage requirement adds additional challenges as the project will construct new public streets. The total percentage of buildings along the street-facing property lines is 58.6%. Considering the reduced density, these modifications to the yard and bulk standards are justified to make an attractive and functional development.

The applicant is requesting a waiver from the required internal sidewalk width of eight feet to allow sidewalks to be 5 feet wide, with an 8-foot tree lawn. Staff support the request, as the [National Association of City Transportation Engineers](#) recommends residential walk widths between 5-7 feet.

The request for waiver from block length standards will allow the development to more closely align with proposed access points while ensuring that traffic is dispersed through and out of the site, while the addition of detached sidewalks along all streets and some private alley ways allows for accessible and safe pedestrian circulation.

The requested waiver for rear setback standards will have little to no impact on adjacent properties. The western-most townhomes abut the BNSF rail right-of-way, and there are no rear setbacks adjacent to the Little Italy neighborhood to the south.

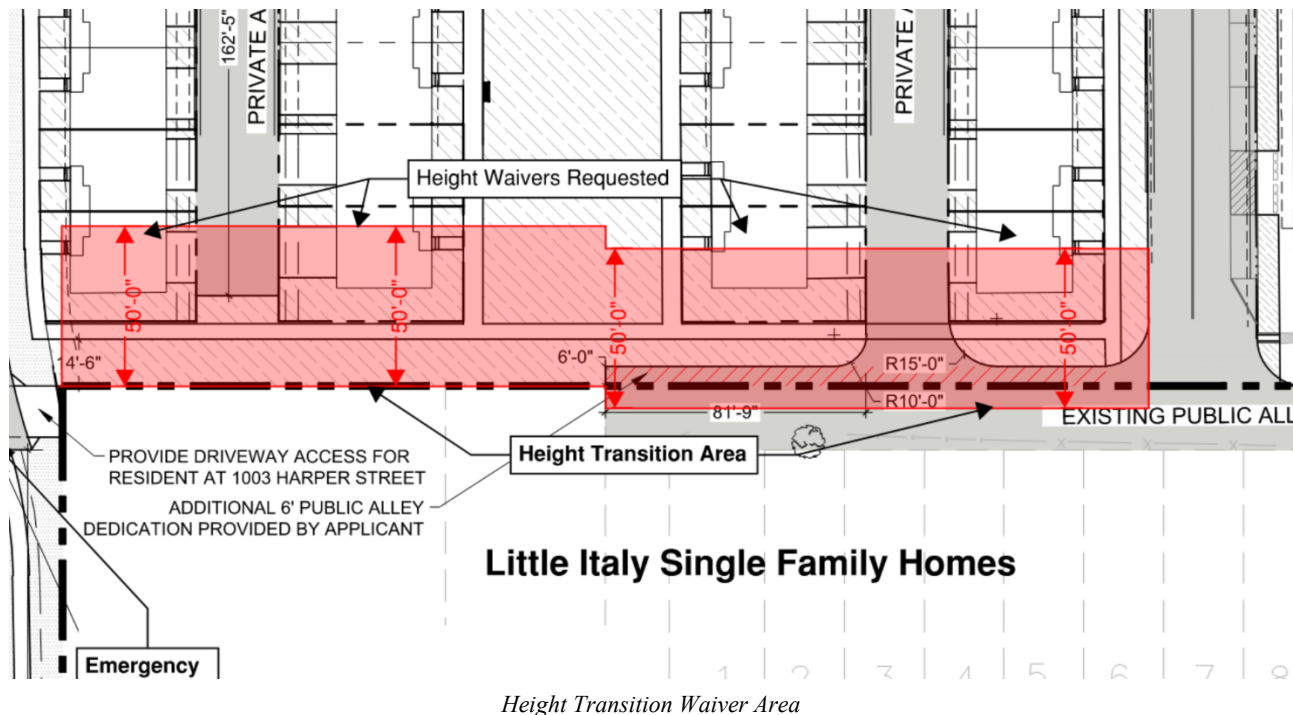
As part of the revised site layout, the applicant requests a waiver from Section 8.3.B of the Mixed-Use Residential Design Standards and Guidelines (MUDDSG), which requires that when new development in the MU-R zoning district is separated by an alley or a rear or side property line from property zoned R-M, building height transition standards shall apply. Specifically, within 50 feet of the centerline of an alley or a rear or side property line, the maximum permitted building height is limited to 27 feet.

*New Waiver with Revised Site Layout*

The revised plan proposes four townhome units within the rear height transition area adjacent to the north side of the Little Italy neighborhood. The applicant is requesting a waiver to allow a maximum building height of 35 feet for these units. The 35-foot height would apply only to the southernmost end units within clusters of six townhomes, with the remaining units in each cluster maintaining a maximum height of 40 feet. As designed, the buildings would step down in height from 40 feet to 35 feet as they approach the transition area.

The originally approved development plan did not include any residential units within the transition area. However, as a result of Planning Commission conditions and subsequent engagement with Little Italy residents, the applicant revised the site layout to introduce these units in a manner intended to better mitigate development impacts on adjacent properties. The revised design reflects a compromise that reduces building height and massing near the neighborhood edge while allowing the applicant to preserve the overall development program.

In evaluating the waiver request, staff note that a 35-foot maximum building height is consistent with the standard height limit in the City's single-family residential zoning districts and represents a meaningful reduction from the 40-foot height otherwise permitted in the MU-R district. Staff find that the proposed transition, while not meeting the 27-foot standard, achieves the underlying intent of the height transition requirements by reducing visual and scale impacts adjacent to existing residential development. Accordingly, staff find the waiver request to be reasonable and supportable.



*Height Transition Waiver Area*

Strict adherence to the dimensional standards of the MU-R zone district would limit the number of dwellings permitted, resulting in larger units on fewer lots. The intent of the MU-R zoning district is to provide higher density multi-family residential, with subsidiary commercial uses that cater to the needs of residents and transit commuters (LMC Sec. 17.14.030). The requested waivers will support the intent of the zoning district by allowing a reasonable, modern density of townhouses and apartments while still maintaining the character of development in Louisville with less building coverage proposed on site. Staff recommend approval of the requested waivers.

Staff find that the applicant has satisfied the standards for Preliminary PUD review and recommend approval with the conditions listed below.

**Special Review Use Analysis**

A SRU is required to establish dwelling units on the ground floor of the proposed mixed-use buildings in the MU-R zoning district. SRUs are reviewed against the criteria and conditions for approval presented in LMC Sec. 17.40.100. The criteria include ensuring that use meets the following:

- Satisfies the intent of the Comprehensive Plan and LMC Chapter 17
- The use is economically stable and compatible with surrounding areas
- The design promotes safety and welfare, including appropriate site layout

- External and negative impacts on adjacent properties are controlled for and reduced
- Adequate pedestrian walks and landscape areas are provided, including accommodations for public transportation.

A further, in-depth analysis of the SRU will occur during the Final PUD and Plat stage for final approvals. Staff have reviewed the proposal as part of the preliminary package and found that the application for SRU satisfies all relevant standards at this time.

**2025 COUNCIL WORK PLAN:**

This application supports the City Council's 2025 Work Plan priority to advance housing through implementation of the City of Louisville Housing Plan. The Work Plan emphasizes code updates, rezonings, and policies that expand attainable and affordable housing options. The proposed rezoning from CC-MU and R-M to MU-R, together with approval of the PUD, Plat, and SRU, will facilitate construction of new housing units, including on-site affordable units, in a manner consistent with these policy directives to increase housing supply and diversity.

**FISCAL IMPACT:**

Budgeted?: **Not Applicable**

**ALTERNATIVE(S):**

The City Council may approve or deny the rezoning application. Denial of the request would maintain the existing CC-MU and R-M zoning designations on portions of the site.

The City Council may approve, approve with conditions, or deny the Preliminary PUD, Preliminary Plat, and SRU applications.

**PLANNING COMMISSION RECOMMENDATION:**

On October 9, 2025, the Planning Commission recommended approval of an ordinance rezoning portions of Caledonia Place Subdivision Plat from CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) to MU-R (Residential Mixed Use) and Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 17.14.

On October 9, 2025, the Planning Commission adopted Resolution No. 15, Series 2025, recommending approval of the Preliminary Planned Unit Development, Preliminary Plat, and Special Review Use applications to develop the subject property, with staff-recommended conditions, all of which are included as conditions to the City Council.



The Planning Commission approved with an additional condition requiring that the **intersection of Front Street and Harper Street be limited to emergency, bicycle, and pedestrian access only.**

The video of that meeting is available [here](#).

**STAFF RECOMMENDATION:**

Staff recommend approval of Ordinance 1910, Series 2026, rezoning portions of Caledonia Place Subdivision Plat from CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) to MU-R (Residential Mixed Use) and Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 17.14.

Staff recommend approval of Resolution No. 8, Series 2026, recommending approval of the Preliminary Planned Unit Development, Preliminary Plat, and Special Review Use applications to develop the subject property, with the following conditions,

- The applicant will work with staff in the Final PUD process to redesign the proposed sidewalk and right-of-way improvements adjacent to South Boulder Road to accommodate a detached condition.
- The Final PUD shall comply with Colorado SB24-005, which prohibits local governments from permitting the installation of “nonfunctional turf,” as defined in the legislation.
- The improvements described in the traffic calming exhibit (Attachment 8), including the Front Street/Harper Street design concept, shall be incorporated into the Final PUD and Plat applications, subject to further staff review.
- The applicant shall work with staff and the property owner at 1110 E. South Boulder Road to modify the plans as necessary and ensure that vehicular access to the property from Cannon Circle is provided.
- The revised site layout shall be implemented and further reviewed with a Final PUD application package.
- The Final Plat application shall reflect the revised site layout.

**ATTACHMENT(S):**

1. Ordinance 1910, Series 2026
2. Resolution No. 8, Series 2025
3. Revised Site Layout
4. Application Materials
5. Land Use Plan, Exhibit A



**SUBJECT: COAL CREEK VILLAGE PRELIMINARY PUD / PLAT AND REZONING**

**DATE: FEBRUARY 3, 2026**

**PAGE 33 OF 33**

6. Market Analysis
7. Traffic Impact Study
8. Traffic Calming Exhibit
9. Planning Commission Public Comments
10. Change.org Petition
11. Planning Commission Minutes
12. Planning Commission Resolution

**ORDINANCE NO. 1910  
SERIES 2026**

**AN ORDINANCE APPROVING A REZONING OF A PORTION OF THE CALEDONIA  
PLACE SUBDIVISION PLAT FROM COMMERCIAL COMMUNITY (CC) AND  
RESIDENTIAL MEDIUM DENSITY (R-M) TO MIXED-USE RESIDENTIAL (MU-R) AND  
APPROVING AN AMENDMENT TO EXHIBIT A, LAND USE PLAN EXHIBIT,  
REFERENCED IN LOUISVILLE MUNICIPAL CODE CHAPTER 17.14 – MIXED USE  
ZONE DISTRICTS**

**WHEREAS**, Coal Creek Village, LLC is the owner of certain real property, described in the legal description attached hereto as Exhibit A, which constitutes a portion of the Caledonia Place Subdivision Plat; and

**WHEREAS**, the land owner has requested rezoning of the property from Commercial Community – Mixed Use (CC-MU) and Residential Medium Density (R-M) to Mixed Use Residential (MU-R), and approval of an amendment to the Land Use Plan, as depicted in the document attached hereto as Exhibit B, pursuant to Chapter 17.14 of the Louisville Municipal Code – Mixed-Use Zone Districts; and

**WHEREAS**, the Louisville Planning Commission has held a duly-noticed public hearing on October 9, 2025 to review the proposed rezoning and has forwarded a recommendation to the City Council to approve the rezoning and amendment to Land Use Plan; and

**WHEREAS**, the City Council held a duly-noticed public hearing on February 3, 2026 to consider the proposed rezoning and amendment to the Land Use Plan; and

**WHEREAS**, the City Council finds that the rezoning and amendment to the Land Use Plan are consistent with Louisville Municipal Code Sec. 17.44.050.A.2, Declaration of Policy for Rezoning, which states that the *area for which rezoning is requested has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area*; and

**WHEREAS**, the City Council finds that conditions of the property have changed, including potential market feasibility of commercial-only development on the parcel and changes to vehicular access plans that are not supportive of highway-oriented commercial development; and

**WHEREAS**, the City Council finds that it is in the public interest to support redevelopment of the property which is located in the Highway 42 Revitalization Area and rezoning of the property will support the goal of the Urban Renewal Plan to reduce, eliminate and prevent the spread of blight, to stimulate growth and redevelopment, and promote appropriate land uses.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:**

**Section 1.** Pursuant to the zoning ordinance of the City, that certain property described in the legal description attached hereto as Exhibit A, which constitutes a portion of the Caledonia Place Subdivision Plat is hereby rezoned from Commercial Community – Mixed Use (CC-MU) and Residential Medium (R-M) to Mixed Use Residential (MU-R).

**Section 2.** The Land Use Plan referenced in Louisville Municipal Code Chapter 17.14 – Mixed Use Zone Districts, is hereby amended as reflected in Exhibit B to this ordinance.

**Section 3.** 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 that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

**Section 4.** 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 5.** 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.

**INTRODUCED, READ, PASSED ON FIRST READING AND ORDERED PUBLISHED** this 11 day of November 2025.

---

Christopher M. Leh, Mayor

ATTEST:

---

Genny Kline, Interim City Clerk

**PUBLIC HEARING AND SECOND READING WILL BE THE 3<sup>rd</sup> DAY OF FEBRUARY 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 3<sup>rd</sup> day of February 2026.**

\_\_\_\_\_  
Christopher M. Leh, Mayor

ATTEST:

\_\_\_\_\_  
Genny Kline, Interim City Clerk

APPROVED AS TO FORM:  
Kelly PC

\_\_\_\_\_  
Kathleen Kelly, City Attorney

EXHIBIT A  
LAND DESCRIPTION  
SHEET 1 OF 4

A PORTION OF COAL CREEK STATION FILING NO. 1, LYING WITHIN THE NORTHEAST QUARTER (NE 1/4) OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEING MONUMENTED AT THE NORTHEAST CORNER BY A FOUND 2" ILLEGIBLE BRASS CAP IN RANGE BOX AND AT THE NORTH QUARTER CORNER BY A FOUND 2-1/2" ILLEGIBLE ALUMINUM CAP IN RANGE BOX. SAID NORTH LINE BEARS NORTH 89°58'20" WEST A DISTANCE OF 2642.02 FEET (AS-MEASURED) WITH ALL BEARINGS HEREON BEING RELATIVE THERETO.

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 8;  
THENCE NORTH 89°58'20" WEST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 8, A DISTANCE OF 395.00 FEET TO THE POINT OF BEGINNING;

THENCE DEPARTING SAID NORTH LINE, SOUTH 00°17'50" EAST, A DISTANCE OF 360.00 FEET;  
THENCE SOUTH 89°58'20" EAST, A DISTANCE OF 395.02 FEET TO A POINT ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 8;  
THENCE SOUTH 00°18'01" EAST, ALONG SAID EAST LINE, A DISTANCE OF 154.87 FEET;  
THENCE DEPARTING SAID EAST LINE, NORTH 89°58'57" WEST, A DISTANCE OF 360.55 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 95.00 FEET, A DELTA ANGLE OF 89°41'07" WITH A CHORD WHICH BEARS NORTH 45°08'23" WEST A DISTANCE OF 133.98 FEET;

THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 148.70 FEET;

THENCE NORTH 00°17'50" WEST, A DISTANCE OF 360.00 FEET;  
THENCE SOUTH 90°00'00" WEST, A DISTANCE OF 316.05 FEET;  
THENCE NORTH 00°00'15" EAST, A DISTANCE OF 200.18 FEET TO A POINT ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 8;

THENCE SOUTH 89°58'20" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 375.00 FEET TO THE POINT OF BEGINNING.

CONTAINING: ±153,315 SQ. FT. OR ±3.520 ACRES.



FRANK ZWOLINSKI, P.L.S.  
Colorado License No. 38060  
For and on behalf of  
Power Surveying Company, Inc.



DRAWING BY: MB      DATE: 06/14/2022  
PROJECT NO. 16-216

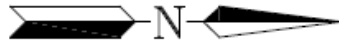
Exhibit A to Ordinance

Ordinance No. 1910, Series 2025  
Page 4 of 8

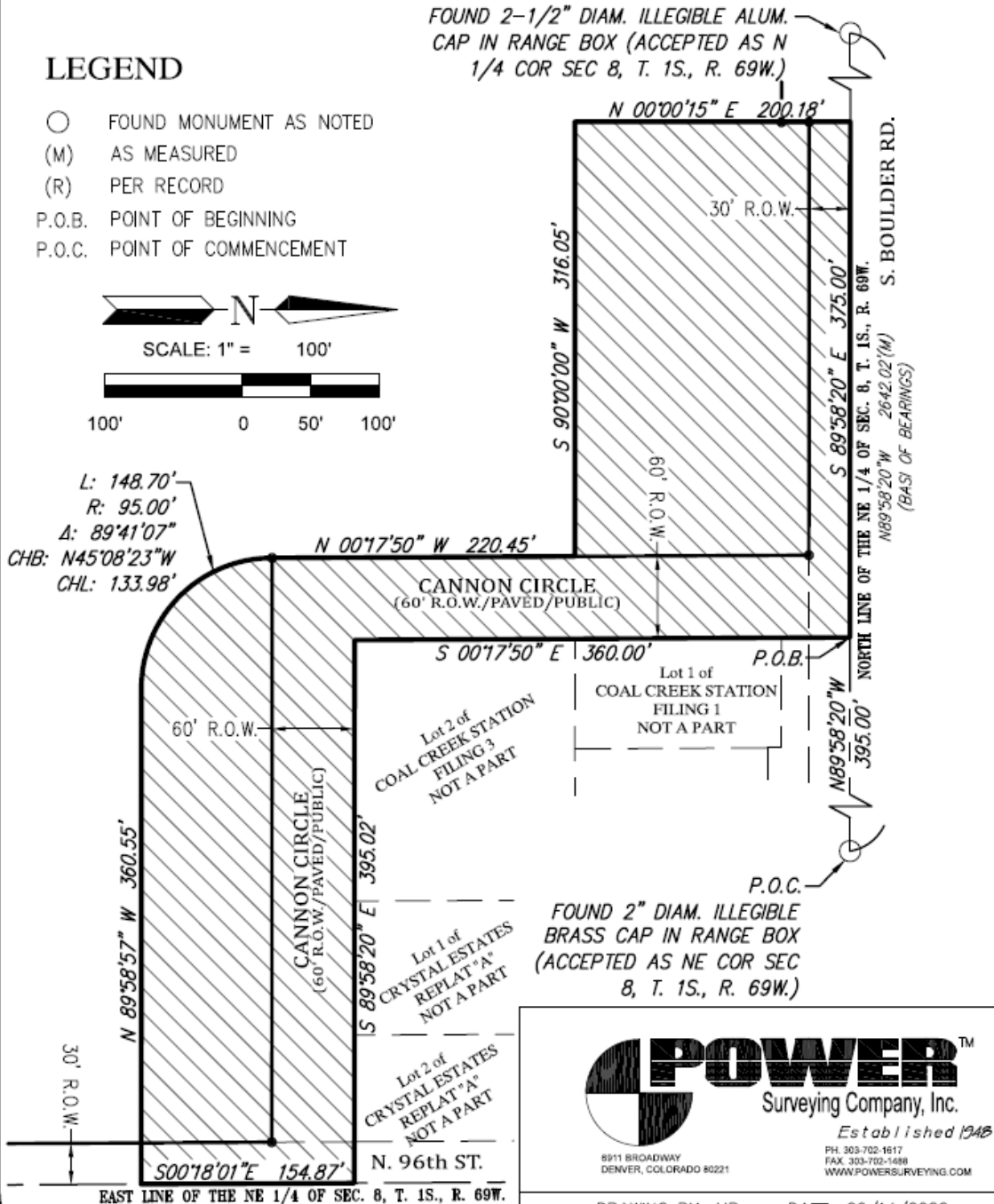
EXHIBIT A  
EXHIBIT OF LAND DESCRIPTION  
SHEET 2 OF 4

LEGEND

- FOUND MONUMENT AS NOTED
- (M) AS MEASURED
- (R) PER RECORD
- P.O.B. POINT OF BEGINNING
- P.O.C. POINT OF COMMENCEMENT



SCALE: 1" = 100'



**POWER**<sup>TM</sup>  
Surveying Company, Inc.  
Established 1948  
8911 BROADWAY  
DENVER, COLORADO 80221  
PH. 303-702-1617  
FAX 303-702-1688  
WWW.POWERSURVEYING.COM

DRAWING BY: MB DATE: 06/14/2022  
PROJECT NO. 16-216

EXHIBIT A  
LAND DESCRIPTION  
SHEET 3 OF 4

A PARCEL OF LAND LYING WITHIN THE NORTHEAST QUARTER (NE 1/4) OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEARINGS ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEING MONUMENTED AT THE NORTHEAST CORNER BY A FOUND 2" ILLEGIBLE BRASS CAP IN RANGE BOX AND AT THE NORTH QUARTER CORNER BY A FOUND 2-1/2" ILLEGIBLE ALUMINUM CAP IN RANGE BOX. SAID NORTH LINE BEARS NORTH 89°58'20" WEST A DISTANCE OF 2642.02 FEET (AS-MEASURED) WITH ALL BEARINGS HEREON BEING RELATIVE THERETO.

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 8;  
THENCE SOUTH 48°46'01" WEST, A DISTANCE OF 1243.37 FEET TO THE NORTHWEST CORNER OF LOT 1 HUNT-PUKSAS SUBDIVISION AND THE POINT OF BEGINNING;  
THENCE NORTH 08°30'12" WEST, A DISTANCE OF 202.14 FEET;  
THENCE NORTH 90°00'00" EAST, A DISTANCE OF 183.31 FEET;  
THENCE SOUTH 00°01'40" WEST, A DISTANCE OF 184.00 FEET;  
THENCE NORTH 89°58'20" WEST, A DISTANCE OF 39.06 FEET;  
THENCE SOUTH 00°18'07" EAST, A DISTANCE OF 16.00 FEET;  
THENCE NORTH 89°58'20" WEST, A DISTANCE OF 114.35 FEET TO THE POINT OF BEGINNING.

CONTAINING: ±33,032 SQ. FT. OR ±0.758 ACRES.



FRANK ZWOLINSKI, P.L.S.  
Colorado License No. 38060  
For and on behalf of  
Power Surveying Company, Inc.

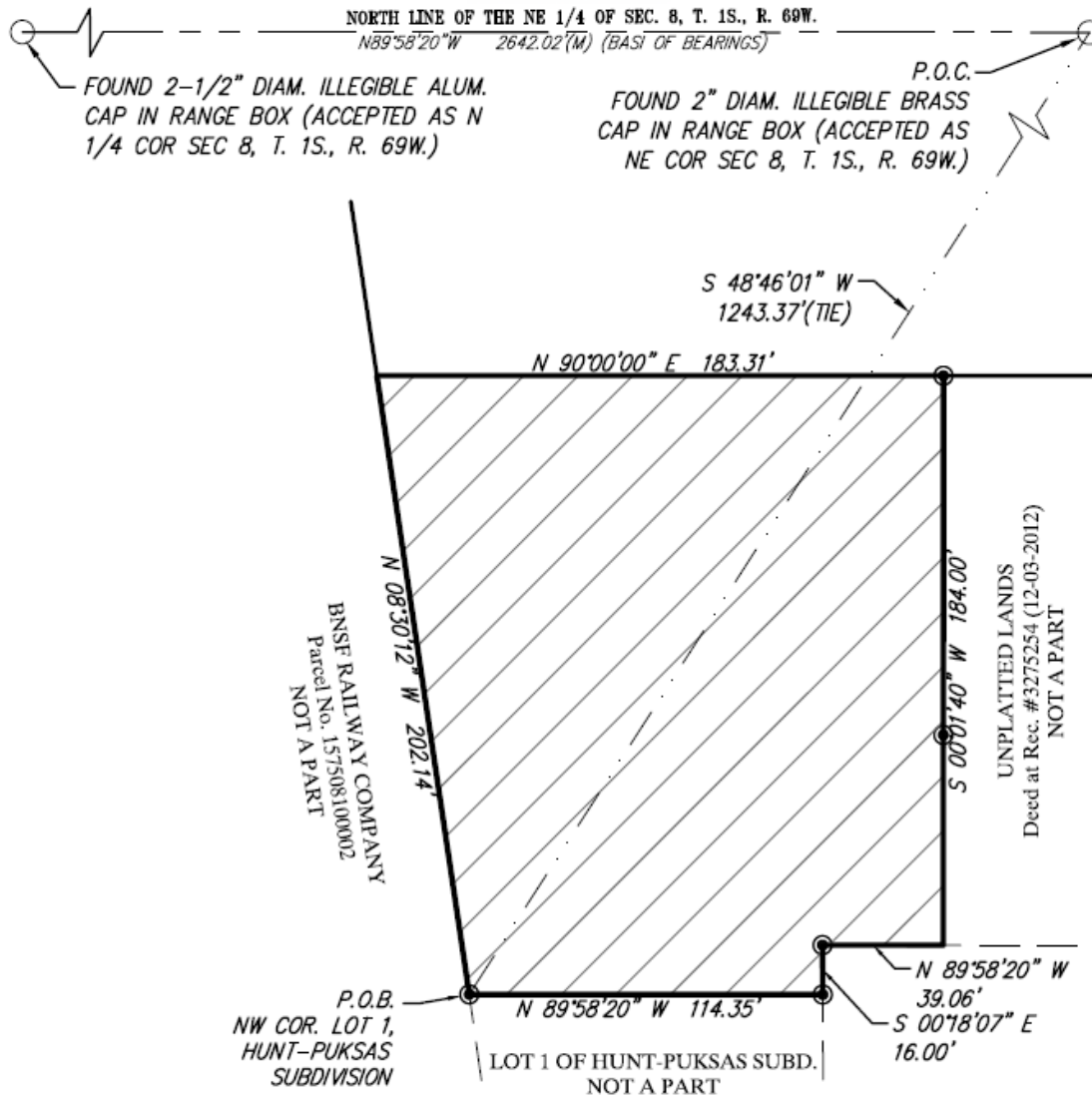


DRAWING BY: MB      DATE: 06/14/2022  
PROJECT NO. 16-216



# EXHIBIT A

## EXHIBIT OF LAND DESCRIPTION SHEET 4 OF 4



### LEGEND

- FOUND MONUMENT AS NOTED
- (M) AS MEASURED
- (R) PER RECORD
- P.O.B. POINT OF BEGINNING
- P.O.C. POINT OF COMMENCEMENT

SCALE: 1" = 50'



**POWER**<sup>TM</sup>  
Surveying Company, Inc.

Established 1948

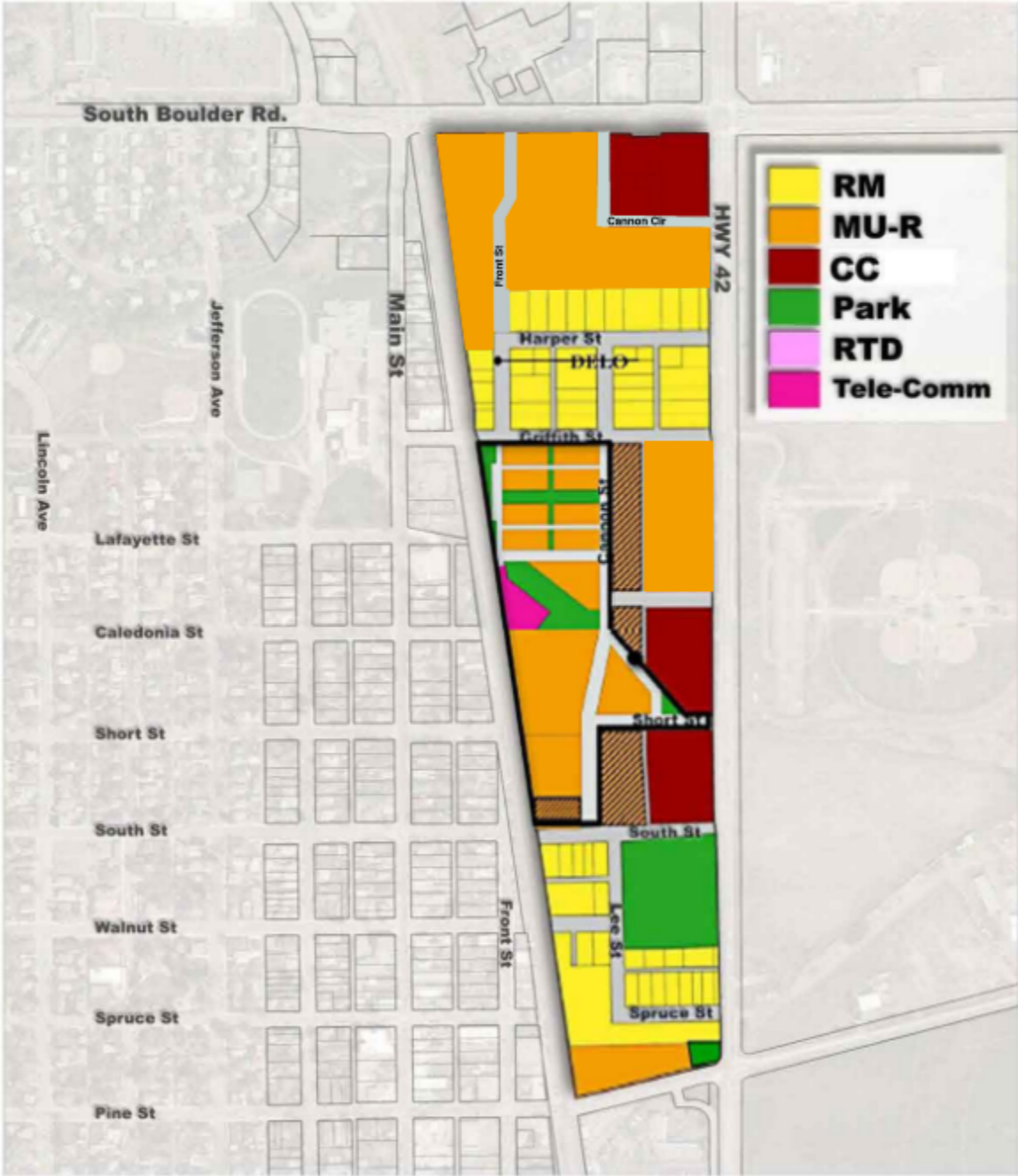
6911 BROADWAY  
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FAX. 303-702-1688  
WWW.POWERSURVEYING.COM

DRAWING BY: MB  
PROJECT NO. 16-216

DATE: 06/14/2022

Exhibit B



**RESOLUTION NO. 8  
SERIES 2026**

**A RESOLUTION APPROVING A PRELIMINARY PLANNED UNIT DEVELOPMENT,  
PRELIMINARY PLAT, AND SPECIAL REVIEW USE TO ALLOW A 188 DWELLING  
UNIT AND 13,755 SQUARE FEET OF COMMERCIAL SPACE MIXED-USE  
DEVELOPMENT, INCLUDING GROUND FLOOR RESIDENTIAL IN A MULTIFAMILY  
BUILDING, AT 1032, 1034, AND 1040 EAST SOUTH BOULDER ROAD**

**WHEREAS**, there has been submitted to the Louisville City Council an application for a preliminary planned unit development to allow construction of a 188 dwelling unit mixed-use development and 13,755 square feet of commercial space at 1032, 1034, and 1040 East South Boulder Road; and

**WHEREAS**, there has been submitted to the Louisville City Council an application for a preliminary plat to subdivide the existing property at 1032, 1034, and 1040 East South Boulder Road; and

**WHEREAS**, there has been submitted to the Louisville City Council an application for a special review use to allow ground floor residential within a multifamily building in the Mixed Use Residential (MU-R) Zone District at 1032, 1034, and 1040 East South Boulder Road; and

**WHEREAS**, a rezoning application is under concurrent review to permit the proposed uses; and

**WHEREAS**, City staff has reviewed the information submitted and found that, with the six requested waivers and four conditions, the application complies with the Louisville zoning regulations and other applicable sections of the Louisville Municipal Code; and

**WHEREAS**, the Planning Commission considered the application at a duly noticed public hearing on October 9, 2025, where evidence and testimony were entered into the record and the Planning Commission voted unanimously in favor of recommending approval with conditions; and

**WHEREAS**, the City Council considered the application at a duly noticed public hearing on February 3, 2026 where evidence and testimony were entered into the record, including the findings in the Louisville City Council staff report dated February 3, 2026; and

**WHEREAS**, the City Council finds the application should be approved, as set forth herein.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:**

**Section 1.** The City Council of the City of Louisville, Colorado does hereby approve the application for a preliminary planned unit development, preliminary plat, and special review use, to allow a 187 dwelling unit and 13,755 square feet of commercial space mixed-use development, including ground floor residential in a multifamily building, at 1032, 1034, and 1040 east South Boulder Road.

**PASSED AND ADOPTED** this 3rd day of February 2026.

\_\_\_\_\_  
Christopher M. Leh, Mayor

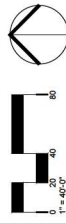
ATTEST:

\_\_\_\_\_  
Genny Kline, Interim City Clerk

| DWELLING BREAK DOWN: PREVIOUS PLAN |     |  |
|------------------------------------|-----|--|
| DWELLING TYPE                      | DU  |  |
| MULTI-FAMILY                       | 96  |  |
| ALLEY-LOADED TOWNHOME UNITS        | 48  |  |
| FRONT-LOADED TOWNHOME UNITS        | 12  |  |
| MICRO TOWNHOME UNITS               | 32  |  |
| TOTAL                              | 188 |  |

| DWELLING BREAK DOWN: ALLEY + PARK CONCEPT |     |  |
|-------------------------------------------|-----|--|
| DWELLING TYPE                             | DU  |  |
| MULTI-FAMILY                              | 96  |  |
| ALLEY-LOADED TOWNHOME UNITS               | 48  |  |
| FRONT-LOADED TOWNHOME UNITS               | 12  |  |
| MICRO TOWNHOME UNITS                      | 32  |  |
| TOTAL                                     | 187 |  |





LANDSCAPE ARCHITECTURE, LAND PLANNING

**COAL CREEK VILLAGE | CONCEPT SITE PLAN**

01.09.2026

236 Linden Street, Suite A  
Fort Collins, Colorado 80524  
970.224.5828  
ripleydesigninc.com



# Coal Creek Village PUD

## Project Narrative

### Introduction

Coal Creek Village, (formerly called Coal Creek Station) is a proposed mixed-use development located southwest of the intersection of South Boulder Road (SBR) and Highway 42. The proposed development plan is supported by the City's goals for the Highway 42 revitalization area and is consistent with the intent and purposes of the Mixed-Use Development Design Standards and Guidelines (MUDDSG) as well as the requirements contained in Section 17.14 of the Municipal Code created for mixed-use development.

### Site Description

Commercial development exists at the southwest corner of the SBR and Highway 42 intersection. The Coal Creek Village PUD is proposed on vacant property located south and west of the commercial area. The Argentos Empanadas Shop exists near the northwest corner on a separate lot. The BNSF Railroad borders the site on the west and the existing "Little Italy" residential neighborhood is located to the south. The Louisville Sports Complex is located to the east on the other side of Highway 42. The Goodhue Ditch cuts through the property diagonally at the northwest corner and the site slopes to the south with thickets of unmaintained vegetation. No significant natural features exist on the site.

### Project Description

The Applicant proposes to develop a vibrant mixed-use project including 13,534 square feet of commercial use adjacent to South Boulder Road along with a unique mix of medium to high density residential development. With over 19,000 vehicle trips per day along South Boulder Road the commercial is expected to do well. The small-scale commercial uses expected to include retail, restaurants, offices and personal service shops would benefit from drive-by traffic and be supported by neighborhood residents.

The site is also well suited to residential development for the following reasons:

- Shopping and Restaurants  
There is existing retail and service shops located at the intersection corner. In addition, historic downtown Louisville, with its many restaurants, shops and breweries is located one half mile to the south, easily accessible by car, bicycle or on foot.
- Recreation  
Just west of the railroad tracks residents will have trail access to Pirates Park, Lawrence Enrietto Park, Lake Park and eventually the Coyote Run Open Space. The Louisville Sports Complex is located to the east along with acres of open space and an interconnected trail system.



- Schools

Louisville Middle School is located to the west of the railroad tracks within easy walking distance. Centaurus High School is located to the east and is accessible by car or bicycle via trails east of the Louisville Sports Complex.

The Applicant is proposing a wide a variety of housing choices that are architecturally exciting, energy efficient and most of all attainable. Specific product types are described as follows:

- Two 3-story **mixed-use buildings** are proposed to be located along South Boulder Road. Commercial space occupies the 1st floor, with residential units on the 2nd and 3rd floors. The commercial spaces face South Boulder Road and to the interior of the site, creating attractive and inviting architectural space on both sides. Each building contains twenty-four studios, 1- and 2-bedroom units ranging in size from 500-800 square feet. The residential units are served by an elevator that provides for many accessible units. Parking for the commercial uses and residents is provided south of the buildings.
- Two 3-story **multi-family buildings** face Front Street and create an attractive pedestrian-oriented streetscape at the entrance to the neighborhood. These buildings each have twenty-four residential units ranging in size from 500-900 square feet.
- Further south along Front Street **alley-loaded townhomes** continue the architecturally cohesive streetscape. The townhomes are 3-stories with a garage on the first level accessed from the alley. Living and bedroom spaces are located above the garage.
- The **micro townhome condominiums** located south of the existing commercial area form an ideal transition between the existing commercial uses and the existing “Little Italy” residential neighborhood to the south. These unique townhome dwelling units organized as duplexes and triplexes are located on a shared lot and share common amenities including a central park space, benches, dog waste station, bicycle parking and landscaping. These homes at 300-450 square feet are the most attainable homes in the neighborhood.

The proposed street pattern is logical and conforms to the street pattern proposed in the Highway 42 Revitalization Framework Plan. It is designed to be convenient and safe for both motorists and pedestrians. Front Street connects to the existing Front Street located to the south, providing neighborhood continuity. Streets and curb-cuts are aligned where possible and pedestrian crosswalks prioritize the pedestrian.

All the public streets have detached sidewalks and street trees that provide an attractive interconnected pedestrian system throughout the neighborhood. Wherever possible, buildings are located along the streetscape making the walking experience more interesting and comfortable. Parking lots are located behind buildings where possible and attractively screened with a variety of trees, shrubs and ornamental grasses.

#### Coal Creek Village PUD

##### Narrative



Park, open space and a variety of site amenities are provided throughout the project. A plaza space between the mixed-use buildings along South Boulder Road provides shade, benches and opportunities for outdoor dining. The Applicant plans to pipe the Goodhue Ditch which runs diagonally through the northwest corner allowing the area to be seeded, enhanced with additional plant material and utilized as a passive recreation space. A sidewalk will provide access to the existing empanada shop. There is a centrally located park that will allow residents to have expansive recreation space without the responsibility of having to maintain a large landscape on their own individual lot/ property. The park is connected to the proposed mixed-use buildings via multiple sidewalk connections.

Small families, young professionals, singles, and older adults that prefer urban living will welcome this innovative community in Louisville. All the housing types are energy efficient utilizing heat pumps, tankless hot water heaters and tight construction. The dwelling units are small making them more energy efficient, easy to maintain and most importantly attainable. The Applicant expects the proposed micro townhome condominiums to be especially popular because they will allow first time buyers to own their own home, an important step in gaining long term financial stability.

The project is planned to be phased. While the design of the project adheres to the majority of the standards and design guidelines contained in the MUDDSG and the Municipal Code, there are a few specific instances where waivers are requested. Narratives detailing the waivers along with justifications are included in this Submittal package.

## Conclusion

The design of the project is supported by the Purpose and Intent of the Highway 42 Revitalization Plan and the MUDDSG. As the last major development in the Highway 42 Revitalization Area the project will implement the goals and objectives of the Plan in the following ways:

- Mixed-use development that includes commercial uses and a variety of housing types.
- Provides medium to high density residential development within walking distance of historic downtown Louisville.
- Creates pedestrian connections that are safe, comfortable and interesting.
- Establishes streetscapes that enhance adjacent architecture with detached sidewalks, street trees, and attractive parkways.
- Provides dynamic and sustainable architecture that will complement existing development within the Revitalization Plan area.
- Offers diverse product choices that are attractive, energy efficient and attainable for both buyers and renters.

- Provides publicly accessible parks, natural areas and urban plaza space that include seating, shade, seasonal plantings, outdoor dining opportunities, and doggie stations.
- Provides a comfortable land use transition between the existing Little Italy neighborhood and the commercial area to the north.

In conclusion, we believe the commercial uses proposed along South Boulder Road are consistent with the commercial use proposed in the original Revitalization Plan. The urban-style housing offered in this project at 16.5 DU/AC is well above the minimum density requirement of 12 DU/AC. The medium to high density proposed will ensure the success of the commercial uses and provide residents with a variety of housing choices to rent or to buy. It is the kind of housing described in the Revitalization Plan for this area and is needed in Louisville now more than ever.



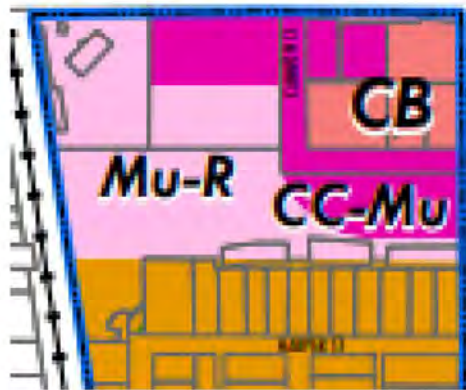
# Coal Creek Village

Markel Homes

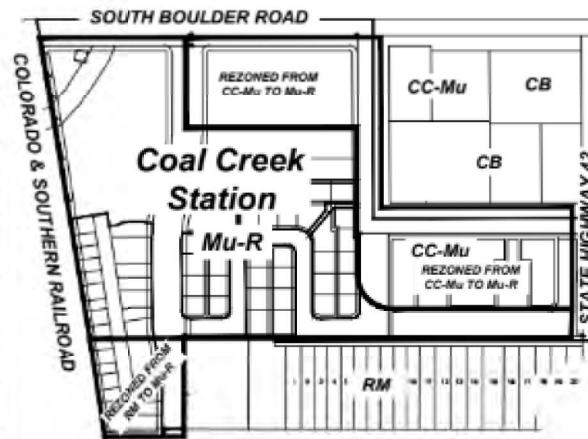
Request to Rezone

August 2023

The Applicant is requesting that two areas of the City's existing zoning map be changed. The existing zoning and the proposed changes are depicted on the graphics below. Land to the west of Cannon Circle and land to the south of Cannon Circle, connected by Cannon Circle, are proposed to be rezoned from CC-Mu to Mu-R. In addition, the land at the extreme southwest corner of the property is proposed to be rezoned from RM to Mu-R. The proposed changes are consistent with the proposed revisions to Exhibit A in the **Highway 42 Revitalization Area Framework Plan** (see separate request to revise Exhibit A).



Existing Zoning



Proposed Zoning

## Proposed Rezoning Criteria

The rezonings allow for commercial uses along South Boulder Road as originally intended and expands areas of the site to be utilized for higher density residential development. Most small-scale commercial establishments, like restaurants, personal service shops and offices are allowed within the Mu-R district. Since these are the types of commercial uses that the Highway 42 Revitalization Plan envisioned for the area, this proposed rezoning will not result in a loss of commercial use, but will significantly increase residential density in the area to ensure success of the proposed commercial uses.

The City's Municipal Code lists four criteria for considering a rezoning (17.44.050):

*1. The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the city's comprehensive plan;*

*2. The area for which rezoning is requested has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area;*

*3. The proposed rezoning is necessary in order to provide land for a community-related use which was not anticipated at the time of the adoption of the city's comprehensive plan, and such rezoning will be consistent with the policies and goals of the comprehensive plan; or*

*4. The rezoning would only permit development which, if evaluated as a proposed annexation under the annexation standards and procedures codified in [title 16](#), would qualify for annexation.*

We believe the proposed rezonings associated with the Coal Creek Village PUD meet Criteria 2 and 3, for the following reasons:

**2. The area for which rezoning is requested has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area;**

We believe that **significant change** has occurred both in the vicinity of the site and in the housing marketplace.

- i. The property was rezoned in 2007 to fit a proposed development plan that was never approved. The result is the existing zoning now dictates a specific design that matches what was proposed in 2007 but never carried forward. The fact that the land was rezoned based on a particular development plan, Coal Creek Station, that never happened, makes it difficult for subsequent developers to propose different, and perhaps more successful plans.
- ii. Major improvements to State Highway 42 and the potential development of a commuter rail station in Louisville were the impetus for the City to create mixed-use zoning in the Highway 42 Revitalization Area. A commuter rail station would significantly increase the number of people arriving to and leaving from the neighborhood. Those additional people would all be potential customers for commercial uses. In reality though, the commuter rail station has not come to fruition. The absence of a commuter rail station undeniably lessens the viability of the site for stand-alone commercial development.
- iii. The prime commercial property, based on visibility, is located at the intersection of South Boulder Road and State Highway 42. At this point in time, the site is both under-developed and aging. We believe that additional housing in the neighborhood will spur the redevelopment of the corner in years ahead.



- iv. The need for housing inventory across all price points has grown significantly in recent years. The housing crisis in Boulder County is well documented and was only exacerbated in recent years by market conditions and the tragic Marshall Fire. This plan seeks to bring units to the market across a variety of price points and can fill the needs of current and future residents.

**3. The proposed rezoning is necessary in order to provide land for a community-related use which was not anticipated at the time of the adoption of the city's comprehensive plan, and such rezoning will be consistent with the policies and goals of the comprehensive plan;**

According to the Urban Land Institute, the industry definition of attainable, for-sale housing is unsubsidized, profitable housing developments that meet the needs of those with incomes between 80% and 120% of the Area Median Income. ULI's latest Emerging Trends in Real Estate report provides recommendations and strategies for creating more attainable housing. Coal Creek Village utilizes several of these recommendations including:

- Offering innovative product types
- Combining product types in developments
- Creating smaller homes
- Creating more middle income attached housing

The report concludes with *"It is as important as ever for the industry to build all types of housing, and especially to find ways to build nonsubsidized housing for middle-class buyers," says the report. "Ultimately, this type of housing – attainable housing – will relieve the current downward pressure on the market that has kept renters from becoming homeowners and has made housing increasingly unaffordable for Americans at lower income levels."*

These rezonings efforts are needed to provide more housing inventory than is possible without the them, thus making the designs more efficient and the prices more attainable. Essentially the residential units proposed above ground floor commercial uses along South Boulder Road would not be possible under the current zoning. We believe that the lack of housing is a community-related use that was not as extreme when the Comprehensive Plan was adopted.

### **Applicable City of Louisville Plans and Policies**

Simply stated, the Coal Creek Village project cannot move forward without the proposed rezoning. The rezoning is critical to allowing the vertical mixed-use proposed along South Boulder Road (SBR). The residential above supports the commercial use and



increases the overall density on the site. Higher densities make site amenities more affordable and helps to create a sense of community. The proposed rezoning also creates a better land use transition for the Little Italy neighborhood. The proposed rezoning allows the developer to create a mixed-use project that we believe will be both innovative and successful. The following City Plans and Policies support the proposed rezoning and the project.

### 2013 Comprehensive Plan (sections relevant to SBR and Highway 42)

The 2013 Comprehensive Plan clarifies and illustrates the City's expectations regarding land use function, form and character. The Framework proposed by the Comprehensive Plan puts the Coal Creek site in the "urban" development pattern, defined as follows:

Streets are interconnected and form small walkable blocks. Residences are alley-loaded and alternative modes of travel including walking, biking and transit are viable and encouraged. Vehicular speeds are reduced, and development parcels are smaller. Buildings are oriented to the street and are designed with human scale in mind. Civic and public infrastructure is integrated, multi-purpose and the landscape is formal.

The comprehensive Plan further separates Louisville into development types – Centers, Corridors, Neighborhoods, Special Districts and Parks/Open Space. The Coal Creek Village project falls within a Corridor, specifically the SBR Corridor. The following description of anticipated land use development in the Corridor describes Coal Creek Village as well.

*"As properties redevelop in this area, attention will be paid to introducing a more connected street grid creating smaller parcels which relate to one another in an urban and walkable mixed-use environment. Commercial land uses and higher density residential uses will concentrate along the South Boulder Road and Highway 42 intersection while lower density residential uses should locate away from the main arterials to provide a transition to the existing neighborhoods".*

The proposed rezoning and development plan for Coal Creek Village are supported by the following policies related to the Highway 42 and SBR Corridor:

1. *Include a mix of low to higher density residential and commercial neighborhood services.*  
The rezoning would allow a mix of low to higher density housing along with development of commercial neighborhood services.
2. *Transition from higher intensity uses at the core of the center to lower density uses at the neighborhoods on the periphery of the center*  
Development will transition from high intensity along SBR to lower intensity adjacent to the existing Little Italy neighborhood.



3. *To encourage the economic health of existing shopping centers, leverage public investment for infrastructure improvements and business assistance packages to stimulate private redevelopment.*  
New commercial uses and additional residential development in the neighborhood will help existing commercial development on the corner become more successful.
4. *Focus on community retail opportunities at the intersection of South Boulder Road and HWY 42 which serve a smaller trade area than those found at a regional retail center.*  
The commercial development proposed along SBR will focus on small scale shops providing goods and services to the local neighborhood.
5. *Introduce new roadway network in the center to enable the area to operate as a connected urban center. Medium to high density residential areas should be located with proximity to and pedestrian access to public transportation, neighborhood parks and trail connections and commercial services.*  
New roadways that connect the various component of the neighborhood will be developed.
6. *As redevelopment occurs, introduce roadway network to enable a variety of redevelopment possibilities. The City should cooperate with the City of Lafayette and Boulder County to secure access between Hecla Lake, Waneka Lake, and Coal Creek.*  
The proposed roadway network will support the existing and proposed commercial development.
7. *Create a high degree of trail and open space connectivity reinforcing the east/west connectedness of a regional trail system to Hecla Lake and north/south connectedness to Downtown and Coal Creek regional trail.*  
A system of detached sidewalks and connecting walkways link the proposed neighborhood to trail systems located to the west and to the east across Highway 42 as well as to Downtown.
8. *Explore realigning Main Street on the western edge of the urban center to consolidate access near the railroad tracks and introduce a Gate way to the HWY 42 and South Boulder Road urban center and Downtown Louisville.*  
The proposed rezoning would not affect the City's ability to realign Main Street.
9. *Connect the Highway 42 and South Boulder Road Urban Center to the rest of Louisville by the introduction of new roads, trail connections, and pedestrian crossings of the railroad tracks, South Boulder Road, and HWY 42.*  
The extension of Front Street will provide a needed connection between SBR and Downtown Louisville.



10. *Encourage development of new commercial retail services in the Urban Center where the location and scale of such development is consistent with design standards developed for the HWY 42 corridor and the character of the immediate neighborhood.*

The proposed rezoning will allow the development of commercial uses along SBR with housing above that will be in scale and in character with the neighborhood.

11. *Louisville Plaza shopping center should not include any Mixed-Use streets.*  
Not applicable.

## Transportation Master Plan

The City's Transportation Master Plan (TMP) completed in 2019 describes four policies that support the TMP goals. The design and development of Coal Creek Village will help advance these policies and help the City achieve its transportation goals.

### Policy 1: Great Streets

Great streets are those designed to be safe and accessible for all users regardless of ability, age, or mode. The streets in Coal Creek Village are engineered and designed to be safe, functional and attractive. Detached sidewalks keep the pedestrian a safe distance from vehicular traffic and crosswalks provide increased safety at points of conflict. Handicap ramps are provided at all street crossings. Sidewalks provide walkable access to all areas of the neighborhood and connect the pedestrian to the larger community at its edges along SBR, Highway 42 and Front Street.

### Policy 2: Guidelines for Walkable and Bikeable Places

Coal Creek Village is designed to be walkable and bikeable. The mixed-use development is located within walking and biking distance of schools, employment opportunities, shopping, and recreation. The neighborhood itself is designed to encourage walking and biking by providing safe streets with detached sidewalks and street trees. Alley-loaded residential products eliminate driveways and enhance the walking experience along streets. Green spaces, parks, plazas are provided throughout the neighborhood, making it a comfortable place to walk around and explore.

### Policy 3: Transit Oriented Development Guidelines

Residents at Coal Creek Village will have access to bus stops at SBR and Garfield Street and along Main Street at Griffith Street.

### Policy 4: Applications for Technology

The residential projects at Coal Creek Village will have Homeowner Associations that can work the City to publicize City programs like "safe routes to school" and "ride share programs" designed to make walking and biking safer and more fun. Smart technology can be used to disseminate information to neighborhood residents, easily and quickly.



## South Boulder Road Small Area Plan

The South Boulder Road Small Area Plan (Plan) provides general guidelines for development in the SBR corridor and suggests design concepts for new development within the corridor. We believe that Coal Creek Village exemplifies the Community Design Principles and Placemaking Concepts contained in the Plan as outlined below:

### Community Design Principles

- Providing places to go and to stay  
Coal Creek Villages provides spaces that encourage gathering and interaction. Retail shops along SBR with entrances front and back have a central outdoor plaza with seating and shade. A natural area is planned behind the existing coffee shop on SBR as well. In addition to tree lined streets and detached sidewalks there are several green, park-like spaces provided throughout the community that serve the residents with amenities such as play equipment, benches, doggie stations, lawns and plants that provide seasonal interest.
- Easy to get to and easy to get around  
The proposed project provides vehicular links to the larger community at four existing access points. Two on SBR, one on to Highway 42 and one connecting to Front Street and linking the project to Downtown Louisville. Safe and convenient pedestrian circulation is provided throughout the community along tree-line streets with detached sidewalks. Pedestrians can walk to nearby Louisville Middle School and to Downtown.
- Knitting the community together  
Tree-lined sidewalks are provided along SBR and Hwy 42 frontages. Community residents can cross SBR at Main Street just west of the site and also at the HWY42/SBR intersection. Highway 42 can be crossed at SBR and at Short Street approximately 1/3 mile south of the project.
- Development that contributes  
Coal Creek Village contributes to the community by providing an appropriate mix of commercial development and housing that targets middle income residents. The proposed buildings are both architecturally exciting and energy efficient.

### Placemaking Concepts

- Parking rooms  
The proposed parking lot is located to the interior of the site and designed to be well landscaped and pedestrian friendly.

- Traditional streets  
A network of public streets and private drives knit the community together. Streets are enhanced with detached sidewalks and periodic green spaces which promote walking around the neighborhood. Alley-loaded residential projects contribute to the walkability of the neighborhood because of fewer driveways to cross.
- Pedestrian refuges  
The project provides a pedestrian refuge along SBR between the two mixed-use buildings. A well landscape plaza with street furniture is provided for shoppers and pedestrians alike.
- Views into the community  
Views into the community occur at three locations along SBR. West of the existing coffee shop a shaded natural open space gives a peek into the project. Front Street with detached sidewalks lined with street trees offers an inviting view into the neighborhood and the plaza between the mixed-use buildings provides a view into the central green space.

## Highway 42 Framework and Comprehensive Plan Amendment

The design of the project is supported by the Highway 42 Revitalization Area Framework Plan and the MUDDSG. As the last major development in the Highway 42 Revitalization Area the project will implement the goals and objectives of the Plan in the following ways:

- Mixed-use development that includes commercial uses and a variety of housing types.
- Provides medium to high density residential development within walking distance of historic downtown Louisville.
- Creates pedestrian connections that are safe, comfortable and interesting.
- Establishes streetscapes that enhance adjacent architecture with detached sidewalks, street trees, and attractive parkways.
- Provides dynamic and sustainable architecture that will complement existing development within the Revitalization Plan area.
- Offers diverse product choices that are attractive, energy efficient and attainable for both buyers and renters.
- Provides publicly accessible parks, natural areas and urban plaza space that include seating, shade, seasonal plantings, outdoor dining opportunities, and doggie stations.



- Provides a comfortable land use transition between the existing Little Italy neighborhood and the commercial area to the north.

### **Conclusion**

In conclusion, we believe the proposed rezonings are necessary and desirable because of changes in the area and because the proposed project would help alleviate a community need by providing more attainable housing, two of the criteria for consideration of rezoning. The Coal Creek Village project is overwhelmingly supported by the City's Plans and Policies that have created the community vision for Louisville. The proposed rezoning is in alignment with the regulatory requirements defined in the Municipal Code Section 17.14 Mixed Use Zone Districts specifically created to guide development in the Highway 42 Revitalization Area. By supporting the proposed rezonings the decision-makers will be allowing Coal Creek Village to move forward.



# Coal Creek Village PUD

## Requested Waivers

Coal Creek PUD conforms to the majority of the standards and guidelines created for the City of Louisville and specifically for the Highway 42 Revitalization Area, however, there are some instances where conforming to the standard would not be possible because of existing conditions or, would not serve the best interest of the City. We believe that in each case that a waiver is requested, the proposed design is superior to a design that would strictly adhere to the standard. The City of Louisville anticipated this situation and included the following rule in the Municipal Code:

*"General rule allowing waiver or modification of standards. Unless otherwise limited by this section, the city may waive or modify all applicable stated Mixed Use Development Design Standards and Guidelines stated in this chapter, or other generally applicable design standards and provision of this [Title 17](#), if the decision-making body finds that the proposed development represents an improvement in site and building design over that which could be accomplished through strict compliance with otherwise applicable district standards. Unless specifically waived or modified during the review and approval process, the zoning, use, bulk, dimensional, development, and design standards stated in this chapter and the Mixed Use Design Standards and Guidelines shall apply."*

The Applicant respectfully requests the following Waivers:

### Waiver Number 1

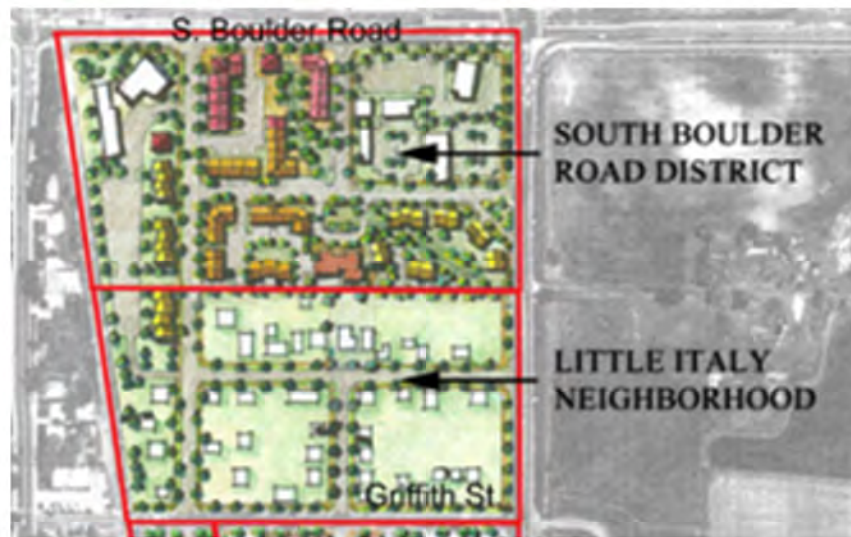
**City Document:** Implementation of the Highway 42 Revitalization Area Plan - Appendix A  
Mixed Use Development Design Standards and Guidelines (MUDDSG)

**Requirement:** MUDDSG 1.3.A.1 East and west sides of blocks to be 270-320 feet.  
MUDDSG 1.3.B.1 North and south sides of blocks to be 300-400 feet.

|                  |             |                                                                       |
|------------------|-------------|-----------------------------------------------------------------------|
| <b>Proposed:</b> | Block One   | <u>East and west sides 146 feet</u><br>North and south sides 321 feet |
|                  | Block Two   | East and west sides 293 feet<br>North and south sides 333 feet        |
|                  | Block Three | <u>East and west sides 443 feet</u><br>North and South side 155 feet  |
|                  | Block Four  | <u>East and west sides 221 feet</u><br>North and south sides 295 feet |
|                  | Block Five  | <u>East and west sides 332 feet</u><br>North and south sides 246 feet |

### Justification:

The intent of the Street and Block Design Standards is to encourage a synergistic mix of uses within the MU-R and CC Districts, complement existing Downtown development, to disperse and distribute traffic to multiple access points and to create a pedestrian-oriented and pedestrian friendly district. Furthermore "Street alignment within the MU-R and CC Districts shall generally conform to the street pattern adopted in the Highway 42 Plan to the maximum extent practicable."



*From the Highway 42 Revitalization Area Framework Plan*

The street layout and resulting block sizes are largely determined by existing access points along South Boulder Road and Highway 42. In addition, the Front Street alignment connecting to the south is consistent with the Highway 42 Revitalization Area Framework Plan depicted above. The fact that the site is bordered by the Colorado and Southern Railroad on the west further puts limitations on block size.

While not all the specific block dimensions are consistent with requirements, the street layout and blocks do meet the intent of the MUDDSG. Traffic is dispersed and distributed in a logical fashion consistent with the Highway 42 Framework Plan shown above. The site plan proposes sidewalks and tree lawns along all public streets and provides for safe, convenient and attractive pedestrian connections throughout.



## Waiver Number 2

**City Document:** Implementation of the Highway 42 Revitalization Area Plan - Appendix A  
Mixed Use Development Design Standards and Guidelines (MUDDSG)

**Requirement:** **MUDDSG 5.4. Public Sidewalk Design Standards**

**B.** In the MU-R and CC Districts, all public sidewalks shall be a minimum of ten (10) feet wide incorporating tree planting within the right-of-way. The right-of-way shall be landscaped with street trees and other living plant material or, as an alternative, tree grates for street trees combined with decorative paving and/or moveable planters may be utilized.

**Proposed:** Along Front Street and Canon Circle, a 5-foot-wide detached sidewalk with an 8-foot parkway is provided.

**Justification:**

Coal Creek PUD meets the pedestrian connectivity standards stated in the MUDDSG by providing well-defined pedestrian connections through out the site and to off-site locations. Walkways are designed to be direct and efficient creating opportunities for residents to walk to commercial areas along SBR and Hwy 42, as well as to on-site parks, open space and amenities. The public sidewalks are all detached with adjacent tree lawns. We believe the proposed 5-foot and 8-foot sidewalk widths will be adequate for the numbers of pedestrians anticipated and will provide a more comfortable human scale than 10-foot sidewalks would.

The proposed sidewalk widths are also consistent with recommendations of the National Association of City Transportation Officials. *"The pedestrian through zone is the primary, accessible pathway that runs parallel to the street. The through zone ensures that pedestrians have a safe and adequate place to walk and should be 5–7 feet wide in residential settings and 8–12 feet wide in downtown or commercial areas."* (NACTO)

### **Waiver Number 3**

**City Document:**           **Municipal Code 17.14.060**  
                                  **Table 3: Mixed Use Zoning District Dimensional and Bulk Standards**

**Requirement:**           **Minimum Lot Width 40 feet**

**Proposed:**               **Townhome lots vary from 24'-6" to 32 feet wide.**

**Justification:**

The proposed townhomes are designed for residents that desire urban scale living, that is attractive, low maintenance, energy efficient, architecturally exciting and attainable. By reducing lot size the developer can lower the cost of the dwelling unit, making it more attainable. densities that utilize public infrastructure and land more effectively, helping to lower housing costs as well. In Smaller lot sizes also help to create more efficient addition, small lots fit the lifestyle of active adults and are preferred by many urban dwellers. A few examples of contemporary townhome design that utilize the narrower lot width include the following communities: North End (Louisville), Northfield Commons (Boulder), and Dakota Ridge – Northbriar (Boulder).

## Waiver Number 4

City Document: Municipal Code 17.14.060  
Table 3: Mixed Use Zoning District Dimensional and Bulk Standards

Requirement: Minimum Building Coverage 40%

Proposed: 21.2%

### Justification:

The dimensional and bulk standards are intended to encourage and allow more "urban scale" development within the Highway 42 Revitalization Area consistent with planning goals for that area. Compared to other commercial and residential development allowed in Louisville, "urban scale" generally means taller buildings like those found in downtown Louisville, greater lot coverage, and buildings pushed close to the front property line.

We believe that Coal Creek Village PUD accomplishes the intent of the standard. Most of the buildings in the development are 3-stories tall and are brought close to the front property line with parking enclosed in garages or located to the back side. However, it's hard to imagine how the proposed project could achieve 40% building coverage without providing structured parking. Figure 6 (below) was provided to help clarify the standard. The example illustrates 1-story buildings, and it only achieves 36% coverage. The proposed mixed-use buildings (3 & 4) and the multi-family buildings (1&2) are 3-story buildings and require more parking than a 1-story building would. Additional parking means more circulation drives and the additional pavement requires additional stormwater detention. The overall residential density of 16.5 DU/AC necessitates the need for additional site amenities, parks and open space. Additionally, Figure 6 alludes to the use of structured parking to help achieve the standard – but the cost to construct structured parking is so great that the use of structured parking would remove the middle-class attainability aspect of the proposed development. Given the nature of the proposed mixed-use project, we believe achieving 40% lot coverage is not necessary nor practical as demonstrated by Figure 6.

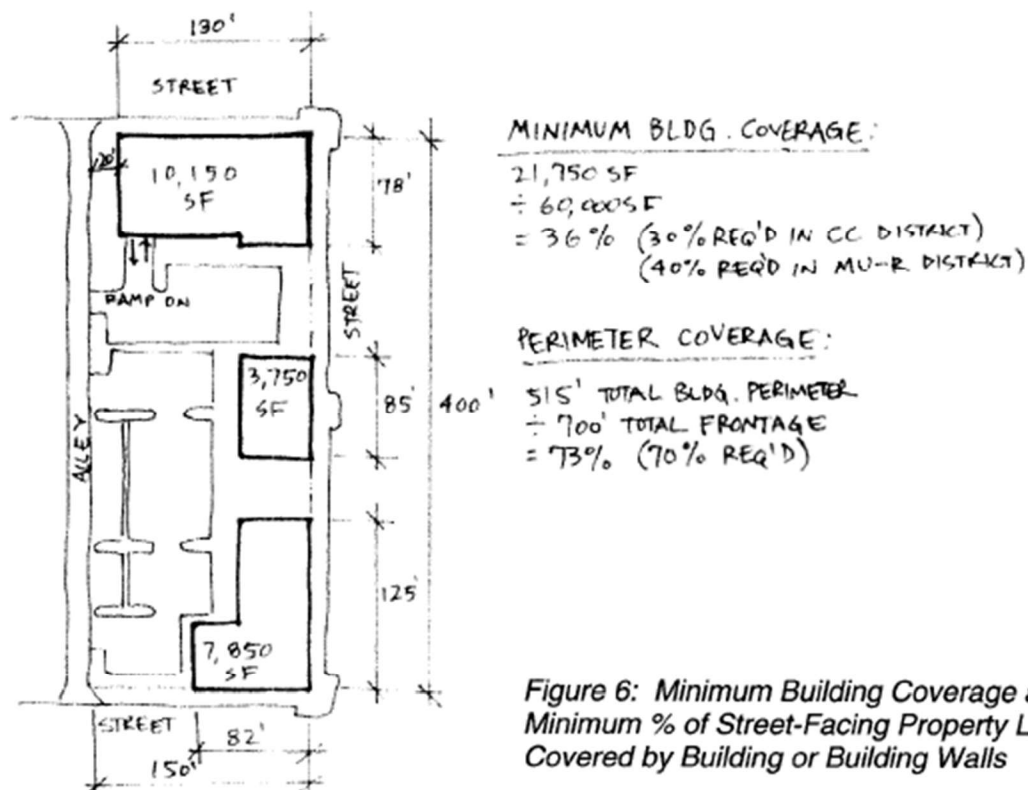


Figure 6: Minimum Building Coverage and Minimum % of Street-Facing Property Line(s) Covered by Building or Building Walls



## Waiver Number 5

**City Document:**           **Municipal Code 17.14.060**  
                                  **Table 3: Mixed Use Zoning District Dimensional and Bulk Standards**

**Requirement:**           20-Foot Minimum Setback from Rear Property Line

**Proposed:**               Townhome and Micro Cottages rear yard setbacks from 6-20 feet

### **Justification:**

The townhome and micro cottages proposed for Coal Creek PUD are designed for residents that desire urban scale living, that is attractive, low maintenance, energy efficient, architecturally exciting and attainable. Smaller back yards that still provide opportunities for outdoor dining and relaxation without the need to mow or water a lawn fit the lifestyle of many urban dwellers. Smaller back yards also help create more efficient densities that utilize public infrastructure and land more effectively, helping to lower housing costs.

## Waiver Number 6

City Document:

Municipal Code 17.14.060

Table 3: Mixed Use Zoning District Dimensional and Bulk Standards

Requirement:

Minimum 70% of Street Facing Property Lines must contain a Building or Building Wall

Proposed:

58.6%

### Justification:

The standard is intended to support a pedestrian friendly environment along the district's streets. Buildings pushed closer to the street edge provide a sense of enclosure for the pedestrian, making the district a more inviting place to walk. The 70% is a very high standard that is difficult to achieve particularly when site amenities and landscaped open space is left out of the equation. We believe that a variety of building types and scales that are interspersed with a plaza, park and landscaped open space create a diverse and pleasant streetscape for pedestrians to enjoy. The walking experience proposed throughout Coal Creek Village PUD is further enhanced by street trees that are provided in tree lawns along all the public streets.

Additionally, the City of Louisville has adopted Appendix D of the International Fire Code which has a component related to dead-end fire apparatus access on roads within a new development. This means that a fire truck access path shall go no further than 150' without a means to turn around or exit the access road. On the site plan, this creates the need for additional access points along public streets to comply with this IFC requirement and thus reduces the percentage of street facing property lines that contain a building or building wall.

| TOTAL BUILDING FRONTAGE/COVERAGE CALCULATIONS                       |                                |                             |                     |                             |
|---------------------------------------------------------------------|--------------------------------|-----------------------------|---------------------|-----------------------------|
| STREET                                                              | APPLICABLE STREET FRONTAGE(FT) | TOTAL BUILDING FRONTAGE(FT) | % BUILDING FRONTAGE | TOTAL BUILDING COVERAGE(SF) |
| SOUTH BOULDER ROAD                                                  | 543                            | 304                         | 56.0                | 80070                       |
| EAST OF FRONT STREET                                                | 262                            | 216                         | 73.2                |                             |
| WEST OF FRONT STREET                                                | 248                            | 88                          | 35.5                |                             |
| FRONT STREET                                                        | 1240                           | 825                         | 66.5                |                             |
| EAST SIDE                                                           | 533                            | 297                         | 55.8                |                             |
| WEST SIDE                                                           | 708                            | 528                         | 74.6                |                             |
| CANNON CIRCLE                                                       | 692                            | 320                         | 46.2                |                             |
| NORTH/ SOUTH LEG                                                    | 383                            | 170                         | 46.8                |                             |
| EAST/ WEST LEG                                                      | 420                            | 150                         | 45.6                |                             |
| HIGHWAY 42                                                          | 147                            | 90                          | 61.2                |                             |
| TOTALS                                                              | 5097                           | 2988                        | 58.6 *              | 80070                       |
| TOTAL % BUILDING COVERAGE<br>(USING TOTAL NET SITE ACREAGE 8.66 AC) |                                |                             |                     | 21.2% *                     |





COAL CREEK STATION FILING NO.4, LYING WITHIN THE NORTHEAST QUARTER (NE 1/4) OF SECTION 8, TOWNSHIP 1 SOUTH,  
RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO.



| GROSS DENSITY         |        |
|-----------------------|--------|
| GROSS AREA* (ACRES)   | 11.378 |
| TOTAL DWELLING UNITS  | 188    |
| GROSS DENSITY (DU/AC) | 16.5   |

\*AREA OF DENSITY CALCULATION INCLUDES PLATTED ACRES AND 1/2 THE AREA OF ANY ADJACENT STREET PER SECTION 17.14.060.C.1.A

| DWELLING UNIT BREAK DOWN    |     |
|-----------------------------|-----|
| DWELLING TYPE               | DU# |
| MULTI-FAMILY                | 96  |
| ALLEY-LOADED TOWNHOME UNITS | 60  |
| MICRO TOWNHOME UNITS        | 32  |
| TOTAL                       | 188 |

| SETBACKS & HEIGHT PER LOT |              | MINIMUM SETBACK PROVIDED |             |            |            |
|---------------------------|--------------|--------------------------|-------------|------------|------------|
| DWELLING TYPE / BLOCK     | HEIGHT (FT.) | STORIES                  | FRONT (FT.) | SIDE (FT.) | REAR (FT.) |
| MIXED USE (BLOCK 4)       | 45'          | 3                        | 10'-1"      | 10'        | 20'        |
| TOWNHOMES (BLOCK 3)       | (2)          | 3                        | 1'          | 0'         | 8'         |
| MULTI-FAMILY (BLOCK 5)    | 45'          | 3                        | 10'         | 13'        | 20'        |
| TOWNHOMES (BLOCK 2)       | 40'          | 3                        | 8'-7"       | 0'         | 8'-9"      |
| MICRO-TOWNHOMES (BLOCK 1) | 25'          | 1.5                      | 10'         | (1)        | 8'         |

(1) 8' AT STREET OR OUTLOT, 10' BETWEEN BUILDINGS.  
(2) TYPICAL 40'-0" MAXIMUM BUILDING HEIGHT. FOR TOWNHOMES #13-18, WHICH ARE LOCATED IN RM DISTRICT TRANSITIONAL HEIGHT SETBACK. MAXIMUM HEIGHT SHALL BE 35'-0".

| TOTAL BUILDING FRONTAGE/COVERAGE CALCULATIONS                     |                                |                             |                     |                             |
|-------------------------------------------------------------------|--------------------------------|-----------------------------|---------------------|-----------------------------|
| STREET                                                            | APPLICABLE STREET FRONTAGE(FT) | TOTAL BUILDING FRONTAGE(FT) | % BUILDING FRONTAGE | TOTAL BUILDING COVERAGE(SF) |
| SOUTH BOULDER ROAD                                                | 543                            | 304                         | 55.9853             |                             |
| EAST OF FRONT STREET                                              | 295                            | 216                         | 73.2203             |                             |
| WEST OF FRONT STREET                                              | 248                            | 88                          | 35.4839             |                             |
| FRONT STREET                                                      | 1240                           | 825                         | 66.5323             |                             |
| EAST SIDE                                                         | 532                            | 297                         | 55.8271             |                             |
| WEST SIDE                                                         | 706                            | 528                         | 74.5763             |                             |
| CANNON CIRCLE                                                     | 692                            | 320                         | 46.2428             |                             |
| NORTH SOUTH LEG                                                   | 363                            | 170                         | 46.8320             |                             |
| EAST WEST LEG                                                     | 329                            | 150                         | 45.5927             |                             |
| HIGHWAY 42                                                        | 147                            | 90                          | 61.2245             |                             |
| TOTALS:                                                           |                                | 5097                        | 58.6227             | 80070                       |
| TOTAL % BUILDING COVERAGE (USING TOTAL NET SITE ACREAGE 8.66 AC): |                                |                             |                     | 21.2% *                     |

\* WAIVER REQUEST INCLUDED WITH THIS APPLICATION.

| DIMENSIONAL STANDARDS                                                                   |                              |
|-----------------------------------------------------------------------------------------|------------------------------|
| RESIDENTIAL DENSITY                                                                     | REQUIRED BY CODE             |
| MIN:                                                                                    | 12 UNITS/GROSS ACRE          |
| MAX:                                                                                    | 20 UNITS/GROSS ACRE          |
| MINIMUM LOT AREA                                                                        | NA                           |
| MINIMUM LOT WIDTH                                                                       | 40'-0"                       |
| MINIMUM BUILDING COVERAGE                                                               | 40%                          |
| MINIMUM LANDSCAPE COVERAGE                                                              | 10%                          |
| BUILDING SETBACKS FROM PROPERTY LINES:                                                  |                              |
| MINIMUM MAXIMUM SETBACKS FROM PROPERTY LINE ADJACENT TO HWY. 42 AND SOUTH BOULDER ROAD: | NA                           |
| MINIMUM MAXIMUM SETBACKS FROM ALL OTHER STREET-FACING PROPERTY LINES:                   | MIN: 0                       |
| MINIMUM SIDE-YARD SETBACK                                                               | MAX: 10'-0"                  |
| MINIMUM REAR-YARD SETBACK                                                               | 0                            |
| MAXIMUM BUILDING HEIGHT (PRINCIPAL BUILDINGS)                                           | 2-STORIES: 20'-0"            |
|                                                                                         | 3-STORIES: 35'-0"            |
| MAXIMUM GROUND FLOOR BUILDING FOOTPRINT                                                 | (1)                          |
| MAXIMUM BUILDING LENGTH ALONG STREET FRONTAGE                                           | FRONTING HWY. 42: NA         |
|                                                                                         | ALL OTHER BUILDINGS: 200'-0" |
| MINIMUM % OF STREET-FACING PROPERTY LINES THAT MUST FRONT A BUILDING OR BUILDING WALL   | 70%                          |

(1) 10,000 SQ. FT. OPTION: SPECIAL REVIEW REQUIRED FOR BUILDINGS > 10,000 SQ. FT.  
\* AREA OF DENSITY CALCULATION INCLUDES PLATTED ACRES AND 1/2 THE AREA OF ANY ADJACENT STREET PER SECTION 17.14.060.C.1.A  
\*\* WAIVER REQUEST INCLUDED WITH THIS APPLICATION.  
\*\*\* 31% (OR 3.53 ACRES) OF THE SITE IS DEDICATED TO LANDSCAPE AREA (1.87 ACRES ARE DEDICATED TO LANDSCAPED PLANT MATERIAL AND 1.66 ACRES ARE HARDSCAPED). IT IS THE APPLICANT'S UNDERSTANDING THAT THE SITE IS COMPLIANT WITH MUODSG SEC. 7.4 & 1.8 AS LANDSCAPE ELEMENTS MAKE UP LESS THAN 1/2 OF THE LANDSCAPE AREA REQUIREMENT.

| WAIVERS*                                                             |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CODE SECTION                                                         | REQUIREMENT                                                                                                            | PROPOSED                                                                                                                                                                                                                                                                                                                                                     |
| 1 MUODSG 1.3 A.1 MUODSG 1.3 B.1                                      | EAST WEST BLOCK WIDTH = 270 - 320' NORTH SOUTH BLOCK WIDTH = 300' - 400'                                               | BLOCK ONE: EAST AND WEST SIDES = 146', NORTH AND SOUTH SIDES = 321'. BLOCK TWO: EAST AND WEST SIDES = 291', NORTH AND SOUTH SIDES = 333'. BLOCK THREE: EAST AND WEST SIDES = 143', NORTH AND SOUTH SIDES = 150'. BLOCK FOUR: EAST AND WEST SIDES = 221', NORTH AND SOUTH SIDES = 205'. BLOCK FIVE: EAST AND WEST SIDES = 332', NORTH AND SOUTH SIDES = 246'. |
| 2 MUODSG 5.4 B                                                       | ALL PUBLIC SIDEWALKS SHALL BE A MINIMUM OF TEN (10) FEET WIDE INCORPORATING TREE PLANTING INTO THE RIGHT OF WAY (ROW). | ALONG FRONT STREET AND CANNON CIRCLE: 5' WIDE DETACHED SIDEWALK AND AN 8' TREE LAWN.                                                                                                                                                                                                                                                                         |
| 3 MUNICIPAL CODE 17.14.060 - TABLE 3: DIMENSIONAL AND BULK STANDARDS | MINIMUM LOT WIDTH = 40 FEET                                                                                            | TOWNHOME LOTS VARY FROM 24'-6" TO 32 FEET WIDE.                                                                                                                                                                                                                                                                                                              |
| 4 MUNICIPAL CODE 17.14.060 - TABLE 3: DIMENSIONAL AND BULK STANDARDS | MINIMUM BUILDING COVERAGE (SF) = 40%                                                                                   | BUILDING COVERAGE PROVIDED = 21.2%                                                                                                                                                                                                                                                                                                                           |
| 5 MUNICIPAL CODE 17.14.060 - TABLE 3: DIMENSIONAL AND BULK STANDARDS | 20-FOOT MINIMUM SETBACK FROM REAR PROPERTY LINE.                                                                       | TOWNHOME REAR YARD SETBACK RANGES FROM 6-20 FEET.                                                                                                                                                                                                                                                                                                            |
| 6 MUNICIPAL CODE 17.14.060 - TABLE 3: DIMENSIONAL AND BULK STANDARDS | MINIMUM 70% OF STREET FACING PROPERTY LINES MUST CONTAIN A BUILDING OR BUILDING WALL.                                  | 58.6% OF STREET FACING PROPERTY LINES CONTAIN A BUILDING OR BUILDING WALL.                                                                                                                                                                                                                                                                                   |

\* PLEASE REFER TO WAIVER REFERENCE DIAGRAMS INCLUDED WITH SUBMITTAL PACKAGE AND DESCRIPTIONS IN WAIVER REQUEST DOCUMENT FOR MORE INFORMATION.

## SITE PLAN NOTES

- REFER TO UTILITY PLANS FOR LOCATIONS OF STORM DRAINAGE STRUCTURES, UTILITY MARKS AND SERVICES.
- REFER TO THE CIVIL ENGINEERING PLANS FOR DETAILED INFORMATION OF PROPOSED TOPOGRAPHY, UTILITY, AND STREET IMPROVEMENTS.
- REFER TO THE PLAT FOR LOT AREAS, TRACT SIZES, EASEMENTS, LOT DIMENSIONS, UTILITY EASEMENTS, OTHER EASEMENTS, AND OTHER SURVEY INFORMATION.
- ALL SIDEWALKS AND RAMPS WILL CONFORM TO CITY STANDARDS. ALL HANDICAP PARKING SPACES AND RAMPS ARE TO BE VERIFIED WITH CIVIL ENGINEER FOR GRADING, DRAINAGE, AND ACCESSIBLE ROUTE CONSIDERATIONS. HANDICAP PARKING SPACES SHOULD SLOPE NO MORE THAN 1:48 IN ANY DIRECTION. ALL ACCESSIBLE ROUTES SHOULD SLOPE NO MORE THAN 1:50 IN DIRECTION OF TRAVEL, AND NO MORE THAN 1:48 IN CROSS SLOPE.
- ACCESSIBLE RAMPS TO BE PROVIDED AT ALL STREET AND DRIVE INTERSECTIONS AND AT ALL DESIGNATED ACCESSIBLE PARKING SPACES.
- PLACEMENT OF ALL LANDSCAPING SHALL BE IN ACCORDANCE WITH THE SIGHT DISTANCE CRITERIA AS SPECIFIED BY THE CITY OF LOUISVILLE. NO STRUCTURES OR LANDSCAPE ELEMENTS GREATER THAN 24" SHALL BE ALLOWED WITHIN THE SIGHT DISTANCE TRIANGLE OF EASEMENT WITH THE EXCEPTION OF DECIDUOUS TREES PROVIDING THE LOWEST BRANCH IS AT LEAST 6' FROM GRADE. ANY FENCES WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENT SHALL BE NO MORE THAN 42" IN HEIGHT AND AT LEAST 80% OPEN.
- MARKED CROSSWALK PAVEMENT MARKING AND SIGNAGE SHOWN ON PRIVATE DRIVES SHALL BE MAINTAINED BY HOA, UNLESS OTHERWISE NOTED.
- PRIVATE ALLEYS/DRIVES/ CONCRETE APRONS SHALL BE MAINTAINED BY HOA AS SHOWN. THIS INFORMATION SHALL BE SHOWN ON THE PUD.
- HANDICAP RAMPS THAT CROSS PRIVATE DRIVES SHALL BE MAINTAINED BY THE HOA.
- DRAINAGE FACILITIES WITHIN PRIVATE PROPERTY SHALL BE MAINTAINED BY THE HOA. CITY WILL MAINTAIN DRAINAGE FACILITIES THAT ARE ACCESSIBLE VIA PUBLIC DRAINAGE FACILITY IN THE RIGHT OF WAY.
- HOA SHALL PROVIDE SNOW REMOVAL FROM PUBLIC WALKS WITHIN RIGHT OF WAY. SNOW REMOVAL FROM PRIVATE DRIVES AND STOCKPILE ON PRIVATE PROPERTY SHALL BE PROVIDED BY HOA. SNOW REMOVAL FROM PRIVATE DRIVES SHALL NOT BE DEPOSITED WITHIN THE PUBLIC RIGHT OF WAY. SNOW STOCKPILES ON CITY STREETS BY THE HOA SHALL BE PROMPTLY REMOVED. CITY MAY REMOVE SNOW STOCKPILES ON PUBLIC STREETS AT HOA EXPENSE.
- HOA RESPONSIBLE FOR SURFACE MAINTENANCE WITHIN EUE DAMAGED/DISTURBED DURING CITY MAINTENANCE OF PUBLIC UTILITY LINES.
- FUTURE INTERSECTION MOVEMENTS AT SH-42 AND SOUTH BOULDER ROAD MAY BE RESTRICTED AT THE DISCRETION OF THE CITY.

## COAL CREEK VILLAGE

### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



#### PLANNER / LANDSCAPE ARCHITECT

RIPLEY DESIGN, INC.  
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418 Canyon Ave. Suite 200  
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P. 970.224.8628

#### OWNER

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Michael Maral  
5723 ARAPAHO AVE.  
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#### ENGINEER

ROCKY RIDGE CIVIL ENGINEERING  
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| ISSUED    |                      |            |
|-----------|----------------------|------------|
| No.       | DESCRIPTION          | DATE       |
| 1         | PRELIMINARY PUD      | 01/22/2021 |
| 2         | PRELIMINARY PUD RD 2 | 06/01/2021 |
| 3         | PRELIMINARY PUD RD 3 | 06/07/2022 |
| 4         | PRELIMINARY PUD RD 4 | 10/23/2022 |
| 5         | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6         | PRELIMINARY PUD RD 6 | 09/14/2024 |
| REVISIONS |                      |            |
| No.       | DESCRIPTION          | DATE       |
|           |                      |            |
|           |                      |            |
|           |                      |            |
|           |                      |            |

### SITE PLAN DATA AND NOTES

SEAL:



PROJECT No.: R20-039  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:

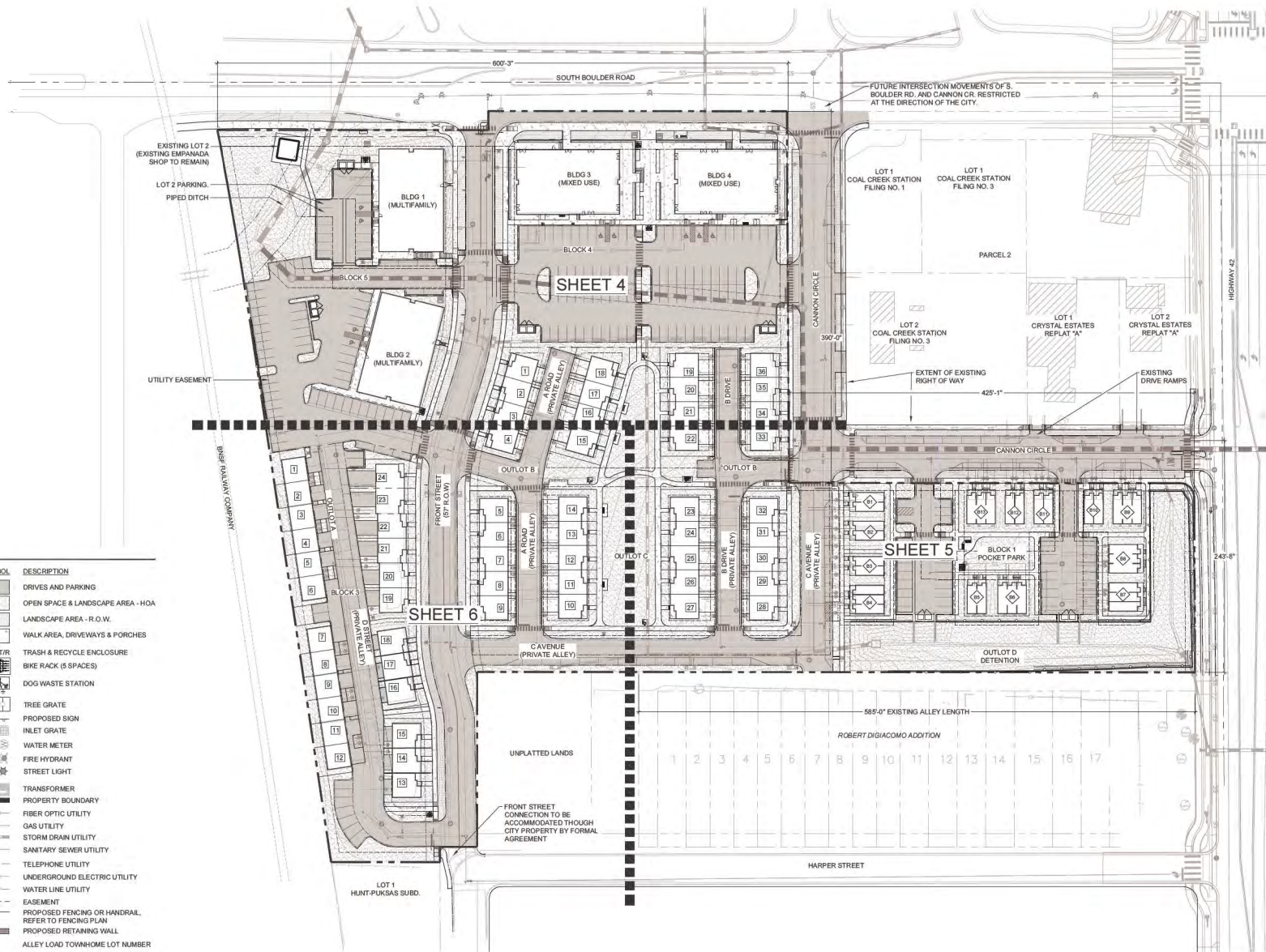
2 OF 32



Printed By: Megan McCreary Layout: S3 SITE PLAN Printed On: 4/22/2024 9:27 AM File Name: SITE PLAN.dwg

| LEGEND |                                                     |
|--------|-----------------------------------------------------|
| SYMBOL | DESCRIPTION                                         |
|        | DRIVES AND PARKING                                  |
|        | OPEN SPACE & LANDSCAPE AREA - HOA                   |
|        | LANDSCAPE AREA - R.O.W.                             |
|        | WALK AREA, DRIVEWAYS & PORCHES                      |
|        | TRASH & RECYCLE ENCLOSURE                           |
|        | BIKE RACK (5 SPACES)                                |
|        | DOG WASTE STATION                                   |
|        | TREE GRATE                                          |
|        | PROPOSED SIGN                                       |
|        | INLET GRATE                                         |
|        | WATER METER                                         |
|        | FIRE HYDRANT                                        |
|        | STREET LIGHT                                        |
|        | TRANSFORMER                                         |
|        | PROPERTY BOUNDARY                                   |
|        | FIBER OPTIC UTILITY                                 |
|        | GAS UTILITY                                         |
|        | STORM DRAIN UTILITY                                 |
|        | SANITARY SEWER UTILITY                              |
|        | TELEPHONE UTILITY                                   |
|        | UNDERGROUND ELECTRIC UTILITY                        |
|        | WATER LINE UTILITY                                  |
|        | EASEMENT                                            |
|        | PROPOSED FENCING OR HANDRAIL, REFER TO FENCING PLAN |
|        | PROPOSED RETAINING WALL                             |
|        | ALLEY LOAD TOWNHOME LOT NUMBER                      |
|        | MICRO TOWNHOME BUILDING NUMBER                      |
|        | UTILITY EASEMENT                                    |
|        | DRAINAGE EASEMENT                                   |
|        | EMERGENCY ACCESS EASEMENT                           |
|        | UTILITY, SIDEWALK, AND MAINTENANCE EASEMENT         |
|        | EXCLUSIVE UTILITY EASEMENT                          |

NOTE:  
\* CONCEPTUAL IMPROVEMENTS FOR HIGHWAY 42 SHOWN. DESIGN OF HIGHWAY 42 IMPROVEMENTS BY OTHERS.



## COAL CREEK VILLAGE

### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

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OWNER:

COAL CREEK VILLAGE LLC

Michael Marini

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BOULDER, COLORADO 80303

P: 303.451.6024

ENGINEER:

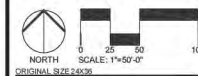
ROCKY RIDGE CIVIL ENGINEERING

Jim Stearns

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| ISSUED    |                      |            |
|-----------|----------------------|------------|
| No.       | DESCRIPTION          | DATE       |
| 1         | PRELIMINARY PUD      | 01/22/2021 |
| 2         | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3         | PRELIMINARY PUD RD 3 | 09/17/2022 |
| 4         | PRELIMINARY PUD RD 4 | 12/30/2022 |
| 5         | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6         | PRELIMINARY PUD RD 6 | 03/14/2024 |
| REVISIONS |                      |            |
| No.       | DESCRIPTION          | DATE       |
|           |                      |            |
|           |                      |            |
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### SITE PLAN

SEAL:



PROJECT No. R20-030

DRAWN BY:

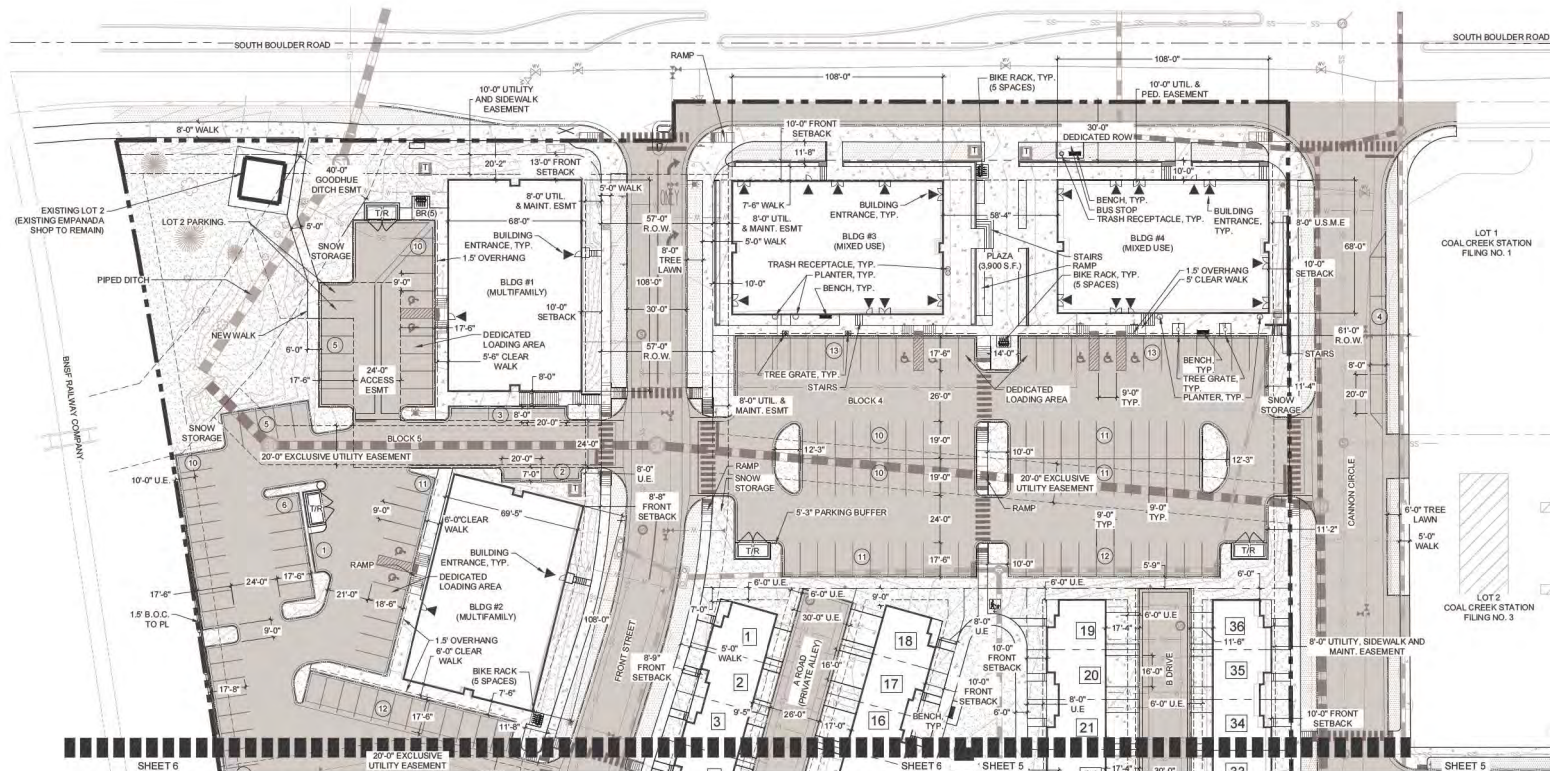
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DRAWING NUMBER:

3 OF 32



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#### LEGEND

| SYMBOL | DESCRIPTION                       | SYMBOL | DESCRIPTION                                         |
|--------|-----------------------------------|--------|-----------------------------------------------------|
|        | DRIVES AND PARKING                |        | PROPERTY BOUNDARY                                   |
|        | OPEN SPACE & LANDSCAPE AREA - HOA |        | FIBER OPTIC UTILITY                                 |
|        | LANDSCAPE AREA - R.O.W.           |        | GAS UTILITY                                         |
|        | WALK AREA, DRIVEWAYS & PORCHES    |        | STORM DRAIN UTILITY                                 |
|        | TRASH & RECYCLE ENCLOSURE         |        | SANITARY SEWER UTILITY                              |
|        | BIKE RACK (5 SPACES)              |        | TELEPHONE UTILITY                                   |
|        | DOG WASTE STATION                 |        | UNDERGROUND ELECTRIC UTILITY                        |
|        | TREE GRATE                        |        | WATER LINE UTILITY                                  |
|        | PROPOSED SIGN                     |        | EASEMENT                                            |
|        | INLET GRATE                       |        | PROPOSED FENCING OR HANDRAIL, REFER TO FENCING PLAN |
|        | WATER METER                       |        | PROPOSED RETAINING WALL                             |
|        | FIRE HYDRANT                      |        | ALLEY LOAD TOWNHOME LOT NUMBER                      |
|        | STREET LIGHT                      |        | MICRO TOWNHOME BUILDING NUMBER                      |
|        | TRANSFORMER                       |        | UTILITY EASEMENT                                    |
|        |                                   |        | DRAINAGE EASEMENT                                   |
|        |                                   |        | EMERGENCY ACCESS EASEMENT                           |
|        |                                   |        | UTILITY, SIDEWALK, AND MAINTENANCE EASEMENT         |
|        |                                   |        | EXCLUSIVE UTILITY EASEMENT                          |

#### COAL CREEK VILLAGE

#### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

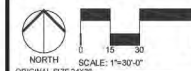
RIPLY DESIGN INC.  
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ORIGINAL: 9/26/2020

ISSUED

| NO. | DESCRIPTION          | DATE       |
|-----|----------------------|------------|
| 1   | PRELIMINARY PUD      | 01/22/2021 |
| 2   | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3   | PRELIMINARY PUD RD 3 | 08/17/2022 |
| 4   | PRELIMINARY PUD RD 4 | 12/29/2022 |
| 5   | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6   | PRELIMINARY PUD RD 6 | 08/14/2024 |

REVISIONS

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
|     |             |      |
|     |             |      |
|     |             |      |
|     |             |      |

#### SITE PLAN ENLARGEMENT

SEAL:



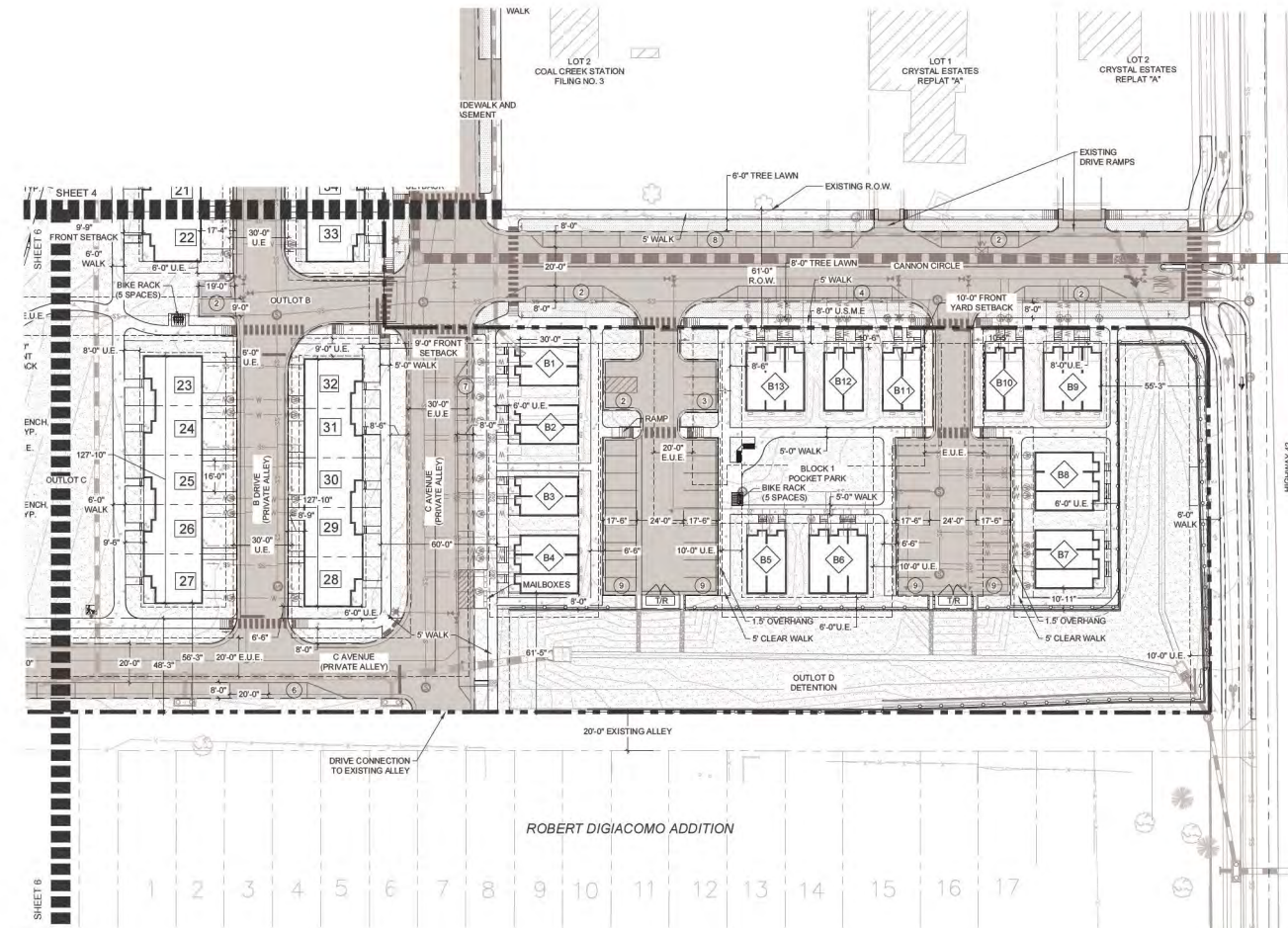
PROJECT NO.: R20-030

DRAWN BY:

REVIEWED BY:

DRAWING NUMBER:

4 OF 32

5 OF 32

|                                                                                     |                      |
|-------------------------------------------------------------------------------------|----------------------|
|  | DRIVES AND PARKING   |
|  | OPEN SPACE & LAWN    |
|  | LANDSCAPE AREA       |
|  | WALK AREA, DRIVE     |
|  | T/R                  |
|  | TRASH & RECYCLING    |
|  | BIKE RACK (5 SPACES) |
|  | DOG WASTE STATION    |
|  | TREE GRATE           |
|  | PROPOSED SIGN        |
|  | INLET GRATE          |
|  | WATER METER          |
|  | FIRE HYDRANT         |
|  | STREET LIGHT         |
|  | TRANSFORMER          |

**NOTE:**  
+ CONCEPTUAL IMPROVEMENTS FOR HIGHWAY 42 SHOWN. DESIGN OF HIGHWAY 42 IMPROVEMENTS BY OTHERS.

ROBERT DIGIACOMO ADDITION

Plotted By: Joel Weikert Layout: SITE PLAN ENLARGEMENT (2) Printed On: 5/14/2024 10:39 AM File Name: SITE PLAN ENLARGEMENT.dwg



LOUISVILLE, COLORADO  
PREPARED BY:



## PLANNER / LANDSCAPE ARCHITECT

**RIPLEY DESIGN INC.**  
Joel Weikert  
419 Canyon Ave. Suite 200  
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p. 970.224.5825

OWNER

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Michael Merkel  
5723 ARAPAHOE AVE.  
BOULDER, COLORADO 80303  
P. 303.775.5524

## ENGINEER

ROCKY RIDGE CIVIL ENGINEERING  
Joel Seemons  
420 21ST AVENUE, SUITE 101  
LONGMONT, COLORADO 80501  
P. 303.651.0626

[illegible]

SITE PLAN  
ENLARGEMENT

SEAL:



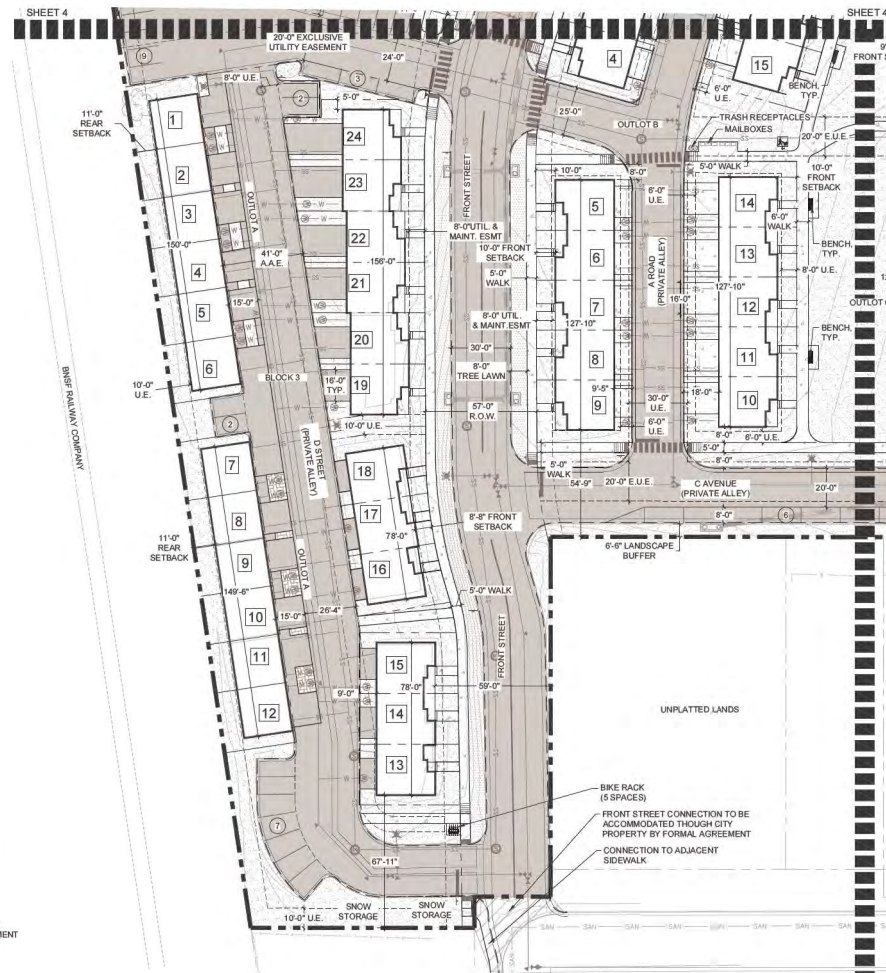
|              |         |
|--------------|---------|
| PROJECT No.: | R20-030 |
|--------------|---------|

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|-----------|--|
| DRAWN BY: |  |
|-----------|--|

REVIEWED BY: \_\_\_\_\_  
DRAWING NUMBER: \_\_\_\_\_

DRAWING NUMBER:

6 OF 32



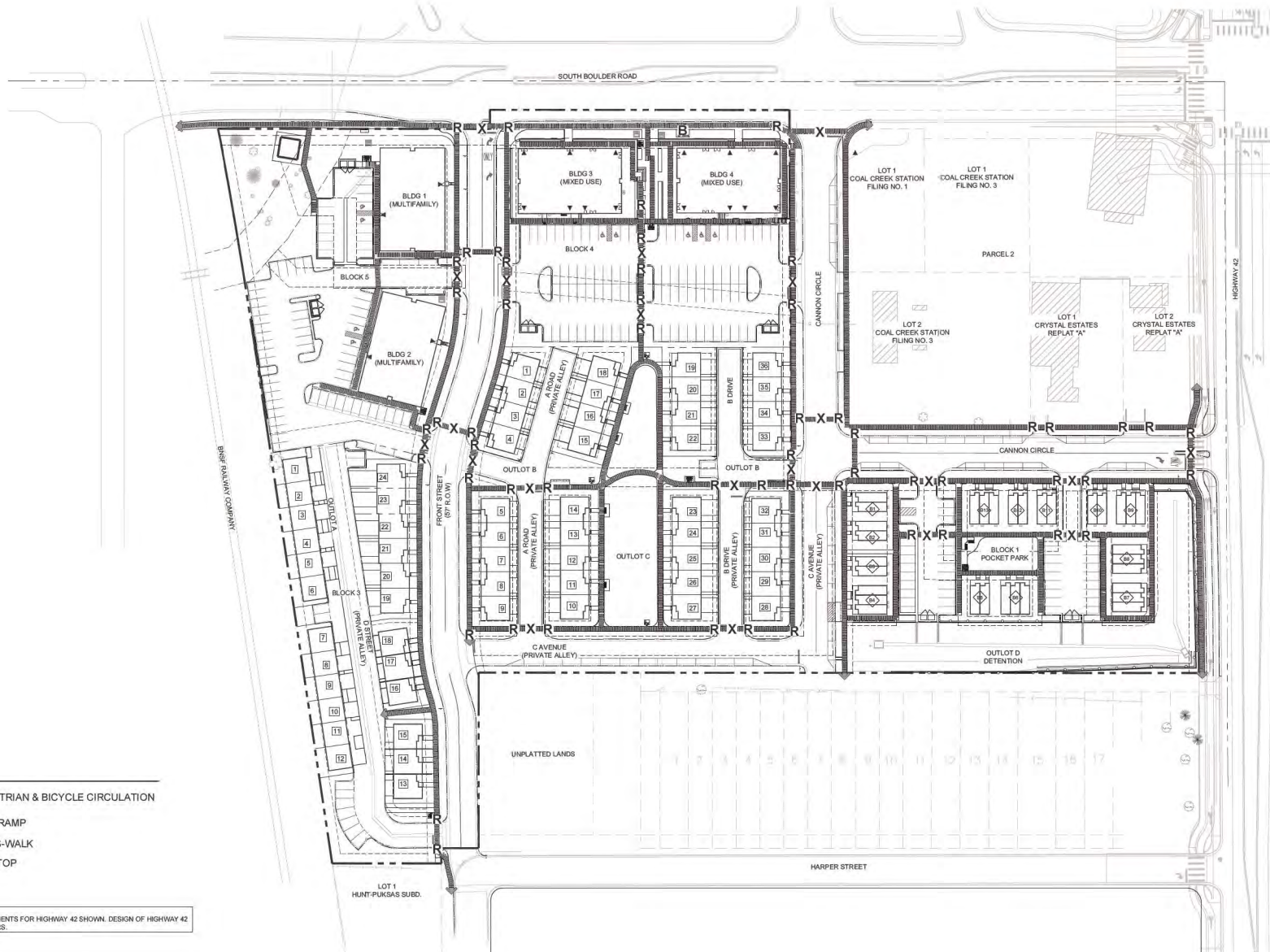
LEGEND

| SYMBOL | DESCRIPTION                       |  | PROPERTY BOUNDARY                                   |
|--------|-----------------------------------|--|-----------------------------------------------------|
|        | DRIVES AND PARKING                |  | FIBER OPTIC UTILITY                                 |
|        | OPEN SPACE & LANDSCAPE AREA - HOA |  | GAS UTILITY                                         |
|        | LANDSCAPE AREA - R.O.W.           |  | STORM DRAIN UTILITY                                 |
|        | WALK AREA, DRIVEWAYS & PORCHES    |  | SANITARY SEWER UTILITY                              |
|        |                                   |  | TELEPHONE UTILITY                                   |
|        |                                   |  | UNDERGROUND ELECTRIC UTILITY                        |
|        | TRASH & RECYCLE ENCLOSURE         |  | WATER LINE UTILITY                                  |
|        | BIKE RACK (5 SPACES)              |  | EASEMENT                                            |
|        | DOG WASTE STATION                 |  | PROPOSED FENCING OR HANDRAIL, REFER TO FENCING PLAN |
|        | TREE GRATE                        |  | PROPOSED RETAINING WALL                             |
|        | PROPOSED SIGN                     |  | ALLEY LOAD TOWNHOME LOT NUMBER                      |
|        | INLET GRATE                       |  | MICRO TOWNHOME BUILDING NUMBER                      |
|        | WATER METER                       |  | UTILITY EASEMENT                                    |
|        | FIRE HYDRANT                      |  | DRAINAGE EASEMENT                                   |
|        | STREET LIGHT                      |  | EMERGENCY ACCESS EASEMENT                           |
|        | TRANSFORMER                       |  | UTILITY, SIDEWALK AND MAINTENANCE EASEMENT          |
|        |                                   |  | EXCLUSIVE UTILITY EASEMENT                          |

Printed By: Megan McCreight Layout: PED & BIKE CIRCULATION Printed On: 3/26/2024 4:45 PM File Name: PEDESTRIAN & BICYCLE CIRCULATION.dwg

- LEGEND**
- ||||| PEDESTRIAN & BICYCLE CIRCULATION
- R WALK RAMP
- X CROSS-WALK
- B BUS-STOP

NOTE:  
\* CONCEPTUAL IMPROVEMENTS FOR HIGHWAY 42 SHOWN. DESIGN OF HIGHWAY 42 IMPROVEMENTS BY OTHERS.



## COAL CREEK VILLAGE

### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

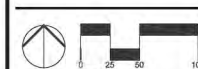
RIPLY DESIGN INC.  
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4118 Canyon Ave, Suite 200  
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OWNER:

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ROCKY RIDGE CIVIL ENGINEERING  
Jed Stearns  
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LONGMONT, COLORADO 80501  
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ORIGINAL SIZE 24"X36"

| ISSUED    |                      |            |
|-----------|----------------------|------------|
| NO.       | DESCRIPTION          | DATE       |
| 1         | PRELIMINARY PUD      | 01/22/2021 |
| 2         | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3         | PRELIMINARY PUD RD 3 | 09/17/2021 |
| 4         | PRELIMINARY PUD RD 4 | 12/03/2022 |
| 5         | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6         | PRELIMINARY PUD RD 6 | 05/14/2024 |
| REVISIONS |                      |            |
| NO.       | DESCRIPTION          | DATE       |
|           |                      |            |
|           |                      |            |
|           |                      |            |

### PEDESTRIAN CIRCULATION PLAN

SEAL:

ENTITLEMENT  
DRAWINGS  
NOT FOR  
CONSTRUCTION

PROJECT NO.: R20-030  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:

7 OF 32



PRELIMINARY PUD  
AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

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P: 303.691.9628

ORIGINAL: 5/26/2024

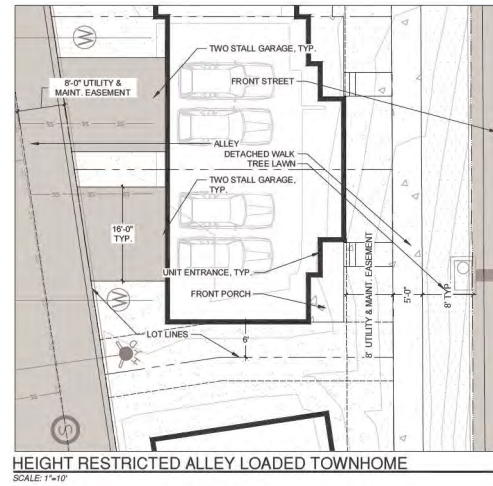
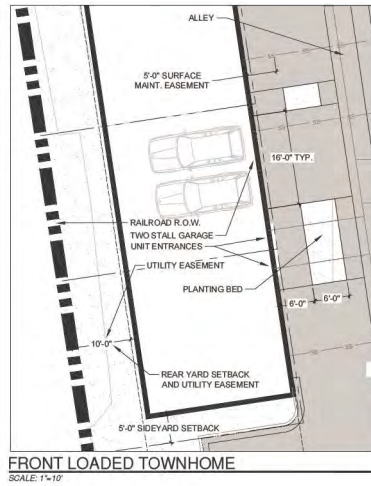
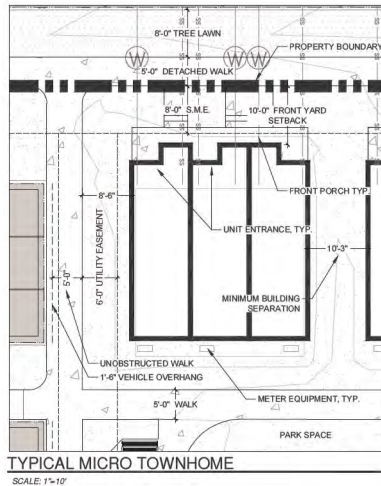
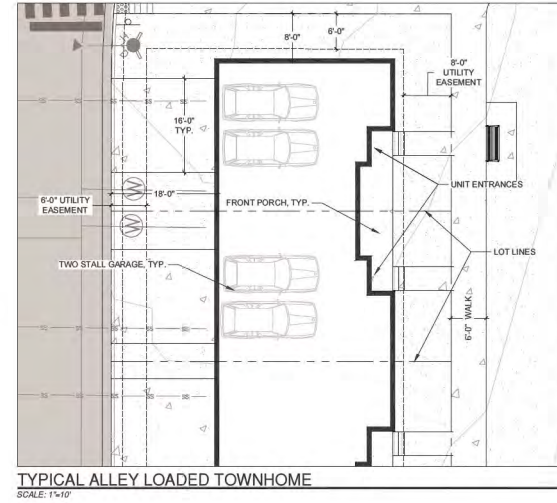
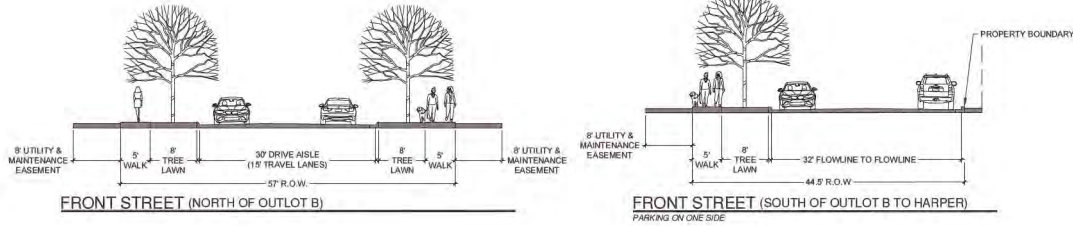
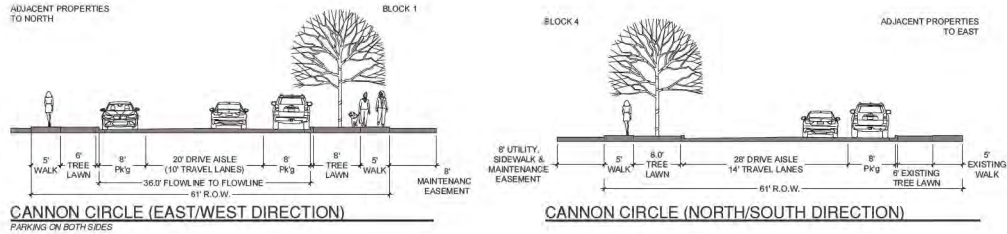
| ISSUED                  | DATE       |
|-------------------------|------------|
| 1. PRELIMINARY PUD      | 01/22/2021 |
| 2. PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3. PRELIMINARY PUD RD 3 | 09/17/2022 |
| 4. PRELIMINARY PUD RD 4 | 12/23/2022 |
| 5. PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6. PRELIMINARY PUD RD 6 | 09/14/2024 |

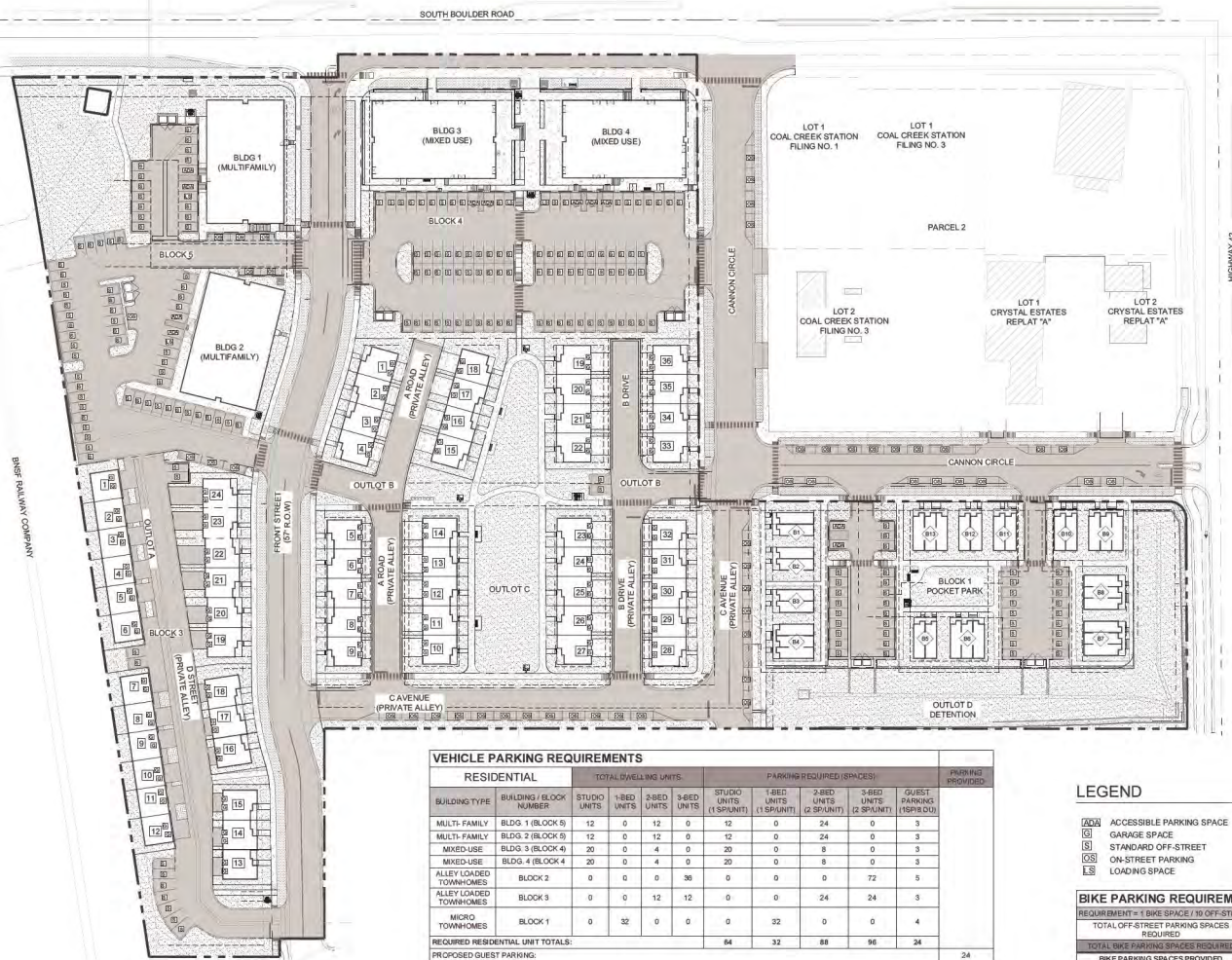
PLANNING STREET  
SECTIONS AND  
TYPICALS

SEAL:



PROJECT NO: R20-030  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:





#### VEHICLE PARKING REQUIREMENTS

| RESIDENTIAL                             |                         | TOTAL DWELLING UNITS |             |             |             | PARKING REQUIRED (SPACES) |                         |                         |                         | PARKING PROVIDED |
|-----------------------------------------|-------------------------|----------------------|-------------|-------------|-------------|---------------------------|-------------------------|-------------------------|-------------------------|------------------|
| BUILDING TYPE                           | BUILDING / BLOCK NUMBER | STUDIO UNITS         | 1-BED UNITS | 2-BED UNITS | 3-BED UNITS | STUDIO UNITS (1 SP/UNIT)  | 1-BED UNITS (1 SP/UNIT) | 2-BED UNITS (2 SP/UNIT) | 3-BED UNITS (3 SP/UNIT) |                  |
| MULTI-FAMILY                            | BLDG. 1 (BLOCK 5)       | 12                   | 0           | 12          | 0           | 12                        | 0                       | 24                      | 0                       | 3                |
| MULTI-FAMILY                            | BLDG. 2 (BLOCK 5)       | 12                   | 0           | 12          | 0           | 12                        | 0                       | 24                      | 0                       | 3                |
| MIXED-USE                               | BLDG. 3 (BLOCK 4)       | 20                   | 0           | 4           | 0           | 20                        | 0                       | 8                       | 0                       | 3                |
| MIXED-USE                               | BLDG. 4 (BLOCK 4)       | 20                   | 0           | 4           | 0           | 20                        | 0                       | 8                       | 0                       | 3                |
| ALLEY LOADED TOWNHOMES                  | BLOCK 2                 | 0                    | 0           | 0           | 36          | 0                         | 0                       | 0                       | 72                      | 5                |
| ALLEY LOADED TOWNHOMES                  | BLOCK 3                 | 0                    | 0           | 12          | 12          | 0                         | 0                       | 24                      | 24                      | 3                |
| MICRO TOWNHOMES                         | BLOCK 1                 | 0                    | 32          | 0           | 0           | 0                         | 32                      | 0                       | 0                       | 4                |
| REQUIRED RESIDENTIAL UNIT TOTALS:       |                         |                      |             |             |             |                           |                         |                         |                         | 24               |
| PROPOSED GUEST PARKING:                 |                         |                      |             |             |             |                           |                         |                         |                         | 120              |
| PROPOSED OFF-STREET PARKING:            |                         |                      |             |             |             |                           |                         |                         |                         | 172              |
| TOTAL PARKING REQUIRED FOR RESIDENTIAL: |                         |                      |             |             |             |                           |                         |                         |                         | 316              |

#### VEHICLE PARKING REQUIREMENTS

| COMMERCIAL                            |                         |                              |                                       |                  |
|---------------------------------------|-------------------------|------------------------------|---------------------------------------|------------------|
| BUILDING TYPE                         | BUILDING / BLOCK NUMBER | TOTAL COMMERCIAL AREA (S.F.) | PARKING REQUIRED (1 SPACE / 300 S.F.) | PARKING PROVIDED |
| MIXED-USE                             | BLDG. 3 (BLOCK 4)       | 6767                         | 22                                    |                  |
| MIXED-USE                             | BLDG. 4 (BLOCK 4)       | 6767                         | 22                                    |                  |
| EXISTING BUILDING LOT 2               |                         | 428                          | 2                                     |                  |
| TOTAL PARKING REQUIRED FOR COMMERCIAL |                         |                              | 46                                    | 46               |

#### VEHICLE PARKING TOTALS

|                                        |      |
|----------------------------------------|------|
| TOTAL PARKING REQUIRED FOR RESIDENTIAL | 316  |
| TOTAL PARKING REQUIRED FOR COMMERCIAL  | 46   |
| TOTAL PROJECT PARKING REQUIRED         | 362  |
| TOTAL PROJECT PARKING PROVIDED         | 384* |

\*TOTAL INCLUDES 21 SPACES PROVIDED ON PUBLIC STREETS

#### OFF STREET LOADING SPACES

|                                    |   |
|------------------------------------|---|
| OFF-STREET LOADING SPACES PROVIDED | 4 |
|------------------------------------|---|

\*A minimum of one (1) dedicated, off-street loading space is required for nonresidential uses greater than 50,000 square feet in gross leasable area and for multi-family residential uses containing more than fifteen (15) units, per MUDDSG Sec. 4.3

#### LEGEND

- ACCESSIBLE PARKING SPACE
- GARAGE SPACE
- STANDARD OFF-STREET
- ON-STREET PARKING
- LOADING SPACE

#### BIKE PARKING REQUIREMENTS

|                                                                    |     |
|--------------------------------------------------------------------|-----|
| REQUIREMENT = 1 BIKE SPACE / 10 OFF-STREET PARKING SPACES REQUIRED |     |
| TOTAL OFF-STREET PARKING SPACES REQUIRED                           | 351 |
| TOTAL BIKE PARKING SPACES REQUIRED                                 | 35  |
| BIKE PARKING SPACES PROVIDED                                       | 35  |

\*MUDDSG 5.5 A. 1: "Provide one (1) bicycle parking space for every ten (10) required off-street automobile parking spaces up to a total of twenty (20) bicycle parking spaces. (57)

#### COAL CREEK VILLAGE

#### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



APPLICANT:

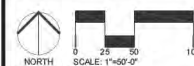
RIPLY DESIGN INC.  
Joe Wehert  
410 Canyon Ave. Suite 200  
Fort Collins, CO 80521  
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OWNER:

COAL CREEK VILLAGE LLC  
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ENGINEER:

ROCKY RIDGE CIVIL ENGINEERING  
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LONGMONT, COLORADO 80501  
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ORIGINAL SIZE 24x36

| ISSUED    |                      | DATE       |
|-----------|----------------------|------------|
| No.       | DESCRIPTION          |            |
| 1         | PRELIMINARY PUD      | 01/22/2021 |
| 2         | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3         | PRELIMINARY PUD RD 3 | 09/17/2021 |
| 4         | PRELIMINARY PUD RD 4 | 12/03/2022 |
| 5         | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6         | PRELIMINARY PUD RD 6 | 09/14/2024 |
| REVISIONS |                      | DATE       |
| No.       | DESCRIPTION          |            |
|           |                      |            |
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|           |                      |            |

#### PARKING PLAN

SEAL:



PROJECT No.: R20-030  
DRAWN BY: [Signature]  
REVIEWED BY: [Signature]  
DRAWING NUMBER:



Plotted By: Megan McCreary Layout: SS MICRO COTTAGE CONDO ELEVATIONS Printed On: 3/26/2024 10:29 AM File Name: ELEVATIONS\_MICRO-HOMES.rvt



MODEL A

FRONT ELEVATIONS

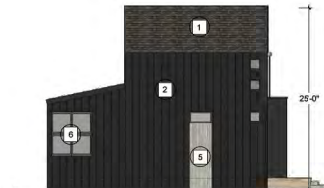


MODEL B



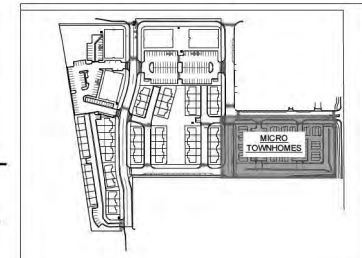
MODEL A

LEFT ELEVATIONS



MODEL B

KEY MAP



MATERIAL LEGEND

| KEY - ITEM | MATERIAL - ITEM          |
|------------|--------------------------|
| 1          | ASPHALT SHINGLES         |
| 2          | BOARD & BATTEN SIDING    |
| 3          | LAP SIDING               |
| 4          | PANEL OR STUCCO          |
| 5          | SYNTHETIC MASONRY VENEER |
| 6          | VINYL WINDOWS            |



MODEL A

REAR ELEVATIONS



MODEL B



MODEL A

RIGHT ELEVATIONS

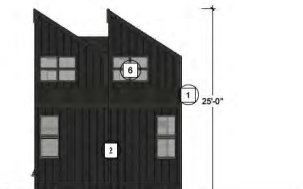


MODEL B



FRONT ELEVATION

MICRO TOWNHOME UNITS, DUPLEX



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION

COAL CREEK VILLAGE

PRELIMINARY PUD  
AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



APPASANT

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ENGINEER

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ORIGINAL SIZE 24X36

| ISSUED    | No.                  | DESCRIPTION | DATE |
|-----------|----------------------|-------------|------|
| 1         | PRELIMINARY PUD      | 01/22/2021  |      |
| 2         | PRELIMINARY PUD TO 2 | 06/21/2021  |      |
| 3         | PRELIMINARY PUD TO 3 | 06/07/2022  |      |
| 4         | PRELIMINARY PUD TO 4 | 12/23/2022  |      |
| 5         | PRELIMINARY PUD TO 5 | 08/04/2023  |      |
| 6         | PRELIMINARY PUD TO 6 | 05/14/2024  |      |
| REVISIONS | No.                  | DESCRIPTION | DATE |
|           |                      |             |      |
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|           |                      |             |      |

MICRO TOWNHOME  
ELEVATIONS

SEAL:



PROJECT No.: R20-039

DRAWN BY:

REVIEWED BY:

DRAWING NUMBER:

10 OF 32



FRONT ELEVATION VIEW



REAR ELEVATION VIEW



END ELEVATION VIEW 1



FRONT PERSPECTIVE VIEW



REAR PERSPECTIVE VIEW



END ELEVATION VIEW 2

MULTI-FAMILY BUILDINGS



FRONT ELEVATION VIEW



REAR ELEVATION VIEW



END ELEVATION VIEW 1



FRONT PERSPECTIVE VIEW



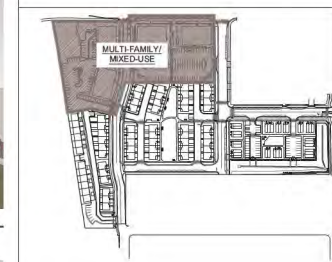
REAR PERSPECTIVE VIEW



END ELEVATION VIEW 2

MIXED-USE BUILDINGS

KEY MAP



MATERIAL LEGEND

| KEY - ITEM | MATERIAL - ITEM                         |
|------------|-----------------------------------------|
| 1          | ARCHITECTURAL PANEL & LAP SIDING/STUCCO |
| 2          | EPDM ROOF                               |
| 3          | PANEL OR STUCCO                         |
| 4          | SYNTHETIC MASONRY VENEER                |
| 5          | VINYL WINDOWS                           |
| 6          | STUCCO                                  |
| 7          | ALUMINUM STORE-FRONT                    |
| 8          | STEEL RAILING                           |

COAL CREEK VILLAGE

PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



APPLICANT:

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ORIGINAL SIZE 24X36

| ISSUED    |                      |            |
|-----------|----------------------|------------|
| No.       | DESCRIPTION          | DATE       |
| 1         | PRELIMINARY PUD      | 01/22/2021 |
| 2         | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3         | PRELIMINARY PUD RD 3 | 06/17/2022 |
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| 5         | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6         | PRELIMINARY PUD RD 6 | 05/14/2024 |
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MULTI-FAMILY & MIXED-USE ELEVATIONS

SEAL:



|                 |         |
|-----------------|---------|
| PROJECT No.     | R20-030 |
| DRAWN BY:       |         |
| REVIEWED BY:    |         |
| DRAWING NUMBER: |         |



Printed By: Megan McCreary Layout: 58 TOWN HOME ELEVATIONS Printed On: 3/25/2024 10:31 AM File Name: ELEVATIONS\_TOWNHOMES.dwg



MODEL A



MODEL B

## FRONT ELEVATIONS

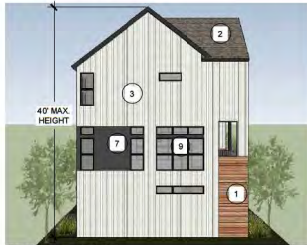


MODEL A



MODEL B

## REAR ELEVATIONS



LEFT ELEVATION

MODEL A



RIGHT ELEVATION

MODEL A



LEFT ELEVATION

MODEL B



RIGHT ELEVATION

MODEL B

## END ELEVATIONS

## ALLEY LOADED TOWNHOME (4-PLEX)



LEFT ELEVATION

FRONT ELEVATION

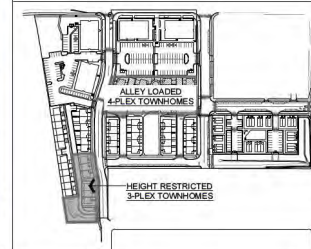


RIGHT ELEVATION

REAR ELEVATION

## HEIGHT RESTRICTED, ALLEY LOADED TOWNHOME (3-PLEX)

## KEY MAP



## MATERIAL LEGEND

| KEY - ITEM | MATERIAL - ITEM                         |
|------------|-----------------------------------------|
| 1          | ARCHITECTURAL PANEL & LAP SIDING/STUCCO |
| 2          | ASPHALT SHINGLES                        |
| 3          | BOARD & BATTEN SIDING                   |
| 4          | EPDM ROOF                               |
| 5          | GARAGE DOORS WITH WINDOWS               |
| 6          | LAP SIDING                              |
| 7          | PANEL OR STUCCO                         |
| 8          | SYNTHETIC MASONRY VENEER                |
| 9          | VINYL WINDOWS                           |

## COAL CREEK VILLAGE

## PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



## APPLICANT

RIPLY DESIGN INC.  
Joel Wehler  
418 Canyon Ave. Suite 200  
Fort Collins, CO 80521  
P. 970.224.8628

## OWNER

COAL CREEK VILLAGE LLC  
Michael Marler  
6723 ARAPAHOE AVE.  
BOULDER, COLORADO 80503  
P. 303.776.6524

## ENGINEER

ROCKY RIDGE CIVIL ENGINEERING  
Jeff Swanson  
420 21ST AVENUE, SUITE 01  
LONGMONT, COLORADO 80501  
P. 303.651.8606

## ORIGINAL SIZE 24X36

| ISSUED | No.                  | DESCRIPTION | DATE |
|--------|----------------------|-------------|------|
| 1      | PRELIMINARY PUD      | 01/22/2021  |      |
| 2      | PRELIMINARY PUD TO 2 | 06/21/2021  |      |
| 3      | PRELIMINARY PUD TO 3 | 09/17/2021  |      |
| 4      | PRELIMINARY PUD TO 4 | 12/23/2022  |      |
| 5      | PRELIMINARY PUD TO 5 | 08/04/2023  |      |
| 6      | PRELIMINARY PUD TO 6 | 05/14/2024  |      |

## ALLEY LOADED TOWNHOME ELEVATIONS

SEAL:



PROJECT No.: R20-030  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:

12 OF 32

Plotted By: Megan McCreight Layout: 510 ALLEY LOADED TOWN HOME ELEVATIONS Printed On: 3/26/2024 2:33 PM File Name: ELEVATIONS - TOWNHOMES.dwg



LEFT ELEVATION



RIGHT ELEVATION



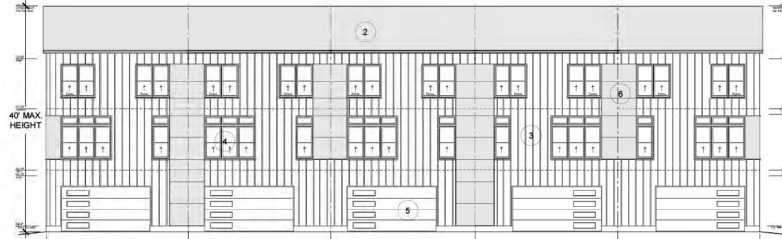
FRONT ELEVATION

ALLEY LOADED TOWNHOME (5-PLEX) - FARMHOUSE

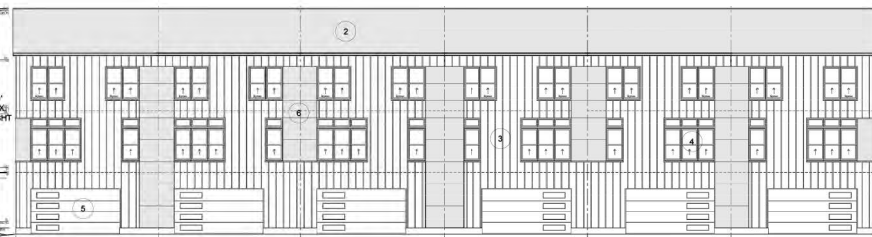


FRONT ELEVATION

ALLEY LOADED TOWNHOME (6-PLEX) - FARMHOUSE

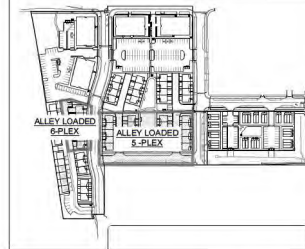


REAR ELEVATION



REAR ELEVATION

KEY MAP



| MATERIAL LEGEND |                                         |
|-----------------|-----------------------------------------|
| KEY - ITEM      | MATERIAL - ITEM                         |
| 1               | ARCHITECTURAL PANEL & LAP SIDING/STUCCO |
| 2               | ASPHALT SHINGLES                        |
| 3               | BOARD & BATTEN SIDING                   |
| 4               | VINYL WINDOWS                           |
| 5               | GARAGE DOORS WITH WINDOWS               |
| 6               | PANEL OR STUCCO                         |

COAL CREEK VILLAGE

PRELIMINARY PUD  
AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



APPLICANT:

RIPLY DESIGN INC.  
Joel Weiler  
410 Canyon Ave. Suite 200  
Fort Collins, CO 80521  
p. 970.224.5628

OWNER:

COAL CREEK VILLAGE LLC  
Michael Morley  
5723 ARAPAHO AVE  
BOULDER, COLORADO 80503  
P. 303.775.5558

ENGINEER:

ROCKY RIDGE CIVIL ENGINEERING  
Joel Swanson  
420 21ST AVENUE, SUITE 01  
LONGMONT, COLORADO 80501  
P. 303.651.6906

ORIGINAL SIZE 24X36

| ISSUED    |                     | DATE       |
|-----------|---------------------|------------|
| No.       | DESCRIPTION         |            |
| 1         | PRELIMINARY PUD     | 01/22/2021 |
| 2         | PRELIMINARY PUORD 2 | 06/21/2021 |
| 3         | PRELIMINARY PUORD 3 | 09/17/2022 |
| 4         | PRELIMINARY PUORD 4 | 12/30/2022 |
| 5         | PRELIMINARY PUORD 5 | 08/04/2023 |
| 6         | PRELIMINARY PUORD 6 | 05/14/2024 |
| REVISIONS |                     | DATE       |
| No.       | DESCRIPTION         |            |
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ALLEY LOADED  
TOWNHOME  
ELEVATIONS

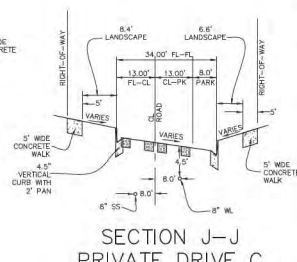
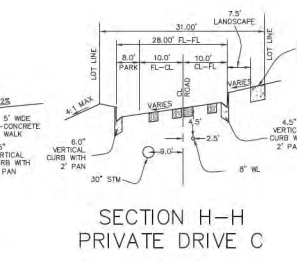
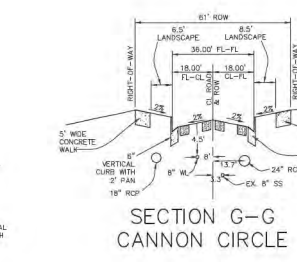
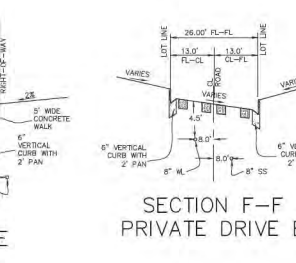
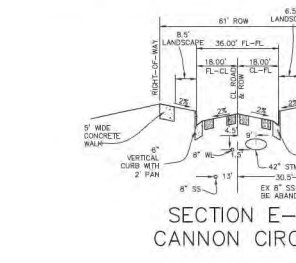
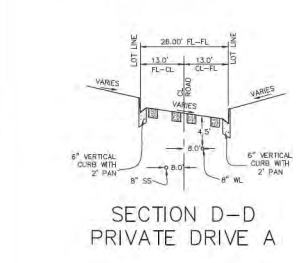
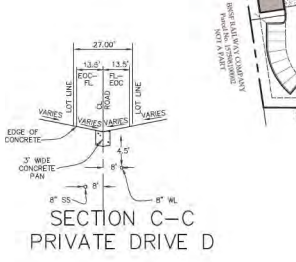
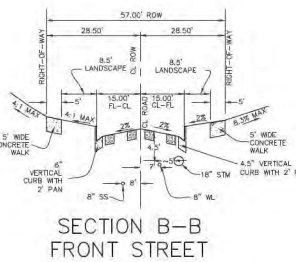
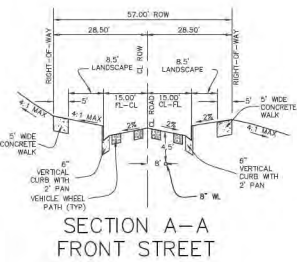
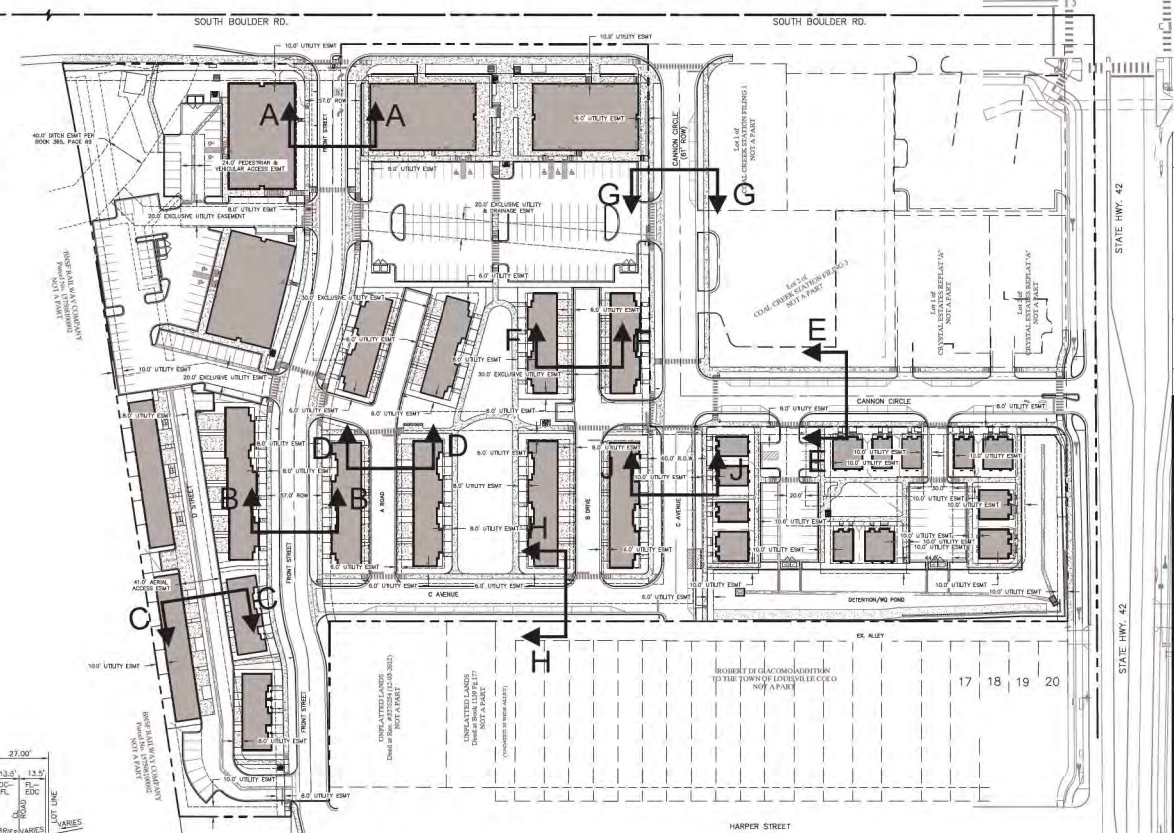
SEAL:



PROJECT No.: R20-030  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:







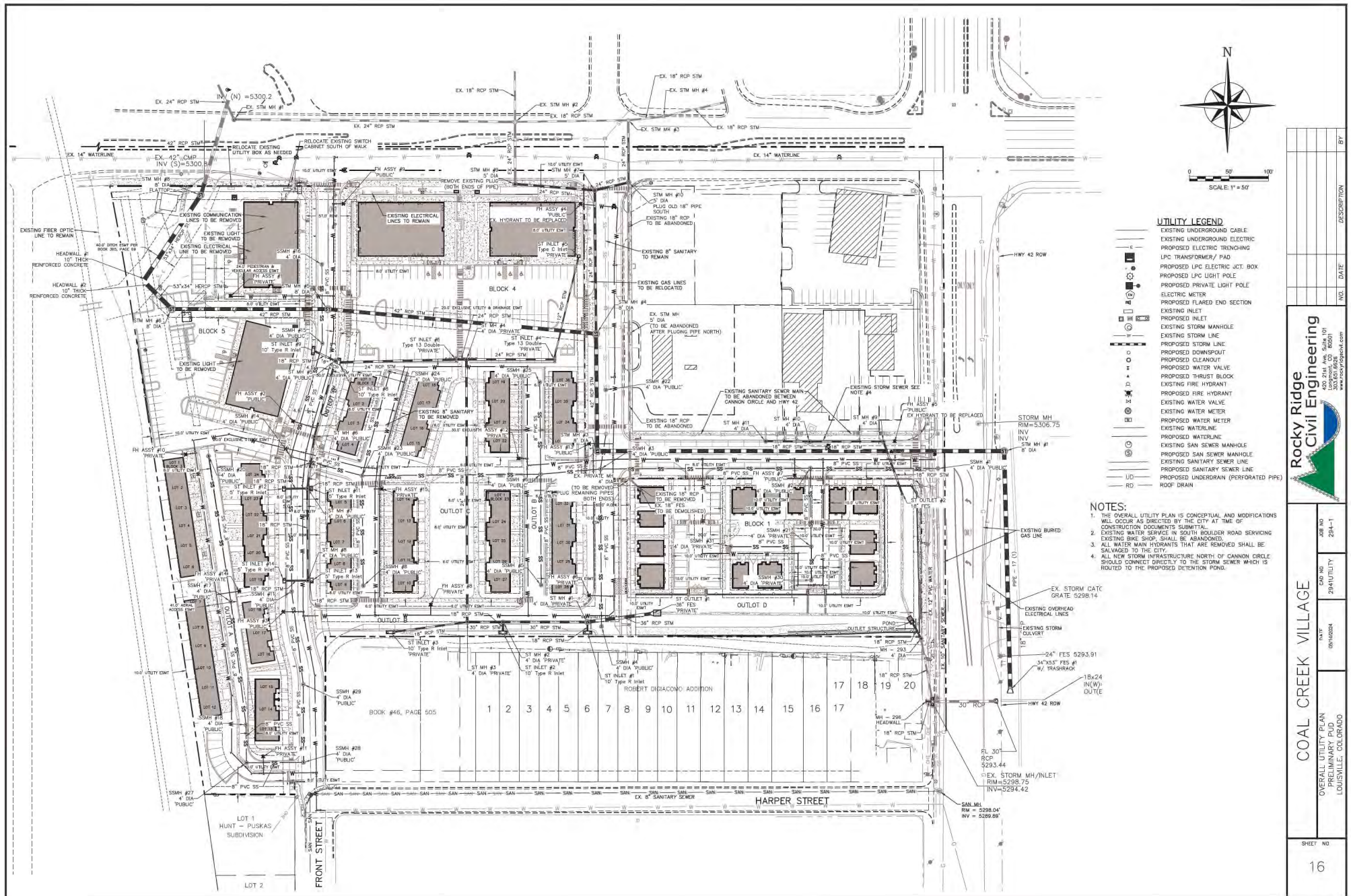
COAL CREEK VILLAGE  
STREET SECTIONS  
PRELIMINARY PUD  
LOUISVILLE, COLORADO

SHEET NO  
15

| NO.   | DATE       | DESCRIPTION | BY |
|-------|------------|-------------|----|
| 284-1 | 08/14/2024 | 284BASE     |    |

Rocky Ridge Civil Engineering  
200 WEST 10TH AVENUE  
LOUISVILLE, CO 80001  
www.rockyridgecivil.com





- UTILITY LEGEND**
- EXISTING UNDERGROUND CABLE
  - EXISTING UNDERGROUND ELECTRIC
  - PROPOSED ELECTRIC TRENCHING
  - LPC TRANSFORMER / PAD
  - PROPOSED LPC ELECTRIC ICT. BOX
  - PROPOSED LPC LIGHT POLE
  - PROPOSED PRIVATE LIGHT POLE
  - ELECTRIC METER
  - PROPOSED FLARED END SECTION
  - EXISTING INLET
  - EXISTING STORM MANHOLE
  - EXISTING STORM LINE
  - PROPOSED STORM LINE
  - PROPOSED DOWNPOUT
  - PROPOSED CLEANOUT
  - PROPOSED WATER VALVE
  - PROPOSED THRUST BLOCK
  - EXISTING FIRE HYDRANT
  - PROPOSED FIRE HYDRANT
  - EXISTING WATER VALVE
  - EXISTING WATER METER
  - PROPOSED WATER METER
  - EXISTING WATERLINE
  - PROPOSED WATERLINE
  - EXISTING SAN SEWER MANHOLE
  - PROPOSED SAN SEWER MANHOLE
  - EXISTING SANITARY SEWER LINE
  - PROPOSED SANITARY SEWER LINE
  - PROPOSED UNDERGRAN (PERFORATED PIPE)
  - RD

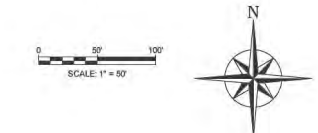
- NOTES:**
1. THE OVERALL UTILITY PLAN IS CONCEPTUAL AND MODIFICATIONS WILL OCCUR AS DIRECTED BY THE CITY AT TIME OF CONSTRUCTION DOCUMENTS SUBMITAL.
  2. EXISTING WATER SERVICE IN SOUTH BOULDER ROAD SERVING EXISTING BKE SHOP, SHALL BE ABANDONED.
  3. ALL WATER MAIN HYDRANTS THAT ARE REMOVED SHALL BE SALVAGED TO THE CITY.
  4. ALL NEW STORM INFRASTRUCTURE NORTH OF CANNON CIRCLE SHOULD CONNECT DIRECTLY TO THE STORM SEWER WHICH IS ROUTED TO THE PROPOSED DETENTION POND.

|                                                                                                                       |                                                                 |                                                |                 |
|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|------------------------------------------------|-----------------|
|                                                                                                                       |                                                                 | 100<br>50<br>0<br>50<br>100<br>SCALE: 1" = 50' | NORTH<br>       |
|                                                                                                                       |                                                                 |                                                |                 |
| SHEET NO<br>16                                                                                                        | OVERALL UTILITY PLAN<br>PRELIMINARY PUD<br>LOUISVILLE, COLORADO | DATE<br>08/10/2024                             | CDR NO<br>254-1 |
| COAL CREEK VILLAGE                                                                                                    |                                                                 | DATE<br>08/10/2024                             | CDR NO<br>254-1 |
| ROCKY RIDGE CIVIL ENGINEERING<br>1001 W. 10TH AVE. SUITE 100<br>LOUISVILLE, CO 80001<br>WWW.ROCKYRIDGEENGINEERING.COM |                                                                 | NO.<br>DATE<br>DESCRIPTION<br>BY               |                 |



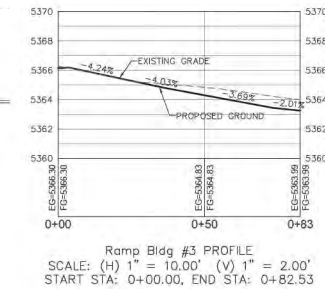
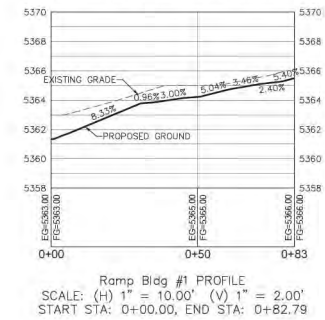
# LEGEND

- 5075 --- EXISTING 5' CONTOUR
- 5074 --- EXISTING 1' CONTOUR
- 5075 --- PROPOSED 5' CONTOUR
- 5074 --- PROPOSED 1' CONTOUR

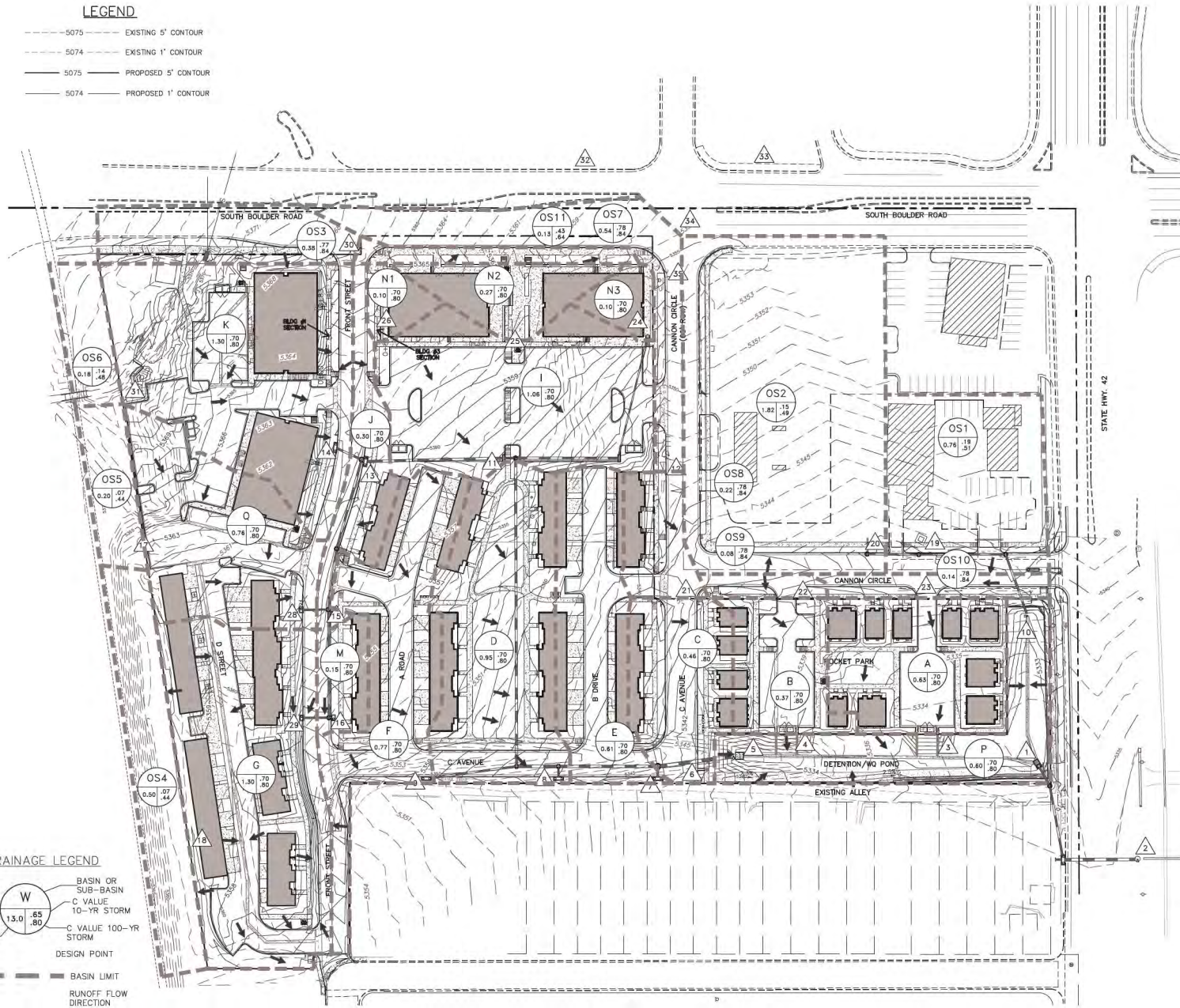
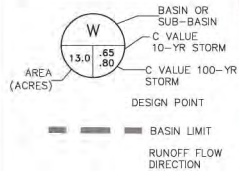


DRAINAGE SUMMARY TABLE

| Design Point | Basin | Area | Q (10-yr) | Q (100-yr) |
|--------------|-------|------|-----------|------------|
| 1            | P     | 0.60 | 1.9       | 3.6        |
| 3            | A     | 0.63 | 2.0       | 3.7        |
| 4            | B     | 0.37 | 1.2       | 2.2        |
| 6            | C     | 0.48 | 1.5       | 2.8        |
| 8            | D     | 0.95 | 3.0       | 5.6        |
| 7            | E     | 0.63 | 1.9       | 3.6        |
| 9            | F     | 0.77 | 2.4       | 4.6        |
| 11           | I     | 1.06 | 3.3       | 6.3        |
| 12           | OS7   | 0.54 | 1.8       | 3.4        |
| 13           | J     | 0.30 | 0.9       | 1.8        |
| 14           | K     | 1.30 | 4.1       | 7.7        |
| 16           | M     | 0.15 | 0.5       | 0.9        |
| 17           | OS5   | 0.20 | 0.1       | 0.7        |
| 18           | OS6   | 0.30 | 0.2       | 1.8        |
| 19           | OS1   | 0.76 | 0.6       | 2.9        |
| 20           | OS2   | 1.82 | 1.2       | 6.6        |
| 21           | OS8   | 0.22 | 0.8       | 1.4        |
| 22           | OS9   | 0.08 | 0.3       | 0.5        |
| 23           | OS10  | 0.14 | 0.5       | 0.9        |
| 24           | N3    | 0.10 | 0.3       | 0.6        |
| 25           | N2    | 0.27 | 0.9       | 1.6        |
| 26           | N1    | 0.10 | 0.3       | 0.6        |
| 28           | Q     | 0.76 | 2.4       | 4.5        |
| 29           | G     | 1.30 | 4.1       | 7.7        |
| 30           | OS3   | 0.38 | 1.3       | 2.4        |
| 31           | OS6   | 0.18 | 0.1       | 0.6        |
| 35           | OS11  | 0.13 | 0.3       | 0.6        |



## DRAINAGE LEGEND

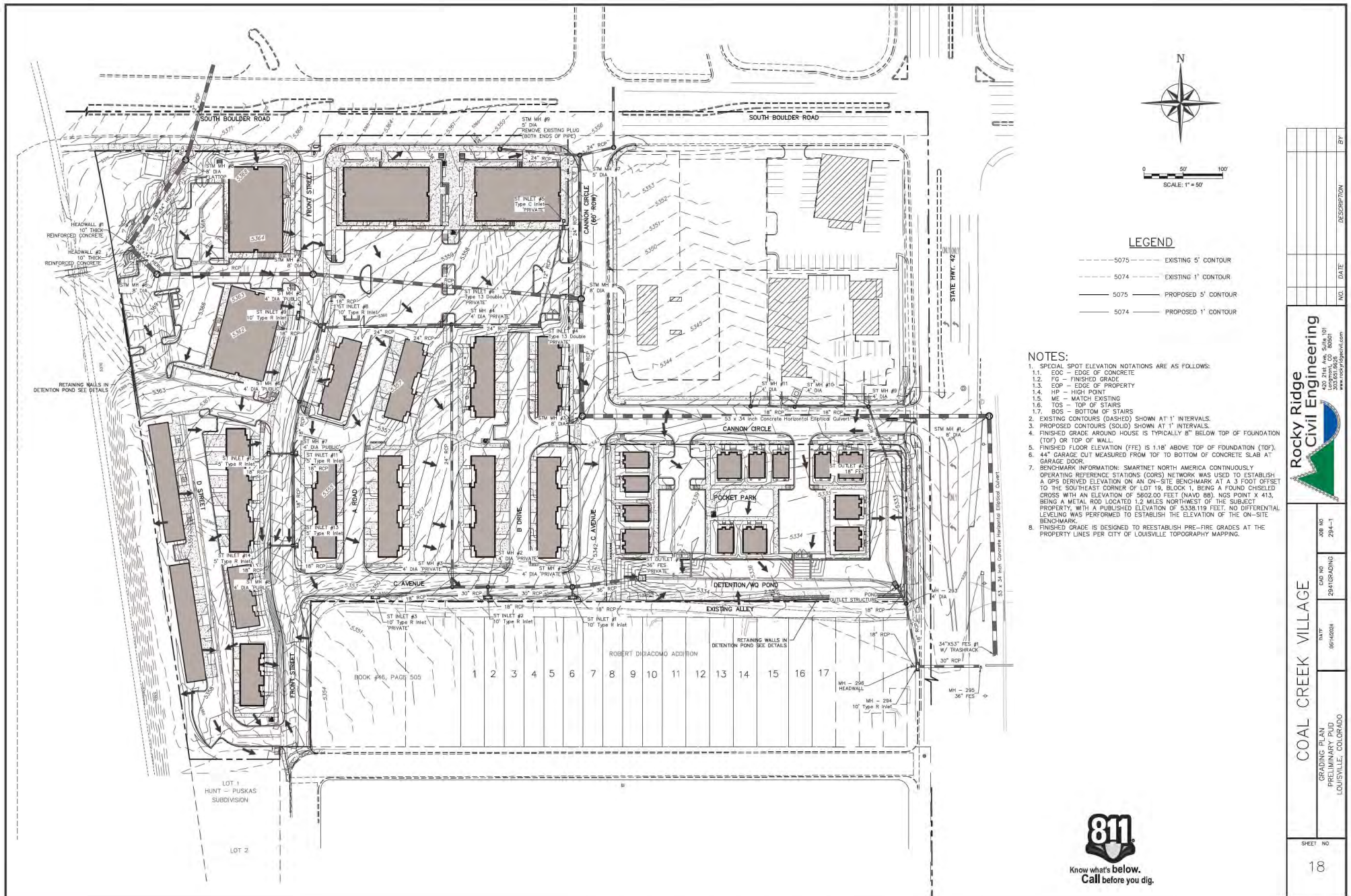


**Rocky Ridge Civil Engineering**  
 100 West 10th Street  
 Suite 100  
 Loveland, CO 80538  
 www.rockyridgecivil.com

**COAL CREEK VILLAGE**  
 DRAINAGE & GRADING PLAN  
 PRELIMINARY PUD  
 LOUISVILLE, COLORADO

SHEET NO  
 17





**LEGEND**

- 5075 --- EXISTING 5' CONTOUR
- 5074 --- EXISTING 1' CONTOUR
- 5075 --- PROPOSED 5' CONTOUR
- 5074 --- PROPOSED 1' CONTOUR

**NOTES:**

1. SPECIAL SPOT ELEVATION NOTATIONS ARE AS FOLLOWS:
  - 1.1. EOC - EDGE OF CONCRETE
  - 1.2. FG - FINISHED GRADE
  - 1.3. EOP - EDGE OF PROPERTY
  - 1.4. HP - HIGH POINT
  - 1.5. ME - MATCH EXISTING
  - 1.6. TOS - TOP OF STAIRS
  - 1.7. BOS - BOTTOM OF STAIRS
2. EXISTING CONTOURS (DASHED) SHOWN AT 1' INTERVALS.
3. PROPOSED CONTOURS (SOLID) SHOWN AT 1' INTERVALS.
4. FINISHED GRADE AROUND HOUSE IS TYPICALLY 8" BELOW TOP OF FOUNDATION (TOP) OR TOP OF WALL.
5. FINISHED FLOOR ELEVATION (FFE) IS 1.18' ABOVE TOP OF FOUNDATION (TOF).
6. 44' GARAGE OUT MEASURED FROM TOF TO BOTTOM OF CONCRETE SLAB AT GARAGE DOOR.
7. BENCHMARK INFORMATION: SMARTNET NORTH AMERICA CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) NETWORK WAS USED TO ESTABLISH A GPS DERIVED ELEVATION ON AN ON-SITE BENCHMARK AT A 3 FOOT OFFSET TO THE SOUTHEAST CORNER OF LOT 18, BLOCK 1, BEING A FOUND CHISELED CROSS WITH AN ELEVATION OF 5602.00 FEET (NAVD 83). NOS POINT X 413, BEING A METAL ROD LOCATED 1.2 MILES NORTHWEST OF THE SUBJECT PROPERTY, WITH A PUBLISHED ELEVATION OF 5338.119 FEET. NO DIFFERENTIAL LEVELING WAS PERFORMED TO ESTABLISH THE ELEVATION OF THE ON-SITE BENCHMARK.
8. FINISHED GRADE IS DESIGNED TO REESTABLISH PRE-TIRE GRADES AT THE PROPERTY LINES PER CITY OF LOUISVILLE TOPOGRAPHY MAPPING.

|                                                         |  |          |            |       |
|---------------------------------------------------------|--|----------|------------|-------|
| <br><b>Rocky Ridge Civil Engineering</b>                |  | NO.      | DATE       | BY    |
|                                                         |  |          |            |       |
| <b>COAL CREEK VILLAGE</b>                               |  | CADD NO. | JOB NO.    | 294-1 |
|                                                         |  |          |            |       |
| GRADING PLAN<br>PRELIMINARY PUD<br>LOUISVILLE, COLORADO |  | DATE     | 2024/02/04 | 294-1 |
|                                                         |  |          |            |       |
| SHEET NO.                                               |  | 18       |            |       |
|                                                         |  |          |            |       |

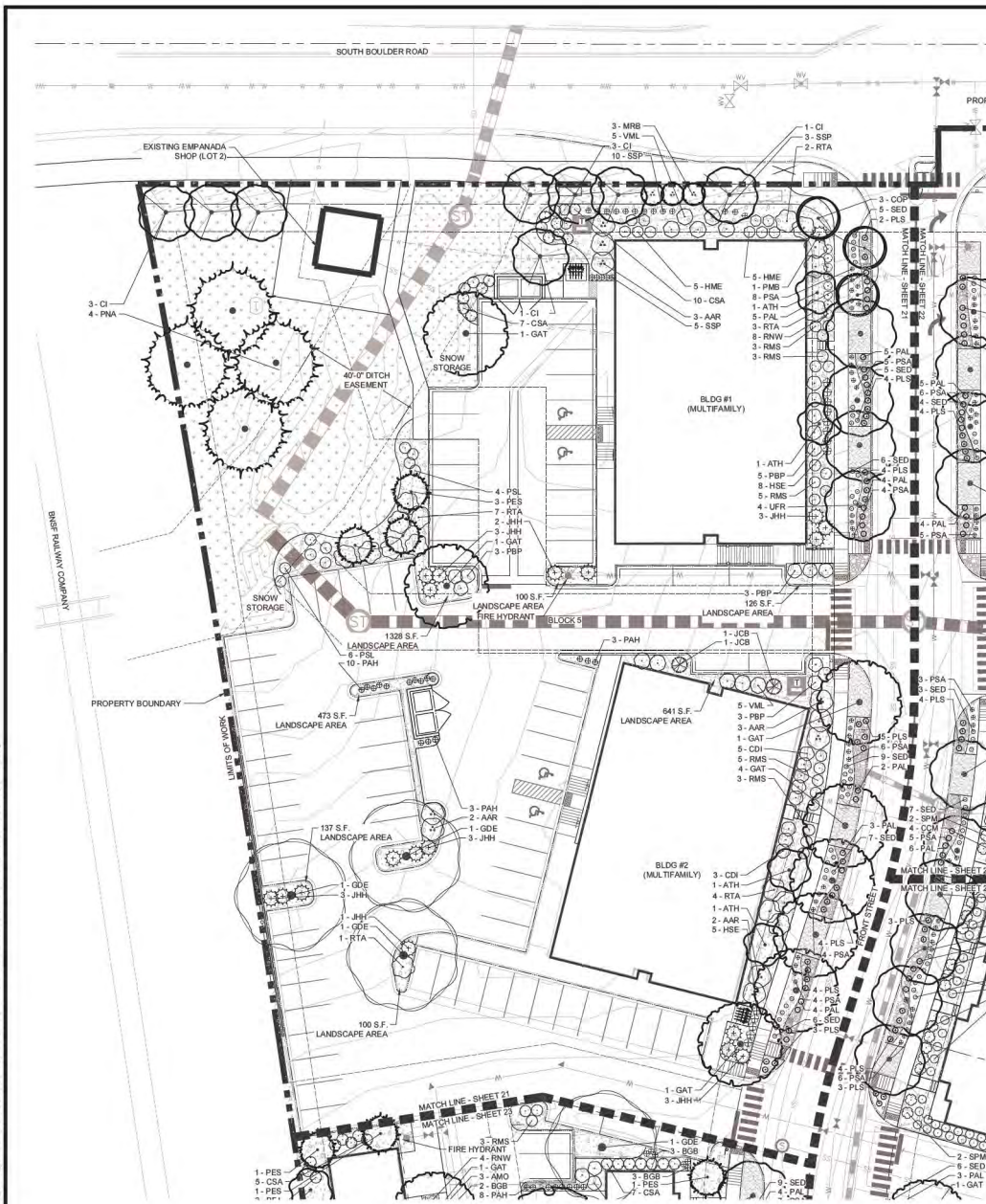












## PLANT LEGEND

| CODE                   | QTY | BOTANICAL / COMMON NAME                                             | CONT  | CAL      | SIZE |
|------------------------|-----|---------------------------------------------------------------------|-------|----------|------|
| <b>DECIDUOUS TREES</b> |     |                                                                     |       |          |      |
| COP                    | 3   | CELTIS OCCIDENTALIS / PRAIRIE SENTINEL / PRAIRIE SENTINEL HACKBERRY | B & B | 2.5" CAL |      |
| GAT                    | 8   | QUERCUS TRACANTHOS / SKYLINE / SKYLINE HONEY LOCUST                 | B & B | 2.5" CAL |      |
| GDE                    | 3   | GYMNOCLADUS DIOICA / ESPRESSO / SEEDLESS KENTUCKY COFFEETREE        | B & B | 2.5" CAL |      |
| UFR                    | 4   | ULMUS / FRONTIER / FRONTIER ELM                                     | B & B | 2.5" CAL |      |

|                        |   |                                                    |       |       |  |
|------------------------|---|----------------------------------------------------|-------|-------|--|
| <b>EVERGREEN TREES</b> |   |                                                    |       |       |  |
| JCB                    | 2 | CELTIS CHINENSIS / BLUE POINT / BLUE POINT JUNIPER | B & B | 6" HT |  |
| PES                    | 3 | PIRUS EDULIS / PIRYON PINE                         | B & B | 6" HT |  |
| PNA                    | 4 | PIRUS NEGRA / AUSTRALIAN PINE                      | B & B | 6" HT |  |

|                         |   |                                                              |       |          |  |
|-------------------------|---|--------------------------------------------------------------|-------|----------|--|
| <b>ORNAMENTAL TREES</b> |   |                                                              |       |          |  |
| ATH                     | 4 | ACER TATARICUM / HOT WINGS / HOT WINGS MAPLE                 | B & B | 1.5" CAL |  |
| CI                      | 8 | CRATAEGUS CRUS-GALLI / INERMIS / THORNLESS COCKSPUR HAWTHORN | B & B | 1.5" CAL |  |
| MRB                     | 3 | MALUS X RED BARRON / RED BARRON CRAB APPLE                   | B & B | 1.5" CAL |  |

| CODE | QTY | BOTANICAL / COMMON NAME | SIZE | HYDROZONE |
|------|-----|-------------------------|------|-----------|
|------|-----|-------------------------|------|-----------|

|                         |    |                                                                   |       |  |
|-------------------------|----|-------------------------------------------------------------------|-------|--|
| <b>DECIDUOUS SHRUBS</b> |    |                                                                   |       |  |
| AAS                     | 10 | AMELANCHIER ALNIFOLIA / REGENT / REGENT SERVICEBERRY              | 5 GAL |  |
| CSA                     | 17 | CORNUS SERICEA / ARCTIC FIRE / ARCTIC FIRE RED TWIG DOGWOOD       | 5 GAL |  |
| CDI                     | 8  | COTONEASTER DIVARICATUS / SPREADING COTONEASTER                   | 5 GAL |  |
| HME                     | 10 | HYDRANGEA MACROPHYLLA / ENDLESS SUMMER / ENDLESS SUMMER HYDRANGEA | 5 GAL |  |
| PAL                     | 23 | PEROVSKIA ATRIPICIFOLIA / LITTLE DEVIL / LACEY BLUE RUSSIAN SAGE  | 5 GAL |  |
| PBL                     | 10 | PHYSCALOPUS OPULIFOLUS / LITTLE DEVIL / DWARF NINEBARK            | 5 GAL |  |
| PBP                     | 14 | PRUNUS BESSEYI / PANNIER BUTTES / DWARF WESTERN SAND-CHERRY       | 5 GAL |  |
| RTA                     | 17 | RHUS TRILOBATA / GRO LOW / SKUNKBUSH SUMAC                        | 5 GAL |  |
| RMS                     | 10 | ROSA SHRUB / MORDEN SUNRISE / MORDEN SUNRISE SHRUB ROSE           | 5 GAL |  |
| RNW                     | 8  | ROSA X NEARLY WILD / NEARLY WILD SHRUB ROSE                       | 5 GAL |  |
| VML                     | 10 | VEIBURNUM LENTAGO / HANNY BERRY                                   | 5 GAL |  |

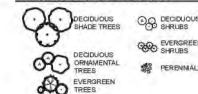
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|-------------------------|----|------------------------------------------------------|--------|--|
| <b>EVERGREEN SHRUBS</b> |    |                                                      |        |  |
| JHH                     | 18 | JUNIPERUS HORIZONTALIS / HUGHES / HUGHES JUNIPER     | 5 GAL  |  |
| PLS                     | 26 | PIRUS LEUCODERMIS / SMIDT / DWARF GLOBE BOSNIAN PINE | 5 GAL  |  |
| PMB                     | 1  | PIRUS MUGO / BIG TUNA / BIG TUNA MUGO PINE           | 10 GAL |  |

|                   |    |                                                                 |       |  |
|-------------------|----|-----------------------------------------------------------------|-------|--|
| <b>PERENNIALS</b> |    |                                                                 |       |  |
| HSE               | 13 | HELIOTRICHON SEMPERVIRENS / BLUE AVENA GRASS                    | 1 GAL |  |
| PAH               | 16 | PENNSETUM ALPICOLOIDES / HAMELIN / DWARF FOUNTAIN GRASS         | 1 GAL |  |
| PSA               | 31 | PENNSETUM SETACEUM / ALBA / WHITE FOUNTAIN GRASS                | 5 GAL |  |
| SSP               | 18 | SCHIZACHYRIUM SCOPARIUM / PHAIRIE BLUES / LITTLE BLUESTEM GRASS | 1 GAL |  |
| SED               | 38 | SEDUM X DAZZLEBERRY / DAZZLEBERRY STONECROP                     | 1 GAL |  |

## REQUIRED PLANT MATERIAL - BLOCK 4 OVERALL & PARKING

| CODE SECTION | AREA / ITEM                | REQUIREMENT                                                       | REQUIRED AREA | PROVIDED AREA     |
|--------------|----------------------------|-------------------------------------------------------------------|---------------|-------------------|
| 7.4.B.1.a    | LANDSCAPED AREA            | 10% AREA REQ. OF 64,608 S.F.                                      | 6,460 S.F.    | 10,365 S.F. (16%) |
| 7.4.B.1.b    | HARDCAPED AREA             | HARDCAPED AREA MUST BE LESS THAN 25% OF MIN. LANDSCAPED AREA REQ. | 4,263 S.F.    | 3,875 S.F.        |
| 7.3.B.2.b.i  | PARKING INTERIOR L.S. AREA | 5% AREA REQ. OF 33,018 S.F.                                       | 1,651 S.F.    | 4,608 S.F. (7%)   |

## LANDSCAPE LEGEND



| SYMBOL | DESCRIPTION                    |
|--------|--------------------------------|
| ○      | 2" RIVER ROCK MULCH            |
| ○      | NATIVE GRASS, UPLAND BLEND     |
| ○      | NATIVE GRASS, WET MEADOW BLEND |
| ○      | IRRIGATED TURF                 |
| ○      | COBBLE ROCK MULCH              |

## COAL CREEK VILLAGE

## PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



PLANNER: LANDSCAPE ARCHITECT

RIPLY DESIGN INC.

10100 E. 12TH AVE. SUITE 100

DENVER, CO 80231

P: 303.773.5054

OWNER:

COAL CREEK VILLAGE LLC

10100 E. 12TH AVE. SUITE 100

DENVER, CO 80231

P: 303.773.5054

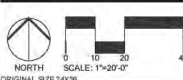
ENGINEER:

ROCKY RIDGE CIVIL ENGINEERING

10100 E. 12TH AVE. SUITE 100

DENVER, CO 80231

P: 303.773.5054



ORIGINAL SIZE 24"X36"

| ISSUED | NO. | DESCRIPTION          | DATE       |
|--------|-----|----------------------|------------|
| 1      | 1   | PRELIMINARY PUD      | 01/22/2021 |
| 2      | 2   | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3      | 3   | PRELIMINARY PUD RD 3 | 09/17/2021 |
| 4      | 4   | PRELIMINARY PUD RD 4 | 12/03/2021 |
| 5      | 5   | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6      | 6   | PRELIMINARY PUD RD 6 | 09/14/2024 |

## LANDSCAPE PLAN ENLARGEMENT

SEAL:



PROJECT NO: R20-030

DRAWN BY:

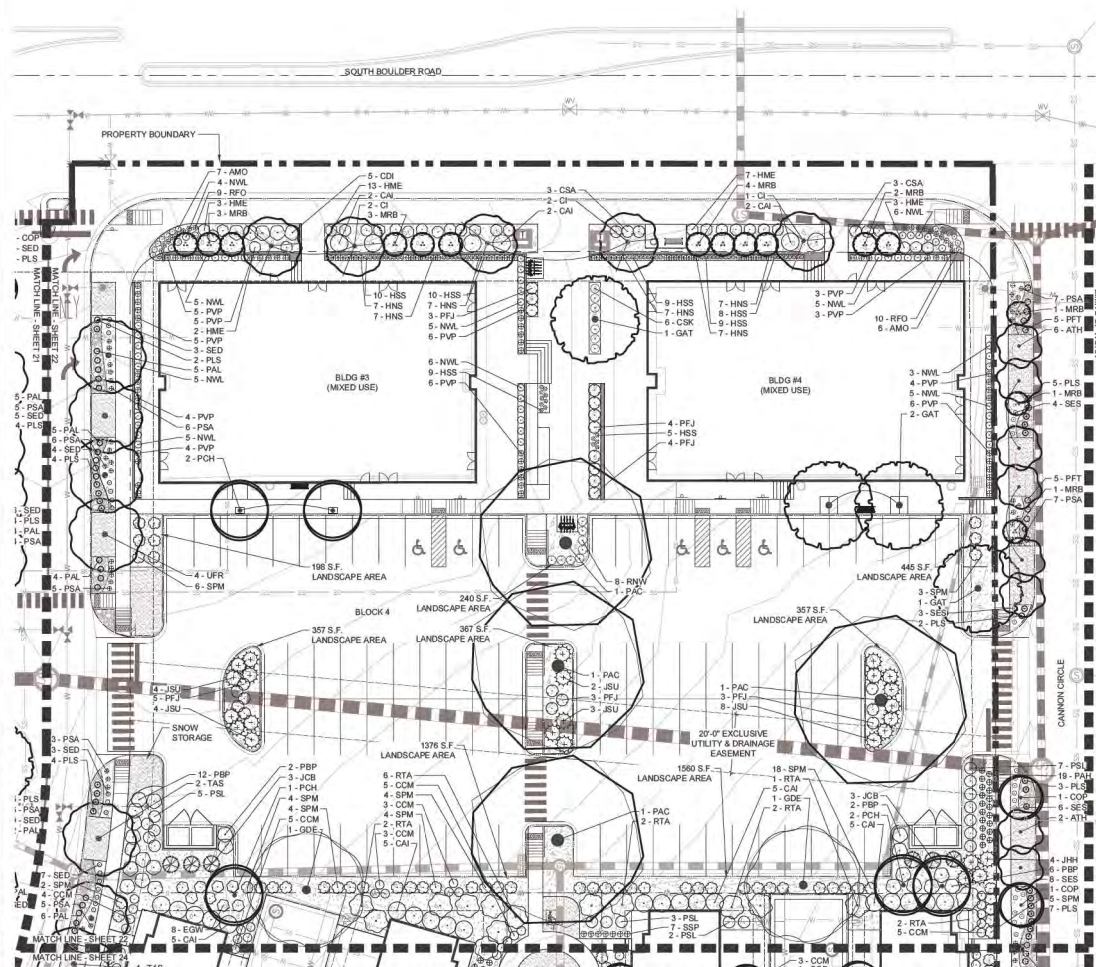
REVIEWED BY:

DRAWING NUMBER:

21 OF 32



Plotted By: Megan McIngrah Layout: L3 LANDSCAPE PLAN - BLOCK 4 Printed On: 4/22/2024 9:05 AM File Name: LANDSCAPE PLAN.dwg



### PLANT LEGEND

| CODE                   | QTY | BOTANICAL / COMMON NAME                                             | CONT  | CAL      | SIZE |
|------------------------|-----|---------------------------------------------------------------------|-------|----------|------|
| <b>DECIDUOUS TREES</b> |     |                                                                     |       |          |      |
| COP                    | 2   | CELTIS OCCIDENTALIS 'PRAIRIE SENTINEL' / PRAIRIE SENTINEL HACKBERRY | B & B | 2.5' CAL |      |
| GAT                    | 4   | GLUEDITSIA TRIACANTHOS 'SKYLINE' / SKYLINE HONEY LOCUST             | B & B | 2.5' CAL |      |
| GDE                    | 2   | GYMNOCLADUS DROICA 'ESPRESSO' / SEEDLESS KENTUCKY COFFEETREE        | B & B | 2.5' CAL |      |
| PAC                    | 4   | PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANETREE      | B & B | 2.5' CAL |      |
| TAS                    | 2   | TILIA AMERICANA 'SENTRY' / AMERICAN LINDEN                          | B & B | 2.5' CAL |      |
| UFR                    | 4   | ULMUS 'FRONTIER' / FRONTIER ELM                                     | B & B | 2.5' CAL |      |

|                        |   |                                                     |       |  |       |
|------------------------|---|-----------------------------------------------------|-------|--|-------|
| <b>EVERGREEN TREES</b> |   |                                                     |       |  |       |
| JCB                    | 6 | JUNPERUS CHINENSIS 'BLUE POINT' / BLUE POINT JUNPER | B & B |  | 6' HT |

|                         |    |                                                              |       |          |  |
|-------------------------|----|--------------------------------------------------------------|-------|----------|--|
| <b>ORNAMENTAL TREES</b> |    |                                                              |       |          |  |
| ATH                     | 8  | ACER TATARICUM 'HOT WINGS' / HOT WINGS MAPLE                 | B & B | 1.5' CAL |  |
| CI                      | 5  | CRATAEGUS CRUS-GALLI 'HERMES' / THORNLESS COCKSPUR HAWTHORN  | B & B | 1.5' CAL |  |
| MRB                     | 15 | MALUS X 'RED BARRON' / RED BARRON CRAB APPLE                 | B & B | 1.5' CAL |  |
| PCH                     | 5  | PYRUS CALLERYANA 'CHANTICLEER' / CHANTICLEER ORNAMENTAL PEAR | B & B | 1.5' CAL |  |

| CODE | QTY | BOTANICAL / COMMON NAME | SIZE | HYDROZONE |
|------|-----|-------------------------|------|-----------|
|------|-----|-------------------------|------|-----------|

|                         |    |                                                                   |       |  |
|-------------------------|----|-------------------------------------------------------------------|-------|--|
| <b>DECIDUOUS SHRUBS</b> |    |                                                                   |       |  |
| CAI                     | 26 | CORNUS ALBA 'IVORY HALO' / IVORY HALO VARIEGATED DOGWOOD          | 5 GAL |  |
| CSA                     | 6  | CORNUS SERICEA 'ARCTIC FIRE' / ARCTIC FIRE RED TWIG DOGWOOD       | 5 GAL |  |
| CSA                     | 6  | CORNUS SERICEA 'KELSEY' / KELSEY DWARF DOGWOOD                    | 5 GAL |  |
| CDI                     | 5  | COTONEASTER DIVARICATUS / SPREADING COTONEASTER                   | 5 GAL |  |
| HME                     | 28 | HYDRANGEA MACROPHYLLA 'ENDLESS SUMMER' / ENDLESS SUMMER HYDRANGEA | 5 GAL |  |
| PAL                     | 20 | PEROVSKIA ATROPICIFOLIA 'LUSITANY' / LACEY BLUE RUSSIAN SAGE      | 5 GAL |  |
| PSL                     | 17 | PHYSCARPUS OPULIFOLIUS 'LITTLE DEVIL' TM / DWARF NINEBARK         | 5 GAL |  |
| PFJ                     | 22 | POTENTILLA FRUTICOSA 'JACKMAN' / JACKMAN POTENTILLA               | 5 GAL |  |
| PFT                     | 11 | POTENTILLA FRUTICOSA 'TANGERINE' / TANGERINE BUSH CINQUEFOIL      | 5 GAL |  |
| PBP                     | 22 | PRUNUS BESSEYI 'PAWNEE BUTTES' / DWARF WESTERN SAND CHERRY        | 5 GAL |  |
| RTA                     | 15 | RHUS TRILOBATA 'GRO LOW' / SKUNKBUSH SUMAC                        | 5 GAL |  |
| RNW                     | 8  | ROSA 'NEARLY WILD' / NEARLY WILD SHRUB ROSE                       | 5 GAL |  |
| SPM                     | 50 | SYRINGA PATULA 'MISS KIM' / MISS KIM DWARF LILAC                  | 5 GAL |  |

|                         |    |                                                                       |       |  |
|-------------------------|----|-----------------------------------------------------------------------|-------|--|
| <b>EVERGREEN SHRUBS</b> |    |                                                                       |       |  |
| EGW                     | 8  | EUCONYMUS FORTUNEI 'EMERALD GAUITY' TM / EMERALD GAUITY WINTERCREEPER | 5 GAL |  |
| JHH                     | 4  | JUNPERUS HORIZONTALIS 'HUGHES' / HUGHES JUNPER                        | 5 GAL |  |
| JSU                     | 21 | JUNPERUS SABINA 'BUFFALO' / BUFFALO JUNPER                            | 5 GAL |  |
| PLS                     | 27 | PIRUS LEUCODERMIS 'SMOOTH' / DWARF GLOBE BOSNIAN PINE                 | 5 GAL |  |

|                   |    |                                                                 |       |  |
|-------------------|----|-----------------------------------------------------------------|-------|--|
| <b>PERENNIALS</b> |    |                                                                 |       |  |
| AMO               | 13 | ACHILLEA 'MOONBRIE' / MOONSHINE YARROW                          | 1 GAL |  |
| HNS               | 42 | HEUCHERA SANGUINEA 'BLUE CAT GRASS                              | 1 GAL |  |
| HSS               | 60 | HEUCHERA SANGUINEA 'SNOW ANGEL' / VARIEGATED CORAL BELLS        | 1 GAL |  |
| NWL               | 49 | NEPETA X 'AASSEN' / WALKERS LOW / WALKERS LOW CATMINT           | 1 GAL |  |
| PVP               | 51 | PANICUM VIRGATUM 'PRAIRIE FIRE' / RED SWITCH GRASS              | 5 GAL |  |
| PAH               | 20 | PENNISETUM ALOPECUROIDES 'HAEMEL' / DWARF FOUNTAIN GRASS        | 1 GAL |  |
| PSA               | 40 | PENNISETUM SETACEUM 'ALBA' / WHITE FOUNTAIN GRASS               | 5 GAL |  |
| RFO               | 19 | RUDBECKIA FULGIDA 'GOLDSTURM' / BLACK-EYED SUSAN                | 1 GAL |  |
| SSP               | 7  | SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES' / LITTLE BLUESTEM GRASS | 1 GAL |  |
| SED               | 17 | SEDUM X 'DAZZLEBERRY' / DAZZLE BERRY STONECROP                  | 1 GAL |  |
| SES               | 21 | SEDUM X 'KNIGHT RIDER' / KNIGHT RIDER STONECROP                 | 1 GAL |  |

### REQUIRED PLANT MATERIAL - BLOCK 4 OVERALL & PARKING

| CODE SECTION | AREA / ITEM                | REQUIREMENT                                                         | REQUIRED AREA | PROVIDED AREA   |
|--------------|----------------------------|---------------------------------------------------------------------|---------------|-----------------|
| 7.4.B.1.a    | LANDSCAPED AREA            | 10% AREA REQ. OF 64,608 S.F.                                        | 6,460 SF      | 10,365 SF (16%) |
| 7.4.B.1.b    | HARDSCAPED AREA            | HARDSCAPED AREA MUST BE LESS THAN 2.0% OF MIN. LANDSCAPED AREA REQ. | < 4,263 SF    | 3,875 SF        |
| 7.3.B.2.b.i  | PARKING INTERIOR L.S. AREA | 5% AREA REQ. OF 33,018 S.F.                                         | 1,651 SF      | 4,806 SF (7%)   |
| 7.1.B.1      | PARKING PERIMETER          | 5' BUFFER @ PERIMETER                                               | 5' BUFFER MIN | 5' BUFFER       |
| 7.3.E        | LANDSCAPE ISLANDS          | 1 TREE / 300 SF OF LANDSCAPED AREA                                  | 2,453/300=8   | 9               |

### LANDSCAPE LEGEND

|  |                           |
|--|---------------------------|
|  | DECIDUOUS SHADE TREE      |
|  | DECIDUOUS SHRUB           |
|  | DECIDUOUS ORNAMENTAL TREE |
|  | EVERGREEN TREE            |
|  | EVERGREEN SHRUB           |
|  | PERENNIAL                 |

### LANDSCAPE MATERIAL LEGEND

| SYMBOL | DESCRIPTION                    |
|--------|--------------------------------|
|        | 2-3' RIVER ROCK MULCH          |
|        | NATIVE GRASS, UPLAND BLEND     |
|        | NATIVE GRASS, WET MEADOW BLEND |
|        | IRRIGATED TURF                 |
|        | COBBLE ROCK MULCH              |

### COAL CREEK VILLAGE

### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

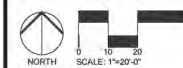
RIPLY DESIGN INC.  
Michael Marnett  
4119 Canyon Ave. Suite 200  
Fort Collins, CO 80521  
P: 970.224.5626

OWNER:

COAL CREEK VILLAGE LLC  
Michael Marnett  
2723 ARAPAHO AVE  
BOULDER, COLORADO 80303  
P: 303.773.5551

ENGINEER:

ROCKY RIDGE CIVIL ENGINEERING  
Jeff Swenson  
4021 1ST AVENUE, SUITE 101  
LONGMONT, COLORADO 80501  
P: 303.651.6666



ISSUED:

| NO. | DESCRIPTION          | DATE       |
|-----|----------------------|------------|
| 1   | PRELIMINARY PUD      | 01/22/2021 |
| 2   | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3   | PRELIMINARY PUD RD 3 | 09/17/2021 |
| 4   | PRELIMINARY PUD RD 4 | 12/03/2022 |
| 5   | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6   | PRELIMINARY PUD RD 6 | 09/14/2024 |

REVISIONS:

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
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|     |             |      |

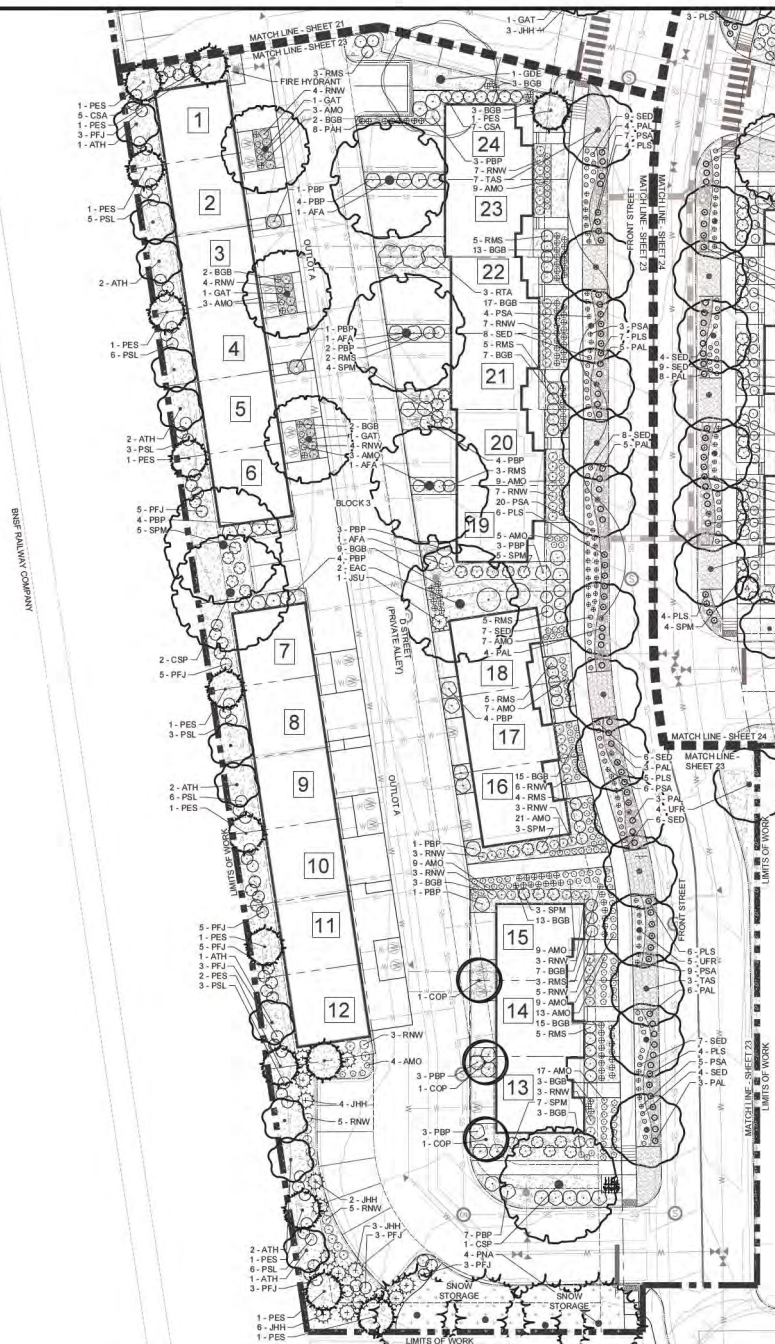
### LANDSCAPE PLAN ENLARGEMENT

SEAL:



PROJECT NO.: R20-6390  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:





## PLANT LEGEND

| CODE                   | QTY | BOTANICAL / COMMON NAME                                           | CONT  | CAL      | SIZE |
|------------------------|-----|-------------------------------------------------------------------|-------|----------|------|
| <b>DECIDUOUS TREES</b> |     |                                                                   |       |          |      |
| AFA                    | 4   | ACER X FREEMANII AUTUMN BLAZE / AUTUMN BLAZE MAPLE                | B & B | 2.5" CAL |      |
| CSP                    | 3   | CATALPA SPECIOSA / WESTERN CATALPA                                | B & B | 2.5" CAL |      |
| COP                    | 3   | CEDRUS OCCIDENTALIS 'PRINCE SENTINEL' / PRINCE SENTINEL HACKBERRY | B & B | 2.5" CAL |      |
| GAT                    | 3   | GLEDITSIA TRIACANTHOS 'SKYLINE' / SKYLINE HONEY LOCUST            | B & B | 2.5" CAL |      |
| GDE                    | 1   | GYMNOCALADUS DIOICA 'ESPRESSO' / SEEDLESS KENTUCKY COFFEETREE     | B & B | 2.5" CAL |      |
| TAS                    | 10  | TELA AMERICANA 'SENTRY' / AMERICAN LINDEN                         | B & B | 2.5" CAL |      |
| UFR                    | 5   | ULMUS FRONTALIS / FRONTIER ELM                                    | B & B | 2.5" CAL |      |

|                        |    |                                |       |       |  |
|------------------------|----|--------------------------------|-------|-------|--|
| <b>EVERGREEN TREES</b> |    |                                |       |       |  |
| PES                    | 14 | PRUNUS EDULIS / PRUNYON PINE   | B & B | 6" HT |  |
| PNA                    | 4  | PRUNUS NIGRA / AUSTRALIAN PINE | B & B | 6" HT |  |

|                         |    |                                              |       |          |  |
|-------------------------|----|----------------------------------------------|-------|----------|--|
| <b>ORNAMENTAL TREES</b> |    |                                              |       |          |  |
| ATH                     | 11 | ACER TATARICUM 'HOT WINGS' / HOT WINGS MAPLE | B & B | 1.5" CAL |  |

| CODE | QTY | BOTANICAL / COMMON NAME | SIZE | HYDROZONE |
|------|-----|-------------------------|------|-----------|
|------|-----|-------------------------|------|-----------|

|                         |    |                                                              |       |  |
|-------------------------|----|--------------------------------------------------------------|-------|--|
| <b>DECIDUOUS SHRUBS</b> |    |                                                              |       |  |
| CSA                     | 12 | CORNUS SERICEA 'ARCTIC FIRE' / ARCTIC FIRE RED TWIG DOGWOOD  | 5 GAL |  |
| EAC                     | 2  | EUONYMUS ALATUS 'COMPACTUS' / DWARF BURNING BUSH             | 5 GAL |  |
| PAL                     | 33 | PEROVSKIA ATRIPLEXIFOLIA 'LISLETT' / LACEY BLUE RUSSIAN SAGE | 5 GAL |  |
| PSL                     | 32 | PHYSCARPUS OPULOLIFOLUS 'LITTLE DEVIL' TM / DWARF NINEBARK   | 5 GAL |  |
| PFJ                     | 35 | POTENTILLA FRUTICOSA 'JACKMAN' / JACKMAN POTENTILLA          | 5 GAL |  |
| PBP                     | 48 | PRUNUS BESSEYI 'PAWNEE BUTTES' / DWARF WESTERN SAND CHERRY   | 5 GAL |  |
| RTA                     | 3  | RHUS TRILOBATA 'GRO LOW' / SKUNKBUSH SUMAC                   | 5 GAL |  |
| RMS                     | 40 | ROSA SHRUB 'MORDEN SUNRISE' / MORDEN SUNRISE SHRUB ROSE      | 5 GAL |  |
| RNW                     | 72 | ROSA 'X' 'NEARLY WILD' / NEARLY WILD SHRUB ROSE              | 5 GAL |  |
| SPM                     | 27 | SYRINGA PATULA 'MISS KIM' / MISS KIM DWARF LILAC             | 5 GAL |  |

|                         |    |                                                  |       |  |
|-------------------------|----|--------------------------------------------------|-------|--|
| <b>EVERGREEN SHRUBS</b> |    |                                                  |       |  |
| JHH                     | 15 | JUNIPERUS HORIZONTALIS 'HUGHES' / HUGHES JUNIPER | 5 GAL |  |
| JSU                     | 1  | JUNIPERUS SABINA 'BUFFALO' / BUFFALO JUNIPER     | 5 GAL |  |
| PLS                     | 32 | PRUNUS LEUCODERMIS 'SHEDDY' / DWARF GLOBE ROSE   | 5 GAL |  |

|                   |     |                                                                    |       |  |
|-------------------|-----|--------------------------------------------------------------------|-------|--|
| <b>PERENNIALS</b> |     |                                                                    |       |  |
| AMO               | 128 | ACHILLEA 'X' 'MOONSHINE' / MOONSHINE YARROW                        | 1 GAL |  |
| BGB               | 117 | BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION GRAMA GRASS | 1 GAL |  |
| PAH               | 8   | PENISTETUM ALOPECUROIDES 'HAEMEL' / DWARF FOUNTAIN GRASS           | 1 GAL |  |
| PSA               | 54  | PENISTETUM SETACEUM ALBA / WHITE FOUNTAIN GRASS                    | 5 GAL |  |
| SED               | 55  | SEDUM 'DAZZLEBERRY' / DAZZLEBERRY STONECROP                        | 1 GAL |  |

## REQUIRED PLANT MATERIAL - BLOCK 5 OVERALL

| CODE SECTION | AREA / ITEM      | REQUIREMENT                                   | REQUIRED AREA | PROVIDED AREA       |
|--------------|------------------|-----------------------------------------------|---------------|---------------------|
| 7 A B 1 a    | LANDSCAPED AREA  | 10% GREATER OF 100 SQ FT OR 10% OF TOTAL AREA | 5,000 SQ FT   | 10,000 SQ FT (100%) |
| 7 A B 1 b    | UNDEVELOPED AREA | NO LESS THAN 25% OF TOTAL UNDEVELOPED AREA    | 10,000 SQ FT  | 5,000               |

## LANDSCAPE LEGEND



## LANDSCAPE MATERIAL LEGEND

| SYMBOL    | DESCRIPTION                    |
|-----------|--------------------------------|
| [Pattern] | 2-3" RIVER ROCK MULCH          |
| [Pattern] | NATIVE GRASS, UPLAND BLEND     |
| [Pattern] | NATIVE GRASS, WET MEADOW BLEND |
| [Pattern] | IRRIGATED TURF                 |
| [Pattern] | COBBLE ROCK MULCH              |

## COAL CREEK VILLAGE

## PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

RIPLY DESIGN INC.

419 Canyon Ave, Suite 200

Fort Collins, CO 80521

970.224.5626

OWNER:

COAL CREEK VILLAGE LLC

2723 ARAPAHO AVE

BOULDER, COLORADO 80303

P. 303.481.6666

ENGINEER:

ROCKY RIDGE CIVIL ENGINEERING

1000 Broadway

400 13TH AVENUE, SUITE 101

LONGMONT, COLORADO 80501

P. 303.481.6666



ISSUED:

| No. | DESCRIPTION          | DATE       |
|-----|----------------------|------------|
| 1   | PRELIMINARY PUD      | 01/22/2021 |
| 2   | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3   | PRELIMINARY PUD RD 3 | 09/17/2021 |
| 4   | PRELIMINARY PUD RD 4 | 12/03/2022 |
| 5   | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6   | PRELIMINARY PUD RD 6 | 06/14/2024 |

REVISIONS:

| No. | DESCRIPTION | DATE |
|-----|-------------|------|
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## LANDSCAPE PLAN ENLARGEMENT

SEAL:



PROJECT No. R20-030

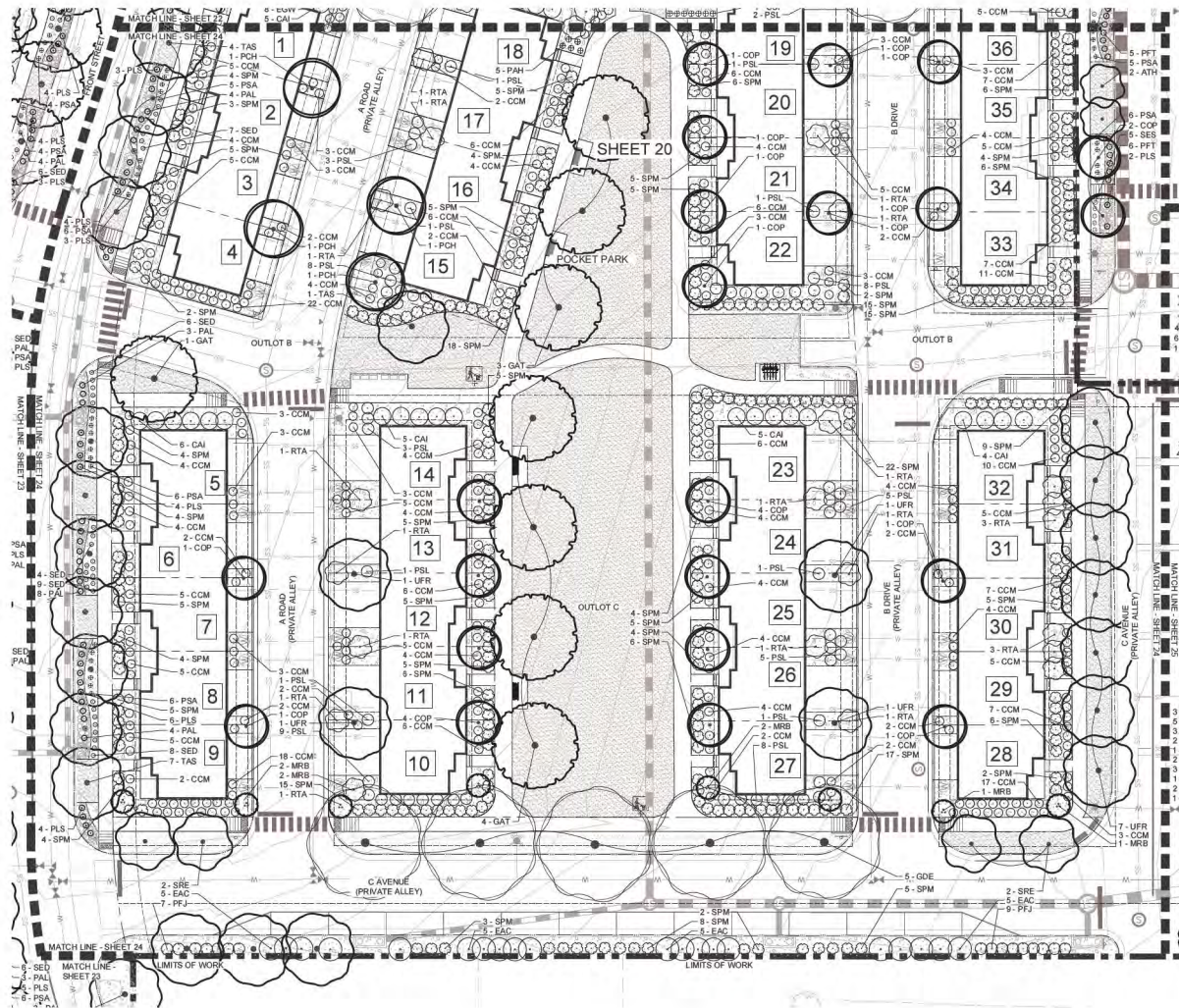
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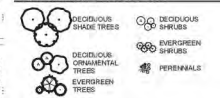
### PLANT LEGEND

| CODE                    | QTY | BOTANICAL / COMMON NAME                                             | CONT. | CAL.    |
|-------------------------|-----|---------------------------------------------------------------------|-------|---------|
| <b>DECIDUOUS TREES</b>  |     |                                                                     |       |         |
| COP                     | 22  | CYTHUS OCCIDENTALIS 'PRAIRIE SENTINEL' / PRAIRIE SENTINEL HACKBERRY | B & B | 2.5'CAL |
| GAT                     | 8   | GLEDITSIA TRIACANTHOS 'SKYLINE' / SKYLINE HONEY LOCUST              | B & B | 2.5'CAL |
| GDE                     | 5   | CELANOCHLOA DIOICA 'ESPRESSO' / SEEDLESS KENTUCKY COFFEETREE        | B & B | 2.5'CAL |
| TAS                     | 12  | TILIA AMERICANA 'SENTRY' / AMERICAN LINDEN                          | B & B | 2.5'CAL |
| UFR                     | 15  | ULMUS 'FRONTIER' / FRONTIER ELM                                     | B & B | 2.5'CAL |
| <b>ORNAMENTAL TREES</b> |     |                                                                     |       |         |
| ATH                     | 2   | ACER TATARICUM 'HOT WINGS' / HOT WINGS MAPLE                        | B & B | 1.5'CAL |
| MRB                     | 8   | MALUS X 'RED BARON' / RED BARON CRAB APPLE                          | B & B | 1.5'CAL |
| PCH                     | 4   | PYRUS CALLERYANA 'CHANTICLEER' / CHANTICLEER ORNAMENTAL PEAR        | B & B | 1.5'CAL |
| SRE                     | 4   | SYRINGA RETICULATA / JAPANESE LILAC TREE                            | B & B | 1.5'CAL |
| <b>DECIDUOUS SHRUBS</b> |     |                                                                     |       |         |
| CCM                     | 326 | CARYOPTERIS X CLANDONENSIS 'BLUE MIST' / BLUE MIST SPIREA           | 5 GAL |         |
| CAI                     | 20  | CORNUS ALBA 'IVORY HALO' / IVORY HALO VARIEGATED DOGWOOD            | 5 GAL |         |
| EAC                     | 20  | EUNOMYUS ALATUS 'COMPACTUS' / DWARF BURNING BUSH                    | 5 GAL |         |
| PAL                     | 19  | PEROVSKIA ATROPURPUREA 'LUSITANA' / LACEY BLUE RUSSIAN SAGE         | 5 GAL |         |
| PLS                     | 57  | PHYSCARPUS OPULOLIDUS 'LITTLE DEVIL' TM / DWARF NINEBARK            | 5 GAL |         |
| PFJ                     | 6   | POTENTILLA FRUTICOSA 'JACKMANI' / JACKMAN POTENTILLA                | 5 GAL |         |
| PFT                     | 10  | POTENTILLA FRUTICOSA 'TANGERINE' / TANGERINE BUSH CINQUEFOIL        | 5 GAL |         |
| RTA                     | 22  | RHUS TRILOBATA 'GRD LOW' / SKUNKBUSH SUMAC                          | 5 GAL |         |
| SPM                     | 275 | SYRINGA PATULA 'MISS KIM' / MISS KIM DWARF LILAC                    | 5 GAL |         |
| <b>EVERGREEN SHRUBS</b> |     |                                                                     |       |         |
| PLS                     | 26  | PINUS LEUCODERMIS 'SMITTI' / DWARF GLOBE BOSNIAN PINE               | 5 GAL |         |
| <b>PERENNIALS</b>       |     |                                                                     |       |         |
| PAH                     | 5   | PENNISETUM ALOPECUROIDES 'HAMELI' / DWARF FOUNTAIN GRASS            | 1 GAL |         |
| PSA                     | 33  | PENNISETUM SETACEUM 'ALBA' / WHITE FOUNTAIN GRASS                   | 5 GAL |         |
| SED                     | 34  | SEDUM X 'DANIELLE' / DANIELLE STONECROP                             | 1 GAL |         |
| SES                     | 5   | SEDUM X 'KNIGHT RIDER' / KNIGHT RIDER STONECROP                     | 1 GAL |         |

### REQUIRED PLANT MATERIAL - BLOCK 2 OVERALL

| CODE SECTION | AREA / ITEM     | REQUIREMENT                                | REQUIRED AREA | PROVIDER AREA |
|--------------|-----------------|--------------------------------------------|---------------|---------------|
| TAB.1.A      | LANDSCAPED AREA | CUL AREA REQ OF 115,148 S.F.               | 11,819 SF     | 3679 SF (31%) |
| TAB.1.B      | HANDSCAPED AREA | HANDSCAPED AREA REQ. BELOW THINGSDOWN AREA | 17,688 SF     | 1,040 SF      |

### LANDSCAPE LEGEND



### LANDSCAPE MATERIAL LEGEND

| SYMBOL    | DESCRIPTION                    |
|-----------|--------------------------------|
| [Pattern] | 2-3" RIVER ROCK MULCH          |
| [Pattern] | NATIVE GRASS, UPLAND BLEND     |
| [Pattern] | NATIVE GRASS, WET MEADOW BLEND |
| [Pattern] | BERGAMOT TINE                  |
| [Pattern] | COBBLE ROCK MULCH              |

## COAL CREEK VILLAGE

### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO

PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

RIPLY DESIGN INC.

Joe Wehner

4119 Canyon Ave, Suite 200

Fort Collins, CO 80521

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F: 970.224.5624

OWNER:

COAL CREEK VILLAGE LLC

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ENGINEER:

ROCKY RIDGE CIVIL ENGINEERING

Jeff Swanson

4021 1ST AVENUE, SUITE 101

LONGMONT, COLORADO 80501

P: 303.651.6500

ISSUED:

1. PRELIMINARY PUD

2. PRELIMINARY PUD RD 2

3. PRELIMINARY PUD RD 3

4. PRELIMINARY PUD RD 4

5. PRELIMINARY PUD RD 5

6. PRELIMINARY PUD RD 6

REVISIONS:

NO. DESCRIPTION DATE

1. DESCRIPTION DATE

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Plotted By: Megan McCreight Layout: L7 LANDSCAPE SCHEDULE Printed On: 3/26/2024 4:54 PM File Name: LANDSCAPE PLAN.dwg

## PLANT SCHEDULE

| SYMBOL                                                                             | CODE | QTY | REMARKS                 | BOTANICAL / COMMON NAME                                             | CONT  | CAL  | SIZE  | SYMBOL                                                                               | CODE | QTY | REMARKS                | BOTANICAL / COMMON NAME                                                | SIZE   |
|------------------------------------------------------------------------------------|------|-----|-------------------------|---------------------------------------------------------------------|-------|------|-------|--------------------------------------------------------------------------------------|------|-----|------------------------|------------------------------------------------------------------------|--------|
| DECIDUOUS TREES                                                                    |      |     |                         |                                                                     |       |      |       | DECIDUOUS SHRUBS                                                                     |      |     |                        |                                                                        |        |
|   | AFA  | 4   | 40'-50' HT. 30'-40' W.  | ACER X FREEMANI AUTUMN BLAZE / AUTUMN BLAZE MAPLE                   | B & B | 2.5" | CAL   |    | AAR  | 10  | 6'-8' HT. 6'-8' W.     | AMELANCHIER ALNIFOLIA 'REGENT' / REGENT SERVICEBERRY                   | 5 GAL  |
|   | CSP  | 3   | 40'-60' HT. 30'-50' W.  | CATALPA SPECIOSA / WESTERN CATALPA                                  | B & B | 2.5" | CAL   |    | BDN  | 18  | 4'-6' HT. 4'-5' W.     | BUDDLEJA DAVIDI NANKHOENSIS 'PETITE SNOW' / COMPACT BUTTERFLY BUSH     | 5 GAL  |
|   | COP  | 38  | 35'-45' HT. 10'-12' W.  | CELTIS OCCIDENTALIS 'PRAIRIE SENTINEL' / PRAIRIE SENTINEL HACKBERRY | B & B | 2.5" | CAL   |    | CCM  | 389 | 3'-4' HT. 2'-3' W.     | CARYOPTERIS X CLANDONENSIS 'BLUE MIST' / BLUE MIST SPIREA              | 5 GAL  |
|   | GAT  | 26  | 40'-50' HT. 30'-40' W.  | GLEDITSIA TRIACANTHOS 'SKYLINE' / SKYLINE HONEY LOCUST              | B & B | 2.5" | CAL   |    | CAI  | 66  | 5'-6' HT. 5'-6' W.     | CORNUS ALBA 'IVORY HALO' / IVORY HALO VARIEGATED DOGWOOD               | 5 GAL  |
|   | GDE  | 13  | 50'-60' HT. 40'-50' W.  | GYMNOCLADUS DIOICA 'ESPRESSO' / SEEDLESS KENTUCKY COFFEETREE        | B & B | 2.5" | CAL   |    | CSA  | 44  | 3'-4' HT. 3'-4' W.     | CORNUS SERICEA 'ARCTIC FIRE' / ARCTIC FIRE RED TWIG DOGWOOD            | 5 GAL  |
|   | PAC  | 4   | 70'-100' HT. 65'-80' W. | PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD LONDON PLANETREE      | B & B | 2.5" | CAL   |    | CSK  | 6   | 2'-3' HT. 2'-3' W.     | CORNUS SERICEA 'KELSEY' / KELSEY DWARF DOGWOOD                         | 5 GAL  |
|   | QSS  | 5   | 40'-50' HT. 30'-40' W.  | QUERCUS SHUMARDII / SHUMARD RED OAK                                 | B & B | 2.5" | CAL   |    | CDI  | 13  | 4'-6' HT. 6'-8' W.     | COTONEASTER DIVARICATUS / SPREADING COTONEASTER                        | 5 GAL  |
|   | TAS  | 28  | 60'-80' HT. 30'-50' W.  | TILIA AMERICANA 'SENTRY' / AMERICAN LINDEN                          | B & B | 2.5" | CAL   |    | DB   | 11  | 3'-5' HT. 3'-5' W.     | DAPHNE X BURKWOODII 'CAROL MACKIE' / CAROL MACKIE DAPHNE               | 5 GAL  |
|   | UFR  | 31  | 25'-35' HT. 15'-25' W.  | ULMUS 'FRONTIER' / FRONTIER ELM                                     | B & B | 2.5" | CAL   |    | EAC  | 28  | 6'-8' HT. 6'-8' W.     | EUONYMUS ALATUS 'COMPACTUS' / DWARF BURNING BUSH                       | 5 GAL  |
| EVERGREEN TREES                                                                    |      |     |                         |                                                                     |       |      |       |    | HME  | 44  | 3'-5' HT. 3'-5' W.     | HYDRANGEA MACROPHYLLA 'ENDLESS SUMMER' / ENDLESS SUMMER HYDRANGEA      | 5 GAL  |
|   | JCB  | 8   | 8'-12' HT. 5'-6' W.     | JUNIPERUS CHINENSIS 'BLUE POINT' / BLUE POINT JUNIPER               | B & B |      | 6' HT |    | PAL  | 95  | 18-24" H X 18-24" W.   | PEROVSKIA ATRIPLICIFOLIA 'LISSUTT' / LACEY BLUE RUSSIAN SAGE           | 5 GAL  |
|   | JSS  | 8   | 20'-30' HT. 10'-15' W.  | JUNIPERUS SCOPULORUM / ROCKY MOUNTAIN JUNIPER                       | B & B |      | 6' HT |    | PSL  | 140 | 3'-4' HT. 3'-4' W.     | PHYSCARPUS OPULIFOLIUS 'LITTLE DEVIL' TM / DWARF NINEBARK              | 5 GAL  |
|   | PES  | 17  | 20'-30' HT. 10'-20' W.  | PINUS EDULIS / PINYON PINE                                          | B & B |      | 6' HT |    | PFJ  | 93  | 2'-3' HT. 3'-4' W.     | POTENTILLA FRUTICOSA 'JACKMANII' / JACKMAN POTENTILLA                  | 5 GAL  |
|   | PNA  | 6   | 40'-60' HT. 30'-40' W.  | PINUS NIGRA / AUSTRIAN PINE                                         | B & B |      | 6' HT |    | PFT  | 43  | 18-24" H X 18-24" W.   | POTENTILLA FRUTICOSA 'TANGERINE' / TANGERINE BUSH CINQUEFOIL           | 5 GAL  |
| ORNAMENTAL TREES                                                                   |      |     |                         |                                                                     |       |      |       |    | PBP  | 90  | 15'-30' HT. 4'-6' W.   | PRUNUS BESSEYI 'PAWNEE BUTTES' / DWARF WESTERN SAND CHERRY             | 5 GAL  |
|   | ATH  | 30  | 18'-20' HT. 15'-20' W.  | ACER TATARICUM 'HOT WINGS' / HOT WINGS MAPLE                        | B & B | 1.5" | CAL   |    | RTA  | 63  | 2'-3' HT. 6'-8' W.     | RHUS TRILOBATA 'GRO LOW' / SKUNKBUSH SUMAC                             | 5 GAL  |
|   | AAO  | 22  | 12'-15' HT. 9'-7' W.    | AMELANCHIER ALNIFOLIA 'OBELISK' / STANDING OVATION SERVICEBERRY     | B & B | 1.5" | CAL   |    | RMS  | 59  | 2'-4' HT. 2'-3' W.     | ROSA SHRUB 'MORDEN SUNRISE' / MORDEN SUNRISE SHRUB ROSE                | 5 GAL  |
|   | CI   | 23  | 15'-25' HT. 15'-20' W.  | CRATAEGUS CRUS-GALLI INERMIS / THORNLESS COCKSPUR HAWTHORN          | B & B | 1.5" | CAL   |    | RNW  | 140 | 2'-3' HT. 2'-3' W.     | ROSA X 'NEARLY WILD' / NEARLY WILD SHRUB ROSE                          | 5 GAL  |
|   | MSP  | 1   | 20'-25' HT. 20'-25' W.  | MALUS 'SPRING SNOW' / SPRING SNOW CRAB APPLE                        | B & B | 1.5" | CAL   |    | SXE  | 13  | 6'-12' HT. 4'-8' W.    | SALIX EXOQUA / COYOTE WILLOW                                           | 5 GAL  |
|   | MRB  | 33  | 15'-18' HT. 7'-8' W.    | MALUS X 'RED BARRON' / RED BARRON CRAB APPLE                        | B & B | 1.5" | CAL   |   | SPM  | 352 | 3'-5' HT. 3'-5' W.     | SYRINGA PATULA 'MISS KIM' / MISS KIM DWARF LILAC                       | 5 GAL  |
|   | PCH  | 9   | 20'-30' HT. 15'-20' W.  | PYRUS CALLERYANA 'CHANTICLEER' / CHANTICLEER ORNAMENTAL PEAR        | B & B | 1.5" | CAL   |  | VML  | 24  | 8'-15' HT. 6'-8' W.    | VIBURNUM LENTAGO / NANNYBERRY                                          | 5 GAL  |
|  | SRE  | 4   | 15'-25' HT. 15'-20' W.  | SYRINGA RETICULATA / JAPANESE LILAC TREE                            | B & B | 1.5" | CAL   | EVERGREEN SHRUBS                                                                     |      |     |                        |                                                                        |        |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | EGW  | 8   | 18'-24" HT. 3'-4' W.   | EUONYMUS FORTUNEI 'EMERALD GAIEITY' TM / EMERALD GAIEITY WINTERCREEPER | 5 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | JHH  | 37  | 1'-2' HT. 5'-8' W.     | JUNIPERUS HORIZONTALIS 'HUGHES' / HUGHES JUNIPER                       | 5 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | JSU  | 26  | 12'-18" HT. 6'-8' W.   | JUNIPERUS SABINA 'BUFFALO' / BUFFALO JUNIPER                           | 5 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | PLS  | 137 | 1-2H X 1-2W            | PINUS LEUCODERMIS 'SMIDTII' / DWARF GLOBE BOSNIAN PINE                 | 5 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | PMB  | 1   | 6'-8' HT. 5'-6' W.     | PINUS MUGO 'BIG TUNA' / BIG TUNA MUGO PINE                             | 10 GAL |
|                                                                                    |      |     |                         |                                                                     |       |      |       | PERENNIALS                                                                           |      |     |                        |                                                                        |        |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | AMO  | 141 | 24"-30" HT. 18"-24" W. | ACHILLEA X 'MOONSHINE' / MOONSHINE YARROW                              | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | BGB  | 156 | 30"-36" HT. 20"-24" W. | BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION GRAMA GRASS     | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | CAK  | 42  | 4'-5' HT. 18"-24" W.   | CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS        | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | HSE  | 13  | 2'-3' HT. 18"-24" W.   | HELIOTRICHON SEMPERVIRENS / BLUE AVENA GRASS                           | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | HNS  | 42  | 2'-3' HT. 2'-3' W.     | HELIOTRICHON SEMPERVIRENS / BLUE OAT GRASS                             | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | HSS  | 97  | 12'-18" HT. 10'-15" W. | HEUCHERA SANGUINEA 'SNOW ANGEL' / VARIEGATED CORAL BELLS               | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | NVL  | 49  | 18"-24" HT. 2'-3' W.   | NEPETA X FAASSENII 'WALKERS LOW' / WALKERS LOW CATMINT                 | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | PVP  | 93  | 4.5H X 2W              | PANICUM VIRGATUM 'PRAIRIE FIRE' / RED SWITCH GRASS                     | 5 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | PAH  | 58  | 1'-2" HT. 12"-18" W.   | PENNISETUM ALOPECUROIDES 'HAMELIN' / DWARF FOUNTAIN GRASS              | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | PSA  | 201 | 1-2H X 12-18"W         | PENNISETUM SETACEUM 'ALBA' / WHITE FOUNTAIN GRASS                      | 5 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | RFO  | 98  | 18"-24" HT. 18"-24" W. | RUDBECKIA FULGIDA 'GOLDSTURM' / BLACK-EYED SUSAN                       | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | SSP  | 25  | 3'-4" HT. 15"-18"      | SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES' / LITTLE BLUESTEM GRASS        | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | SED  | 144 | 6-8"H X 15-18"W        | SEDUM X 'DAZZLEBERRY' / DAZZLEBERRY STONECROP                          | 1 GAL  |
|                                                                                    |      |     |                         |                                                                     |       |      |       |  | SES  | 53  | 20-24"H X 12-18"W      | SEDUM X 'KNIGHT RIDER' / KNIGHT RIDER STONECROP                        | 1 GAL  |

## COAL CREEK VILLAGE

### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



PLANNING / LANDSCAPE ARCHITECT

RIPLY DESIGN INC.  
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4118 Canyon Ave. Suite 101  
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#### OWNER

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P. 303.451.8628

#### ENGINEER

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400 21ST AVENUE, SUITE 101  
LONGMONT, COLORADO 80501  
P. 303.651.8628

ORIGINAL SIZE 24X36

| ISSUED    |                      | DATE       |
|-----------|----------------------|------------|
| No.       | DESCRIPTION          |            |
| 1         | PRELIMINARY PUD      | 01/22/2021 |
| 2         | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3         | PRELIMINARY PUD RD 3 | 09/17/2021 |
| 4         | PRELIMINARY PUD RD 4 | 12/03/2021 |
| 5         | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6         | PRELIMINARY PUD RD 6 | 09/14/2024 |
| REVISIONS |                      | DATE       |
| No.       | DESCRIPTION          |            |
|           |                      |            |
|           |                      |            |
|           |                      |            |

## PLANT SCHEDULE

SEAL



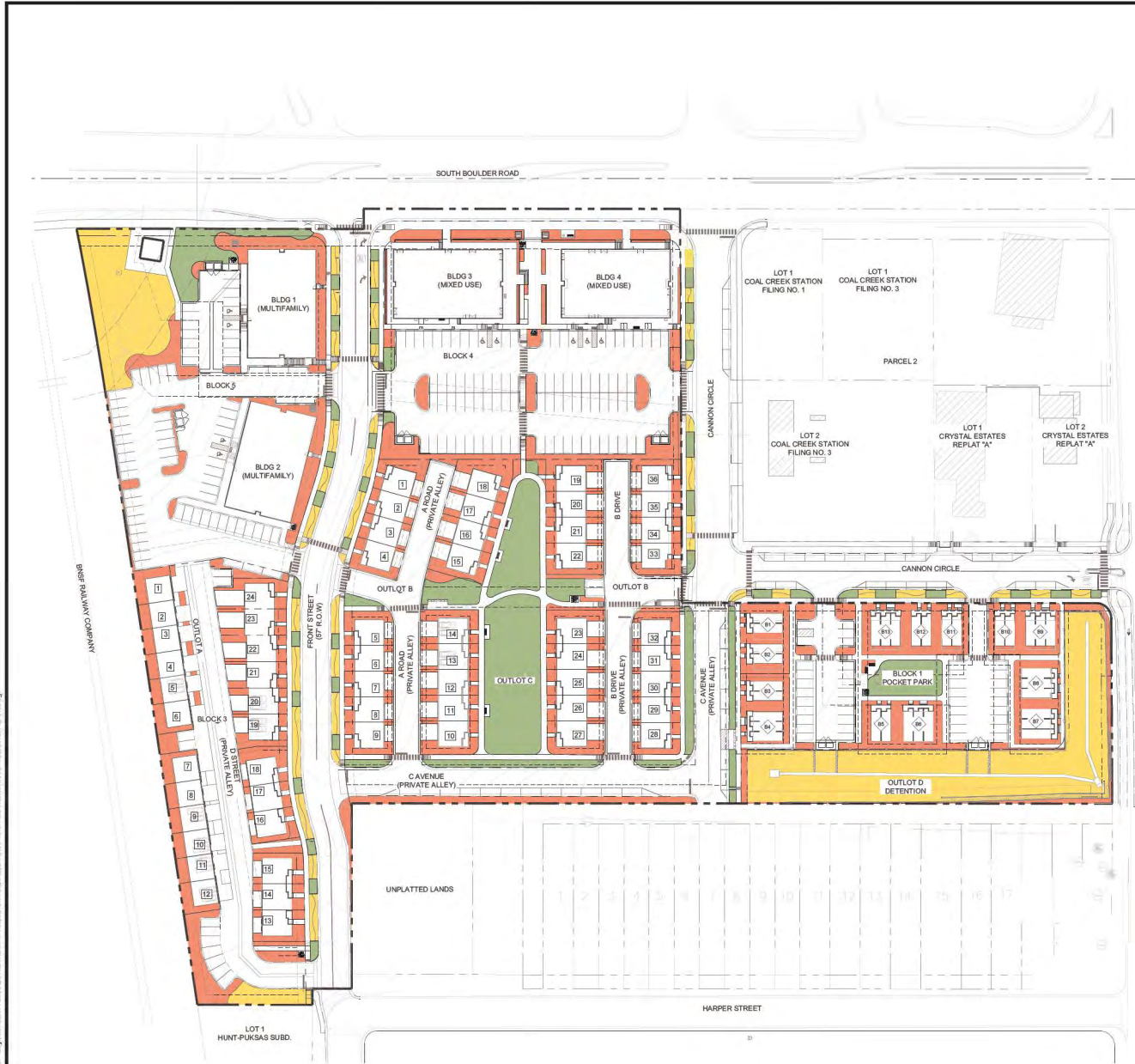
PROJECT NO.: R20-050  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:

26 OF 32



SEEDING RATES:  
1. MECHANICAL DRILL SEEDING RATE:  
15 LB/ACRE BY VOLUME ( $\frac{1}{2}$  LB/1000 S.F.)  
2. BROADCAST SEEDING RATE:  
40 LB/ACRE BY VOLUME (1 LB/1000 S.F.)





#### LEGEND

|     |                                                     |
|-----|-----------------------------------------------------|
| --- | PROPERTY BOUNDARY                                   |
| --- | FIBER OPTIC UTILITY                                 |
| --- | GAS UTILITY                                         |
| --- | STORM DRAIN UTILITY                                 |
| --- | SANITARY SEWER UTILITY                              |
| --- | TELEPHONE UTILITY                                   |
| --- | UNDERGROUND ELECTRIC UTILITY                        |
| --- | WATER LINE UTILITY                                  |
| --- | EASEMENT                                            |
| --- | PROPOSED FENCING OR HANDRAIL, REFER TO FENCING PLAN |
| --- | PROPOSED RETAINING WALL                             |

#### HYDROZONE LEGEND

| SYMBOL | DESCRIPTION          | QTY       |
|--------|----------------------|-----------|
| Green  | HYDROZONE - HIGH     | 33,872 SF |
| Orange | HYDROZONE - MODERATE | 63,503 SF |
| Yellow | HYDROZONE - LOW      | 38,836 SF |

#### WATER USE TABLE

| HYDROZONE | AREA (SF) | WATER NEEDED (GALLONS/SF) | ANNUAL WATER USE (GALLONS) |
|-----------|-----------|---------------------------|----------------------------|
| HIGH      | 33,872    | 18                        | 586,296                    |
| MODERATE  | 62,786    | 14                        | 879,004                    |
| LOW       | 38,836    | 8                         | 310,688                    |
| TOTAL     | 134,694   | 13.25                     | 1,764,988                  |

#### COAL CREEK VILLAGE

#### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



PLANNER/LANDSCAPE ARCHITECT

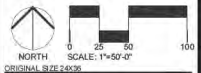
RIPLY DESIGN INC.  
Joe Wehner  
4119 Canyon Ave, Suite 200  
Fort Collins, CO 80521  
P: 970.224.5626

OWNER:

COAL CREEK VILLAGE LLC  
Michael Marini  
2723 MARFAIR AVE  
BOULDER, COLORADO 80303  
P: 303.451.6564

ENGINEER:

ROCKY RIDGE CIVIL ENGINEERING  
Jared Swenson  
4021 1ST AVENUE, SUITE 101  
LONGMONT, COLORADO 80501  
P: 303.451.6564



| ISSUED    |                      |
|-----------|----------------------|
| No.       | DESCRIPTION          |
| 1         | PRELIMINARY PUD      |
| 2         | PRELIMINARY PUD RD 2 |
| 3         | PRELIMINARY PUD RD 3 |
| 4         | PRELIMINARY PUD RD 4 |
| 5         | PRELIMINARY PUD RD 5 |
| 6         | PRELIMINARY PUD RD 6 |
| REVISIONS |                      |
| No.       | DESCRIPTION          |
|           |                      |
|           |                      |
|           |                      |

#### HYDROZONE PLAN

SEAL:

ENTITLEMENT  
DRAWINGS  
NOT FOR  
CONSTRUCTION

PROJECT No.: R20-030  
DRAWN BY: RDI  
REVIEWED BY: RDI  
DRAWING NUMBER:

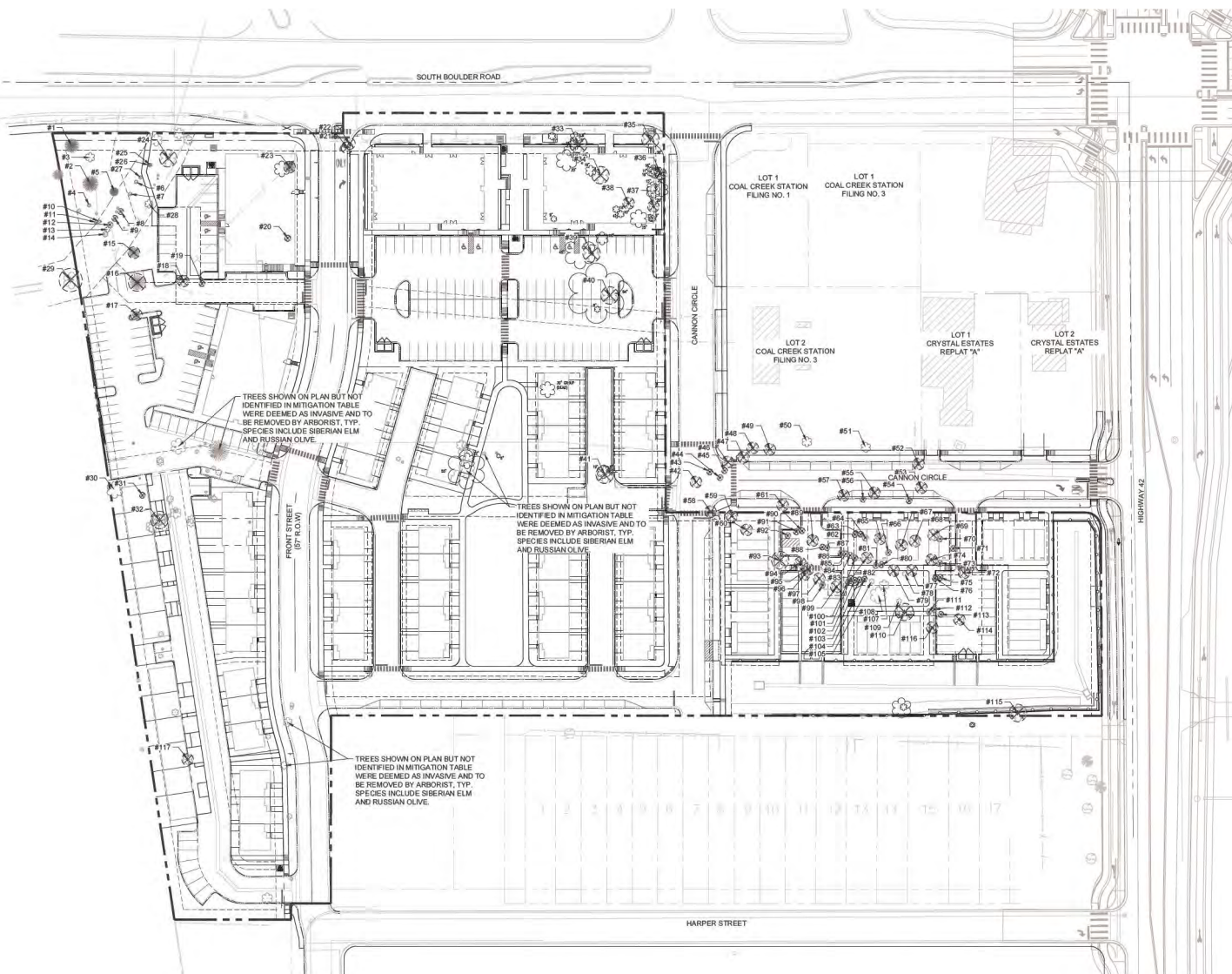


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## TREE MITIGATION LEGEND



NOTES:  
1. THIS PLAN IS REPRESENTATIVE ONLY. FIELD VERIFY BEFORE REMOVAL OF ANY TREE.  
2. TREES SHOWN ON PLAN BUT NOT IDENTIFIED IN MITIGATION TABLE WERE DEEMED AS INVASIVE AND ARE TO BE REMOVED BY ARBORIST. INVASIVE TREE SPECIES INCLUDE: SIBERIAN ELM (*ULMUS PUMILA*) AND RUSSIAN OLIVE (*ELAEAGNUS ANGUSTIFOLIA*).



## COAL CREEK VILLAGE

### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

RIPLY DESIGN INC.  
Josh Wehner  
419 Canyon Ave. Suite 200  
Fort Collins, CO 80521  
P: 970.224.5626

OWNER:

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ENGINEER:

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Jared Stevenson  
4202 1ST AVENUE, SUITE 101  
LONGMONT, COLORADO 80501  
P: 303.481.6666



ORIGINAL SIZE 24"X36"

| ISSUED |                      |            |
|--------|----------------------|------------|
| NO.    | DESCRIPTION          | DATE       |
| 1      | PRELIMINARY PUD      | 01/22/2021 |
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| 3      | PRELIMINARY PUD RD 3 | 09/17/2021 |
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| 5      | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6      | PRELIMINARY PUD RD 6 | 06/14/2024 |

| REVISIONS |             |      |
|-----------|-------------|------|
| NO.       | DESCRIPTION | DATE |
|           |             |      |
|           |             |      |
|           |             |      |

### TREE INVENTORY PLAN

SEAL:



PROJECT NO.: R20-030  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:

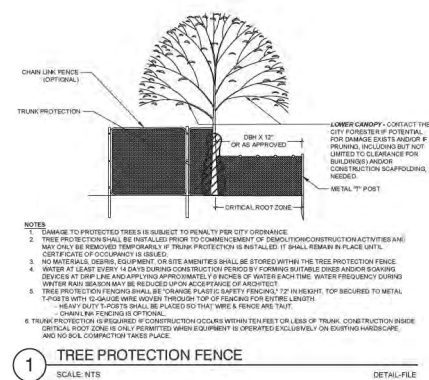
29 OF 32



## TREE INVENTORY

| #  | SPECIES NAME     | DBH      | HEALTH | ARBORIST NOTES                                                                                            | ACTION   |
|----|------------------|----------|--------|-----------------------------------------------------------------------------------------------------------|----------|
| 1  | AUSTRIAN PINE    | 23"      | 55     | GOOD SPECIMEN                                                                                             | PRESERVE |
| 2  | AUSTRIAN PINE    | 22"      | 75     | GOOD SPECIMEN, CANOPY SUPPRESSION ON EAST.                                                                | PRESERVE |
| 3  | GREEN ASH        | 22"      | 60     | MODERATE STRUCTURE, IMMEDIATE EAB TREATMENT WOULD BE NECESSARY.                                           | PRESERVE |
| 4  | CHOKICHERRY      | 8"       | 65     |                                                                                                           | PRESERVE |
| 5  | BLUE SPRUCE      | 20"      | 70     | CANOPY SUPPRESSION ON WEST.                                                                               | PRESERVE |
| 6  | GREEN ASH        | 21"      | 55     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY.                                                               | PRESERVE |
| 7  | QUAKING ASPEN    | 7"       | 45     | POOR STRUCTURE, POOR LOCATION.                                                                            | PRESERVE |
| 8  | QUAKING ASPEN    | 9"       | 35     | POOR STRUCTURE.                                                                                           | REMOVE   |
| 9  | QUAKING ASPEN    | 7"       | 35     | LOW LCR.                                                                                                  | REMOVE   |
| 10 | QUAKING ASPEN    | 11" (X2) | 40     | LOW LCR.                                                                                                  | PRESERVE |
| 11 | QUAKING ASPEN    | 8"       | 50     | LOW LCR.                                                                                                  | PRESERVE |
| 12 | QUAKING ASPEN    | 11" (X2) | 30     | LOW LCR.                                                                                                  | REMOVE   |
| 13 | GREEN ASH        | 15"      | 40     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY. POOR STRUCTURE, POOR LOCATION, SIGNIFICANT STRUCTURAL DEFECT. | PRESERVE |
| 14 | GREEN ASH        | 11"      | 50     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY.                                                               | PRESERVE |
| 15 | BLUE SPRUCE      | 22"      | 65     | GOOD SPECIMEN.                                                                                            | REMOVE   |
| 16 | BLUE SPRUCE      | 23"      | 65     | GOOD SPECIMEN.                                                                                            | REMOVE   |
| 17 | BLUE SPRUCE      | 22"      | 50     | POOR STRUCTURE, LEAN, SHOWING SIGNS OF STRESS.                                                            | REMOVE   |
| 18 | HONEYLOCUST      | 23"      | 60     | GOOD SPECIMEN.                                                                                            | REMOVE   |
| 19 | HONEYLOCUST      | 12"      | 60     | POOR STRUCTURE, CANOPY SUPPRESSION.                                                                       | REMOVE   |
| 20 | HONEYLOCUST      | 17"      | 75     | GOOD SPECIMEN, LOW ROOT ZONE.                                                                             | REMOVE   |
| 21 | AUSTRIAN PINE    | 14"      | 60     | GOOD SPECIMEN.                                                                                            | REMOVE   |
| 22 | AUSTRIAN PINE    | 13"      | 70     |                                                                                                           | REMOVE   |
| 23 | BLUE SPRUCE      | 23"      | 55     | GOOD SPECIMEN.                                                                                            | REMOVE   |
| 24 | CRABAPPLE        | 28" (X3) | 30     | LOW LCR, MAJOR/DECEASE.                                                                                   | REMOVE   |
| 25 | HONEYLOCUST      | 4"       | 60     | POOR STRUCTURE, POOR LOCATION.                                                                            | PRESERVE |
| 26 | HONEYLOCUST      | 4"       | 50     | POOR LOCATION.                                                                                            | PRESERVE |
| 27 | HONEYLOCUST      | 21"      | 70     |                                                                                                           | PRESERVE |
| 28 | HONEYLOCUST      | 4"       | 55     | POOR STRUCTURE, LEAN.                                                                                     | PRESERVE |
| 29 | CRACK WILLOW     | 61" (X3) | 30     | MULTIPLE STEMS REMOVED PREVIOUSLY, BASAL ROT, LEAN.                                                       | REMOVE   |
| 30 | COTTONWOOD SSP   | 102"     | 60     | GOOD SPECIMEN, POOR STRUCTURE, MAJOR FAULTS PRESENT.                                                      | PRESERVE |
| 31 | GREEN ASH        | 10"      | 50     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY, LOW LCR.                                                      | REMOVE   |
| 32 | GREEN ASH        | 21" (X4) | 45     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY, POOR STRUCTURE.                                               | REMOVE   |
| 33 | WHITE MULBERRY   | 18"      | 40     | POOR STRUCTURE, POOR LOCATION, LEAN.                                                                      | REMOVE   |
| 34 | WHITE MULBERRY   | 24"      | 55     | POOR STRUCTURE, LOW LCR.                                                                                  | REMOVE   |
| 35 | GREEN ASH        | 44"      | 55     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY, POOR STRUCTURE.                                               | REMOVE   |
| 36 | GREEN ASH        | 25" (X4) | 30     | POOR STRUCTURE.                                                                                           | REMOVE   |
| 37 | GREEN ASH        | 24"      | 50     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY, POOR STRUCTURE.                                               | REMOVE   |
| 38 | GREEN ASH        | 18"      | 40     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY.                                                               | REMOVE   |
| 39 | COTTONWOOD SSP   | 40"      | 55     | GOOD SPECIMEN.                                                                                            | REMOVE   |
| 40 | COTTONWOOD SSP   | 54"      | 75     | GOOD SPECIMEN, MAJOR DEBARK PRESENT.                                                                      | REMOVE   |
| 41 | HOCKBERRY        | 30" (X2) | 70     | POOR STRUCTURE.                                                                                           | REMOVE   |
| 42 | GREEN ASH        | 27" (X3) | 55     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY, POOR STRUCTURE.                                               | REMOVE   |
| 43 | GREEN ASH        | 6"       | 55     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY.                                                               | REMOVE   |
| 44 | GREEN ASH        | 8" (X2)  | 30     | POOR STRUCTURE.                                                                                           | REMOVE   |
| 45 | COTTONWOOD SSP   | 11"      | 65     |                                                                                                           | REMOVE   |
| 46 | COTTONWOOD SSP   | 31" (X2) | 50     | POOR STRUCTURE.                                                                                           | REMOVE   |
| 47 | GREEN ASH        | 12" (X3) | 30     | POOR STRUCTURE.                                                                                           | REMOVE   |
| 48 | GREEN ASH        | 15" (X2) | 35     | POOR STRUCTURE.                                                                                           | REMOVE   |
| 49 | AMUR MAPLE       | 24" (X3) | 30     | POOR STRUCTURE, LOW LCR.                                                                                  | REMOVE   |
| 50 | HONEYLOCUST      | 18"      | 75     | GOOD SPECIMEN.                                                                                            | PRESERVE |
| 51 | HONEYLOCUST      | 19"      | 70     | T-POST IN TRUNK.                                                                                          | PRESERVE |
| 52 | COTTONWOOD SSP   | 16"      | 65     |                                                                                                           | REMOVE   |
| 53 | COTTONWOOD SSP   | 21"      | 70     |                                                                                                           | REMOVE   |
| 54 | GREEN ASH        | 4"       | 55     | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY.                                                               | REMOVE   |
| 55 | PEACHLEAF WILLOW | 10"      | 70     |                                                                                                           | REMOVE   |
| 56 | COTTONWOOD SSP   | 4"       | 30     | LOW LCR.                                                                                                  | REMOVE   |
| 57 | COTTONWOOD SSP   | 22"      | 60     | GOOD SPECIMEN.                                                                                            | REMOVE   |
| 58 | GREEN ASH        | 12" (X3) | 30     | POOR STRUCTURE, POOR LOCATION, LEAN, BASAL INJURIES.                                                      | REMOVE   |

|     |                  |          |    |                                             |          |
|-----|------------------|----------|----|---------------------------------------------|----------|
| 59  | COTTONWOOD SSP   | 12"      | 60 | LEAN.                                       | REMOVE   |
| 60  | GREEN ASH        | 15" (X2) | 30 | POOR STRUCTURE, POOR LOCATION, LOW LCR.     | REMOVE   |
| 61  | GREEN ASH        | 15" (X3) | 25 | POOR STRUCTURE, LEAN.                       | REMOVE   |
| 62  | GREEN ASH        | 6"       | 50 | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY. | REMOVE   |
| 63  | GREEN ASH        | 4"       | 45 | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY. | REMOVE   |
| 64  | GREEN ASH        | 5"       | 30 | LOW LCR.                                    | REMOVE   |
| 65  | GREEN ASH        | 24" (X4) | 25 | POOR STRUCTURE.                             | REMOVE   |
| 66  | GREEN ASH        | 4"       | 30 | POOR STRUCTURE.                             | REMOVE   |
| 67  | GREEN ASH        | 11" (X3) | 30 | POOR STRUCTURE, LEAN.                       | REMOVE   |
| 68  | GREEN ASH        | 9"       | 40 | POOR STRUCTURE, LEAN.                       | REMOVE   |
| 69  | GREEN ASH        | 23" (X4) | 30 | POOR STRUCTURE, LEAN.                       | REMOVE   |
| 70  | GREEN ASH        | 4"       | 25 | POOR STRUCTURE, HEAVY LEAN.                 | REMOVE   |
| 71  | GREEN ASH        | 8" (X2)  | 30 | POOR STRUCTURE, LEAN.                       | REMOVE   |
| 72  | COTTONWOOD SSP   | 15" (X2) | 45 | POOR STRUCTURE.                             | REMOVE   |
| 73  | GREEN ASH        | 5"       | 20 | POOR STRUCTURE, LEAN.                       | REMOVE   |
| 74  | CHOKICHERRY      | 12" (X5) | 60 |                                             | REMOVE   |
| 75  | GREEN ASH        | 5"       | 45 |                                             | REMOVE   |
| 76  | GREEN ASH        | 4"       | 40 | LEAN.                                       | REMOVE   |
| 77  | GREEN ASH        | 12" (X3) | 40 | POOR STRUCTURE, LEAN.                       | REMOVE   |
| 78  | GREEN ASH        | 4"       | 45 |                                             | PRESERVE |
| 79  | GREEN ASH        | 15" (X4) | 30 | POOR STRUCTURE, LEAN.                       | REMOVE   |
| 80  | GREEN ASH        | 5"       | 40 | LOW LCR, BROODED ROOT BASE.                 | REMOVE   |
| 81  | GREEN ASH        | 4"       | 30 | HEAVY LEAN.                                 | REMOVE   |
| 82  | GREEN ASH        | 15" (X4) | 25 | POOR STRUCTURE.                             | REMOVE   |
| 83  | GREEN ASH        | 6"       | 40 |                                             | REMOVE   |
| 84  | GREEN ASH        | 5"       | 25 | HEAVY LEAN.                                 | REMOVE   |
| 85  | GREEN ASH        | 4"       | 25 | HEAVY LEAN.                                 | REMOVE   |
| 86  | GREEN ASH        | 5"       | 35 |                                             | REMOVE   |
| 87  | GREEN ASH        | 8" (X2)  | 25 | POOR STRUCTURE.                             | REMOVE   |
| 88  | GREEN ASH        | 5"       | 30 |                                             | REMOVE   |
| 89  | GREEN ASH        | 12" (X4) | 30 | POOR STRUCTURE, POOR LOCATION, HEAVY LEAN.  | REMOVE   |
| 90  | COTTONWOOD SSP   | 8"       | 65 | POOR LOCATION.                              | REMOVE   |
| 91  | COTTONWOOD SSP   | 4"       | 60 | POOR LOCATION.                              | REMOVE   |
| 92  | COTTONWOOD SSP   | 8" (X2)  | 25 | POOR LOCATION.                              | REMOVE   |
| 93  | COTTONWOOD SSP   | 9" (X3)  | 20 | LOW LCR. (>25%).                            | REMOVE   |
| 94  | BLACK LOCUST     | 15" (X3) | 30 | POOR STRUCTURE, LOW LCR.                    | REMOVE   |
| 95  | BLACK LOCUST     | 9" (X3)  | 30 | POOR STRUCTURE, DAMAGE FROM DEADFALL.       | REMOVE   |
| 96  | BLACK LOCUST     | 7" (X3)  | 25 | LOW LCR, APICAL DEBARK.                     | REMOVE   |
| 97  | BLACK LOCUST     | 11" (X3) | 30 | LOW LCR, APICAL DEBARK.                     | REMOVE   |
| 98  | BLACK LOCUST     | 4" (X2)  | 35 | APICAL DEBARK, POOR STRUCTURE.              | REMOVE   |
| 99  | COTTONWOOD SSP   | 30"      | 55 | APICAL DEBARK, STRUCTURAL DEFECTS, LOW LCR. | REMOVE   |
| 100 | BLACK LOCUST     | 5" (X2)  | 30 | LOW LCR, APICAL DEBARK.                     | REMOVE   |
| 101 | COTTONWOOD SSP   | 5"       | 70 |                                             | REMOVE   |
| 102 | GREEN ASH        | 4"       | 40 | IMMEDIATE EAB TREATMENT WOULD BE NECESSARY. | REMOVE   |
| 103 | COTTONWOOD SSP   | 8"       | 60 |                                             | REMOVE   |
| 104 | COTTONWOOD SSP   | 4"       | 55 |                                             | REMOVE   |
| 105 | COTTONWOOD SSP   | 9"       | 50 | PROBLEMATIC ROOT FLARE.                     | PRESERVE |
| 106 |                  |          |    |                                             |          |
| 107 | CHOKICHERRY      | 12" (X5) | 75 | GOOD SPECIMEN.                              | PRESERVE |
| 108 | COTTONWOOD SSP   | 14" (X7) | 70 | POOR STRUCTURE.                             | PRESERVE |
| 109 | CHOKICHERRY      | 7" (X4)  | 60 |                                             | PRESERVE |
| 110 | COTTONWOOD SSP   | 10" (X5) | 65 | POOR STRUCTURE, HEAVY LEAN.                 | REMOVE   |
| 111 | GREEN ASH        | 8" (X2)  | 30 | POOR STRUCTURE.                             | REMOVE   |
| 112 | GREEN ASH        | 7" (X2)  | 30 | POOR STRUCTURE.                             | REMOVE   |
| 113 | COTTONWOOD SSP   | 9"       | 70 |                                             | REMOVE   |
| 114 | PEACHLEAF WILLOW | 25" (X5) | 65 |                                             | REMOVE   |
| 115 | BOXELDER         | 31" (X8) | 30 | POOR STRUCTURE, MAJOR DEFECTS.              | REMOVE   |
| 116 | PEACHLEAF WILLOW | 12" (X2) | 55 | HEAVY LEAN.                                 | REMOVE   |
| 117 | FLESHY HAWTHORN  | 15" (X4) | 65 | INTERESTING SPECIMEN.                       | REMOVE   |



## TREE PROTECTION NOTES

- ALL EXISTING TREES WITHIN THE LIMITS OF THE DEVELOPMENT SHALL REMAIN AND BE PROTECTED UNLESS NOTED ON THESE PLANS FOR REMOVAL.
- WITHIN THE DRIP LINE OF ANY PROTECTED EXISTING TREE, THERE SHALL BE NO CUT OR FILL OVER A FOUR-INCH DEPTH UNLESS A QUALIFIED ARBORIST OR FORESTER HAS EVALUATED AND APPROVED THE DISTURBANCE.
- PRIOR TO AND DURING CONSTRUCTION, BARRIERS SHALL BE ERRECTED AROUND ALL PROTECTED EXISTING TREES WITH SUCH BARRIERS TO BE OF ORANGE FENCING A MINIMUM OF FOUR (4) FEET IN HEIGHT, SECURED WITH METAL T-POSTS, NO CLOSER THAN 36 IN. FEET FROM THE TRUNK OR ONE-HALF (1/2) OF THE DRIP LINE, WHICHEVER IS GREATER. THERE SHALL BE NO STORAGE OR MOVEMENT OF EQUIPMENT, MATERIAL, DEBRIS OR FILL WITHIN THE FENCED TREE PROTECTION ZONE.
- DURING THE CONSTRUCTION STAGE OF DEVELOPMENT, THE APPLICANT SHALL PREVENT THE CLEANING OF EQUIPMENT OR MATERIAL OR THE STORAGE AND DISPOSAL OF WASTE MATERIAL SUCH AS PAINTS, OILS, SOLVENTS, ASPHALT, CONCRETE, MOTOR OIL OR ANY OTHER MATERIAL HARMFUL TO THE LIFE OF A TREE WITHIN THE DRIP LINE OF ANY PROTECTED TREE OR GROUP OF TREES.
- NO DAMAGING ATTACHMENT, WIRES, SIGNS OR PERMITS MAY BE FASTENED TO ANY PROTECTED TREE.
- NO TREES SHALL BE REMOVED DURING THE SONGBIRD NESTING SEASON (FEBRUARY 1 TO JULY 31) WITHOUT FIRST HAVING A PROFESSIONAL ECOLOGIST OR WILDLIFE BIOLOGIST COMPLETE A NESTING SURVEY TO IDENTIFY ANY ACTIVE NESTS EXISTING ON THE PROJECT SITE. IF ACTIVE NESTS ARE FOUND, THE CITY WILL COORDINATE WITH RELEVANT STATE AND FEDERAL REPRESENTATIVES TO DETERMINE WHETHER ADDITIONAL RESTRICTIONS ON TREE REMOVAL AND CONSTRUCTION APPLY.

## COAL CREEK VILLAGE

## PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT  
RIPLEY DESIGN INC.  
Joe Wehler  
4119 Canyon Ave, Suite 200  
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P: 970.224.5626

OWNER:  
COAL CREEK VILLAGE LLC  
Michael Marini  
2720 MARIPAJA AVE.  
BOULDER, COLORADO 80303  
P: 303.773.6584

ENGINEER:  
ROCKY RIDGE CIVIL ENGINEERING  
Joe Wehler  
4021 1ST AVENUE, SUITE 101  
LONGMONT, COLORADO 80501  
P: 303.651.6666

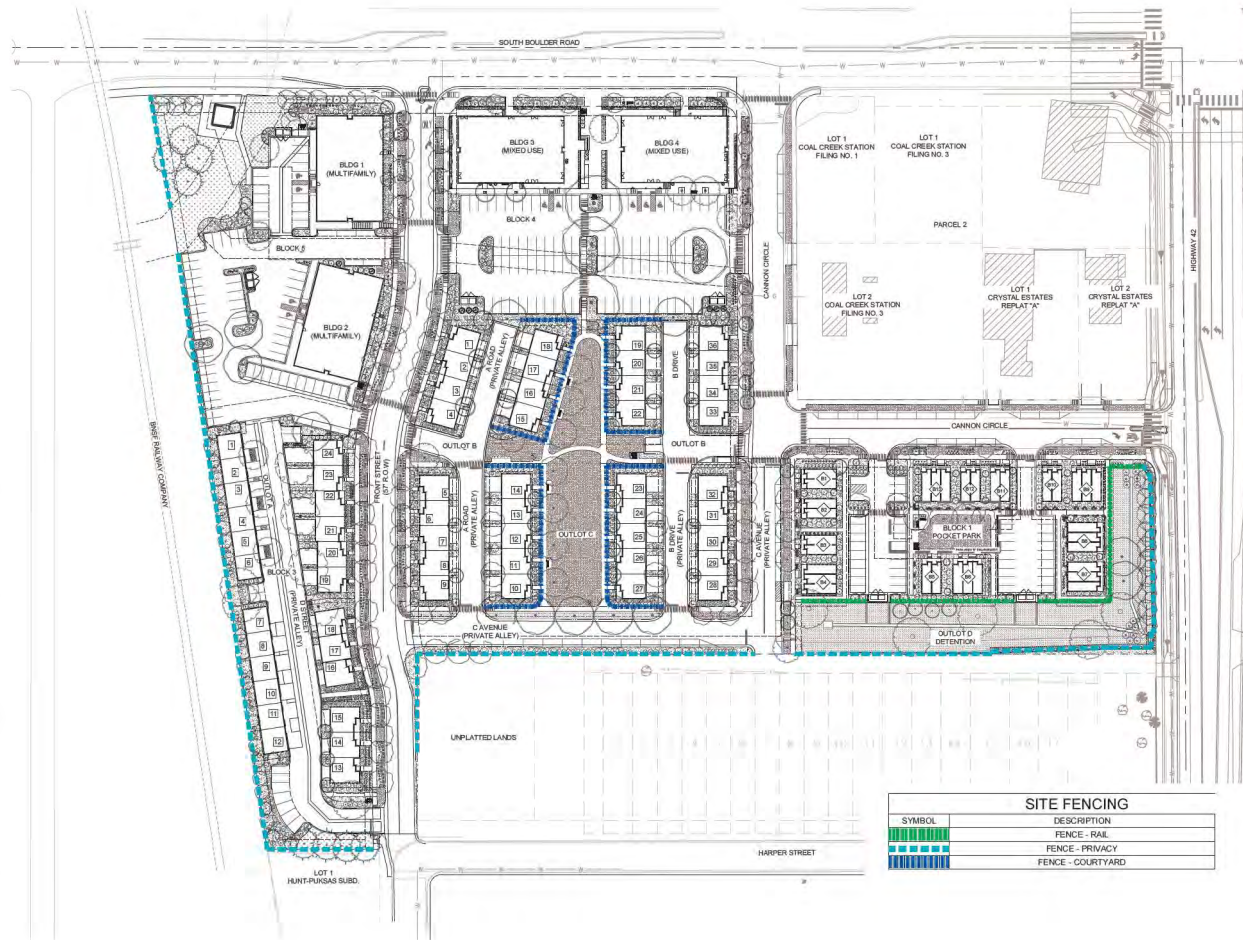
| ORIGINAL SIZE 24X36 |                      |            |
|---------------------|----------------------|------------|
| NO.                 | DESCRIPTION          | DATE       |
| 1                   | PRELIMINARY PUD      | 01/22/2021 |
| 2                   | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3                   | PRELIMINARY PUD RD 3 | 09/17/2021 |
| 4                   | PRELIMINARY PUD RD 4 | 12/23/2022 |
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| 6                   | PRELIMINARY PUD RD 6 | 09/14/2024 |
| REVISIONS           |                      |            |
| NO.                 | DESCRIPTION          | DATE       |
|                     |                      |            |
|                     |                      |            |
|                     |                      |            |

## TREE INVENTORY

SEAL:



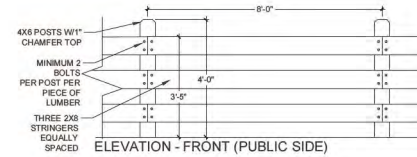
PROJECT NO: R20-659  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:



| SYMBOL | DESCRIPTION       |
|--------|-------------------|
|        | FENCE - RAIL      |
|        | FENCE - PRIVACY   |
|        | FENCE - COURTYARD |



- NOTE:
1. UNLESS OTHERWISE REQUESTED ALL WOOD TO BE EITHER STAINED RED CEDAR OR COMPOSITE WOOD SUCH AS TREX OR SIMILAR BRAND.
  2. ALL FASTENERS & GLUES TO BE WEATHER PROOF TOP OF FENCE TO BE LEVEL BOTTOM OF FENCE TO STEP WITH GRADE AS NEEDED FENCE MAY STEP DOWN AT POSTS IN 6" INCREMENTS IF NECESSARY



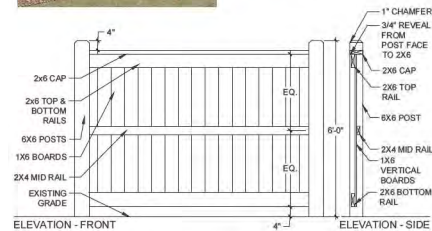
### 1 RAIL FENCE

1/2" = 1'-0"

CP-S-05



- NOTE:
1. UNLESS OTHERWISE REQUESTED ALL WOOD TO BE EITHER STAINED RED CEDAR OR COMPOSITE WOOD SUCH AS TREX OR SIMILAR BRAND.
  2. ALL FASTENERS & GLUES TO BE WEATHER PROOF TOP OF FENCE TO BE LEVEL BOTTOM OF FENCE TO STEP WITH GRADE AS NEEDED FENCE MAY STEP DOWN AT POSTS IN 6" INCREMENTS IF NECESSARY



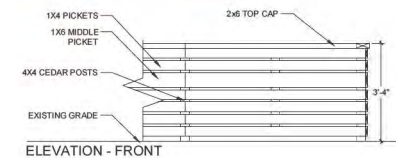
### 2 PRIVACY FENCE

1/2" = 1'-0"

CP-S-07



- NOTE:
1. UNLESS OTHERWISE REQUESTED ALL WOOD TO BE EITHER STAINED RED CEDAR OR COMPOSITE WOOD SUCH AS TREX OR SIMILAR BRAND.
  2. ALL FASTENERS & GLUES TO BE WEATHER PROOF TOP OF FENCE TO BE LEVEL BOTTOM OF FENCE TO STEP WITH GRADE AS NEEDED FENCE MAY STEP DOWN AT POSTS IN 6" INCREMENTS IF NECESSARY



### 3 COURTYARD FENCE

1/2" = 1'-0"

CP-S-08

## COAL CREEK VILLAGE

### PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

RIPLY DESIGN INC.  
Joel Wehner  
419 Canyon Ave. Suite 200  
Fort Collins, CO 80521  
P. 970.224.9528

OWNER

COAL CREEK VILLAGE LLC  
Michael Marini  
5723 ARAPAHO AVE.  
BOULDER, COLORADO 80303  
P.303.778.9274

ENGINEER

ROCKY RIDGE CIVIL ENGINEERING  
Jed Steinhilber  
420 21ST AVENUE, SUITE 101  
LONGMONT, COLORADO 80501  
P. 303.681.6626



ORIGINAL SIZE 24"x36"

| ISSUED | NO. | DESCRIPTION          | DATE       |
|--------|-----|----------------------|------------|
| 1      | 1   | PRELIMINARY PUD      | 01/22/2021 |
| 2      | 2   | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3      | 3   | PRELIMINARY PUD RD 3 | 06/17/2022 |
| 4      | 4   | PRELIMINARY PUD RD 4 | 12/23/2022 |
| 5      | 5   | PRELIMINARY PUD RD 5 | 08/04/2023 |
| 6      | 6   | PRELIMINARY PUD RD 6 | 05/14/2024 |

### FENCING PLAN

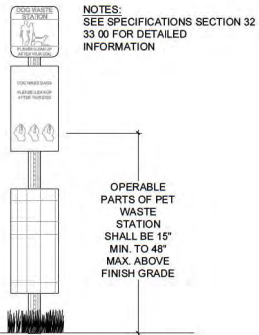
SEAL:



PROJECT NO.: R20-030  
DRAWN BY:  
REVIEWED BY:  
DRAWING NUMBER:

31 OF 32



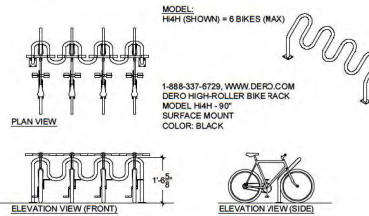
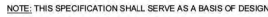


1 DOG WASTE STATION.  
12" x 1'-0"



MANUFACTURER: ANOVA FURNISHINGS  
MODEL: MADISON 6' RECYCLED PLASTIC CONTOUR  
BENCH  
PLASTIC SLAT COLOR: CEDAR  
FRAME COLOR: TEXTURED BLACK

NOTE: THIS SPECIFICATION SHALL SERVE AS A BASIS OF DESIGN.



**3 BIKE RACK**  
1/2" = 1'-0"



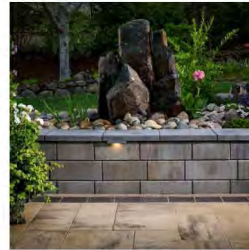
MANUFACTURER: ANOVA FURNISHINGS  
MODEL: MADISON 35 GAL RECYCLED PLASTIC  
RECEPTACLE, OPEN HOOD TOP  
PLASTIC SLAT COLOR: CEDAR  
FRAME COLOR: TEXTURED BLACK  
LID COLOR: TEXTURED BLACK

**NOTE: THIS SPECIFICATION SHALL SERVE AS A BASIS OF DESIGN.**



MANUFACTURER: PLANTERS UNLIMITED  
MODEL: MODERN FIBERGLASS TAPERED ROUND PLANTER  
COLOR: BLACK  
SIZE: 36" DIAMETER, 30" HEIGHT

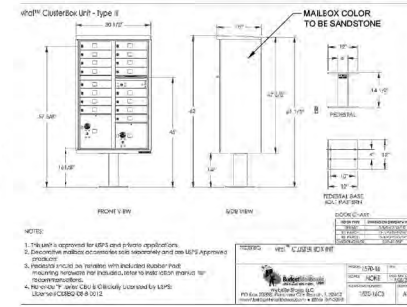
**NOTE: THIS SPECIFICATION SHALL SERVE AS A BASIS OF DESIGN.**



COLOR: PEWTER

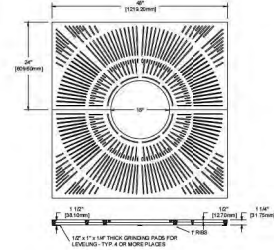
MANUFACTURER: BELGARD  
MODEL: MELVILLE TANDEM  
BLOCK COLOR: PEWTER  
CAP COLOR: PEWTER

**NOTE:** THIS SPECIFICATION SHALL SERVE AS A BASIS OF DESIGN.



**4 MAILBOX**  
1/2" = 1'-0"

TREE GRATE #M4814-1  
STYLE: STARBURST  
SERIES 1



NOTES:  
SLOT WIDTH IS 1/4" MAXIMUM, MEETS ADA COMPLIANCE.  
GRATE CAST FROM GRAY IRON OR ALUMINUM.  
TREE OPENING SIZE: 18"  
STEEL ANGLE FRAME REQUIRED FOR INSTALLATION, USE MODEL M4800F -  
--SEE SIDE WALK CHASE DETAIL A CIVIL DWGS.  
OUTER FRAME DIM. IS 3/4" ± 1/8" GREATER THAN GRATE. .



## PRELIMINARY PUD AND SRU

LOUISVILLE, COLORADO  
PREPARED BY:



PLANNER / LANDSCAPE ARCHITECT

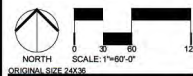
**RIPLEY DESIGN INC.**  
Joel Weikert  
419 Canyon Ave., Suite 200  
Fort Collins, CO 80521  
p. 970.224.5828

OWNER \_\_\_\_\_

COAL CREEK VILLAGE LLC  
Michael Markel  
5723 ARAPAHOE AVE.  
BOULDER, COLORADO 80503  
P.303.775.5524

ENGINEER

ROCKY RIDGE CIVIL ENGINEERING  
Joel Seamons  
420 21ST AVENUE, SUITE 01  
LONGMONT, COLORADO 80501  
P. 303.651.6626



| ISSUED    |                      |            |
|-----------|----------------------|------------|
| No.       | DESCRIPTION          | DATE       |
| 1         | PRELIMINARY PUD      | 01/22/2021 |
| 2         | PRELIMINARY PUD RD 2 | 06/21/2021 |
| 3         | PRELIMINARY PUD RD 3 | 06/17/2022 |
| 4         | PRELIMINARY PUD RD 4 | 12/23/2022 |
| 5         | PRELIMINARY PUD RD 5 | 09/04/2023 |
| 6         | PRELIMINARY PUD RD 6 | 05/14/2024 |
| REVISIONS |                      |            |
| No.       | DESCRIPTION          | DATE       |
|           |                      |            |
|           |                      |            |
|           |                      |            |
|           |                      |            |
|           |                      |            |

## SITE DETAILS

SEAL:



|                 |         |
|-----------------|---------|
| PROJECT No.:    | R20-030 |
| DRAWN BY:       |         |
| REVIEWED BY:    |         |
| DRAWING NUMBER: |         |

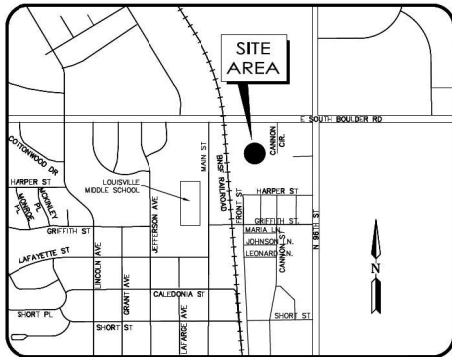
32 OF 32



# COAL CREEK VILLAGE

## PRELIMINARY PLAT

A RESUBDIVISION OF PORTIONS OF COAL CREEK STATION FILING NO 1 AND CALEDONIA PLACE, TOGETHER WITH ALL OF COAL CREEK STATION FILING NO. 2, ALSO TOGETHER WITH OTHER LANDS, LYING WITHIN THE NORTHEAST QUARTER (NE 1/4) OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO  
SHEET 1 OF 5



VICINITY MAP  
Not to scale

### INDEX TO SHEETS

- 1 COVER SHEET
- 2 HISTORIC PLATTING INFORMATION
- 3 PRELIMINARY PLAT PLAN
- 4 NEW EASEMENT INFORMATION
- 5 LINE AND CURVE TABLES

### LAND USE SUMMARY

|                         | AREA      | USE                                                                                       | OWNERSHIP | MAINTENANCE |
|-------------------------|-----------|-------------------------------------------------------------------------------------------|-----------|-------------|
| OUTLOT A                | 0.585 AC. | PRIVATE ROAD, DRAINAGE, PUBLIC UTILITY & MAINTENANCE, LANDSCAPE, ACCESS EASEMENT          | HOA       | HOA         |
| OUTLOT B                | 1.238 AC. | PRIVATE ROAD, DRAINAGE, PUBLIC UTILITY & MAINTENANCE, LANDSCAPE, ACCESS EASEMENT          | HOA       | HOA         |
| OUTLOT C                | 0.483 AC. | DRAINAGE, UTILITY, LANDSCAPE, PEDESTRIAN ACCESS, PARK                                     | HOA       | HOA         |
| OUTLOT D                | 0.606 AC. | PRIVATE ROAD, DRAINAGE, UTILITY, LANDSCAPE, PEDESTRIAN ACCESS & EMERGENCY ACCESS EASEMENT | HOA       | HOA         |
| RIGHT OF WAY DEDICATION | 1.235 AC. | PUBLIC STREETS                                                                            | CITY      | CITY        |

### OWNER / SUBDIVIDER

COAL CREEK VILLAGE LLC  
1723 ASPEN AVE., SUITE B2  
BOULDER, CO 80301  
(303) 449-8889

CONTACT: MICHAEL MARKEL / CHAD KIPPER

### CIVIL ENGINEER

ROCKY RIDGE CIVIL ENGINEERING  
420 31ST AVENUE, SUITE 101  
LONGMONT, CO 80501  
(303) 651-6626

### LEGAL DESCRIPTION

KNOW ALL MEN BY THESE PRESENTS, THAT RIDGELINE DEVELOPMENT CORPORATION, BEING THE OWNERS OF THE LANDS DESCRIBED HEREIN, LYING WITHIN THE NORTHEAST QUARTER (NE 1/4) OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PORTION OF THE NORTHEAST QUARTER (NE 1/4) OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER (NE 1/4), FROM WHENCE THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER (NE 1/4) BEARS NORTH 89°58'20" WEST A DISTANCE OF 2642.02 FEET, WITH ALL BEARINGS HEREIN RELATED THERE TO;  
THENCE ALONG THE EAST LINE OF SAID NORTHEAST QUARTER (NE 1/4), SOUTH 00°18'01" EAST, 30.00 FEET TO THE SOUTH LINE OF SOUTH BOULDER ROAD;  
THENCE LEAVING SAID EAST LINE, ALONG SAID SOUTH LINE OF SOUTH BOULDER ROAD, NORTH 89°58'20" WEST, 455.00 FEET TO THE WEST LINE OF CANNON CIRCLE, AND BEING THE POINT OF BEGINNING;

THENCE ALONG SAID WEST LINE OF CANNON CIRCLE, SOUTH 00°17'50" EAST, 380.01 TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF CANNON CIRCLE;

THENCE ALONG SAID SOUTH LINE, SOUTH 89°58'20" EAST, 425.02 FEET TO THE WEST LINE OF NORTH 96TH STREET;

THENCE ALONG SAID WEST LINE, SOUTH 00°18'01" EAST, 199.89 FEET TO THE NORTHEAST CORNER OF THE ROBERT D' GIACOMO SUBDIVISION, SAID POINT ALSO BEING ON THE NORTH LINE OF A 20 FOOT WIDE PUBLIC ALLEY;

THENCE ALONG SAID NORTH LINE, NORTH 89°58'20" WEST, 754.89 FEET TO THE NORTHWEST CORNER OF A PARCEL OF LAND DESCRIBED AND CONVEYED IN THAT CERTAIN OUTCLAIM DEED RECORDED DECEMBER 14, 2014 AT RECEPTION No. 03275254;  
THENCE ALONG THE WEST LINE OF SAID PARCEL, SOUTH 00°01'40" WEST, 184.00 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL, SAID POINT ALSO BEING ON THE NORTH LINE OF HARPER STREET;

THENCE ALONG SAID NORTH LINE, NORTH 89°58'20" WEST, 39.06 FEET TO A POINT OF INTERSECTION WITH THE WEST LINE OF FRONT STREET;

THENCE ALONG SAID WEST LINE, SOUTH 00°18'07" EAST, 16.00 FEET TO A POINT OF INTERSECTION WITH THE NORTH LINE OF LOT 1 OF HUNT-PUKASAS SUBDIVISION;

THENCE ALONG SAID NORTH LINE, NORTH 89°58'20" WEST, 114.35 FEET TO A POINT ON THE EAST LINE OF THE B.N.S.F. RAILROAD RIGHT-OF-WAY;

THENCE ALONG SAID EAST LINE THE FOLLOWING SEVEN (7) COURSES:

1. NORTH 08°30'12" WEST, 471.84 FEET TO A POINT;
2. NORTH 08°28'40" WEST, 61.59 FEET TO A POINT;
3. NORTH 08°32'07" WEST, 78.23 FEET TO A POINT;
4. NORTH 08°23'12" WEST, 43.90 FEET TO A POINT;
5. NORTH 08°49'41" WEST, 43.90 FEET TO A POINT;
6. NORTH 10°34'58" WEST, 43.90 FEET TO A POINT;
7. NORTH 11°44'18" WEST, 15.01 FEET TO A POINT ON THE SOUTH LINE OF SOUTH BOULDER ROAD;

THENCE ALONG SAID SOUTH LINE THE FOLLOWING THREE (3) COURSES:

1. SOUTH 89°58'20" EAST, 265.10 FEET TO A POINT;
2. NORTH 00°17'50" WEST, 26.00 FEET TO A POINT;
3. SOUTH 89°58'20" EAST, 315.00 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL OF LOT 2 OF COAL CREEK STATION FILING NO. 2.

CONTAINING 440,180 TOTAL SQUARE FEET OR 10.105 TOTAL ACRES OF LAND, MORE OR LESS.

### GENERAL NOTES

1. NOTICE: ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT, OR LAND BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS 2 MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508 C.R.S.

2. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

3. THE LINEAR UNIT OF MEASUREMENT FOR THIS SUBDIVISION PLAT IS THE U.S. SURVEY FOOT, DEFINED AS EXACTLY 1200/3937 METERS

4. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY POWER SURVEYING INC. FOR INFORMATION REGARDING BOUNDARY, EASEMENTS AND TITLE POWER SURVEYING RELIED UPON OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT NO. AB270663385-4, WITH AN EFFECTIVE DATE OF MAY 27, 2021 AT 5:00 P.M.

5. ALL SINGLE FAMILY DETACHED, FEE SIMPLE LOTS HAVE 5" DRAINAGE EASEMENTS ALONG SHARED/COMMON LOT LINES TO ALLOW FOR CONVEYANCES OF STORM WATER RUNOFF, CONSTRUCTION OF IMPROVEMENTS, BEYOND THOSE DEPICTED ON THE CITY APPROVED CONSTRUCTION PLANS, OR MODIFICATION OF LOT DRAINAGE CHARACTERISTICS IS STRICTLY PROHIBITED.

6. THE CITY OF LOUISVILLE SHALL REVIEW AND APPROVE THE LOCATIONS OF UTILITY LINES, PEDESTALS AND CABINETS WITHIN PUBLIC PROPERTY AND WITHIN CITY OF LOUISVILLE EXCLUSIVE WATER, STORM AND SANITARY SEWER EASEMENTS.

7. THE MINIMUM SEPARATION BETWEEN WATER AND SANITARY SHALL BE 10" OUTSIDE OF PIPE TO OUTSIDE OF PIPE SEPARATION BETWEEN ALL OTHER UTILITIES SHALL NOT BE LESS THAN 7" TO THE EXTENT PRACTICAL BASED ON CONSTRUCTIBILITY, COST, RIGHT-OF-WAY AND ASSOCIATED STREET WIDTHS, ETC. THE CITY WILL WORK WITH THE SUBDIVIDER TO GENERATE PRACTICAL SOLUTIONS FOR AREAS OF UTILITY SEPARATION CONCERNS.

8. EXCLUSIVE CITY UTILITY EASEMENTS ARE RESERVED FOR CITY OF LOUISVILLE EXCLUSIVE USE FOR CITY WATER, SANITARY SEWER AND STORM SEWER FACILITIES. DRY UTILITIES COMPANIES AND/OR PRIVATE OWNERS OF STORM DRAINAGE AND IRRIGATION LINES MUST OBTAIN PRIOR WRITTEN APPROVAL FROM THE CITY FOR ANY PROPOSED CROSSING OF ANY CITY WET UTILITY EASEMENTS AND MUST EXECUTE AN AGREEMENT WHICH STIPULATES THE DRY UTILITIES, STORM DRAINAGE AND/OR IRRIGATION LINES APPROVED TO CROSS CITY EASEMENTS ARE SUBJECT TO RELOCATION AT THE COMPANY'S OR OWNERS' EXPENSE AT THE DIRECTION OF THE CITY. DRY UTILITIES, STORM DRAINAGE AND/OR IRRIGATION LINES THAT ARE APPROVED TO CROSS CITY EASEMENTS SHALL DO SO AT SUBSTANTIALLY RIGHT ANGLES. WET UTILITIES MAY TRANSVERSE DRY UTILITY EASEMENTS WITHOUT REQUIREMENT FOR FURTHER PERMISSION, NO JOINT USE OF ANY CITY EXCLUSIVE UTILITY EASEMENT IS PERMITTED WITHOUT EXPRESS WRITTEN APPROVAL OF THE CITY AND EXECUTION OF A JOINT USE AGREEMENT, WHICH SHALL BE AT THE CITY'S DISCRETION.

9. UTILITY EASEMENTS ARE DEDICATED TO THE CITY OF LOUISVILLE FOR THE BENEFIT OF THE APPLICABLE UTILITY PROVIDERS FOR THE INSTALLATION, MAINTENANCE AND REPLACEMENT OF ELECTRIC, GAS, TELEVISION, CABLE, AND TELECOMMUNICATIONS FACILITIES (DRY UTILITIES) UTILITY EASEMENTS SHALL ALSO BE GRANTED WITHIN ANY ACCESS EASEMENTS AND PRIVATE STREETS IN THE SUBDIVISION. PERMANENT STRUCTURES, IMPROVEMENTS, OBJECTS, BUILDINGS, WELLS, WATER METERS AND OTHER OBJECTS THAT MAY INTERFERE WITH THE UTILITY FACILITIES OR USE THEREOF (INTERFERING OBJECTS) SHALL NOT BE PERMITTED WITHIN SAID UTILITY EASEMENTS AND THE UTILITY PROVIDERS, AS GRANTEES, MAY REMOVE ANY INTERFERING OBJECTS AT NO COST TO SUCH GRANTEES, INCLUDING, WITHOUT LIMITATION, VEGETATION. PUBLIC SERVICE COMPANY OF COLORADO (PSCo) AND ITS SUCCESSORS RESERVE THE RIGHT TO REQUIRE ADDITIONAL EASEMENTS AND TO REQUIRE THE PROPERTY OWNER TO GRANT PSCo AN EASEMENT ON ITS STANDARD FORM.

10. THE EXISTING 30" WIDE ACCESS EASEMENT AND PUBLIC SIDEWALK EASEMENTS THAT WERE ORIGINALLY GRANTED PER THE PLAT OF COAL CREEK STATION FILING NO. 2 WERE VACATED BY ORDINANCE No. \_\_\_\_\_, THAT CERTAIN PORTION OF CANNON CIRCLE RIGHT OF WAY DEDICATED PER THE PLAT OF COAL CREEK STATION FILING NO. 1 WAS VACATED PER ORDINANCE No. \_\_\_\_\_.

11. THE CITY OF LOUISVILLE IS GRANTED A 4" WIDE MAINTENANCE ACCESS EASEMENT BEYOND RIGHT OF WAY FOR MAINTENANCE OF CURB AND WALK, MINIMUM SURFACE DISTURBANCE IS ALLOWED WITHIN THIS EASEMENT.

12. A 10" WIDE MAINTENANCE ACCESS EASEMENT ALLOWED ON EITHER SIDE OF EXCLUSIVE UTILITY EASEMENTS OR 5' ON EACH SIDE OF THE EXCLUSIVE UTILITY EASEMENTS.

13. PEDESTRIAN EASEMENTS AND ACCESS EASEMENTS ARE HEREBY GRANTED FOR BLOCKS 1, 4 & 5 OVER ALL PAVED SURFACES, SUCH AS PARKING LOTS AND SIDEWALKS.

### FLOODPLAIN STATEMENT

THE SUBJECT PROPERTY LIES ENTIRELY WITHIN ZONE X (AREAS OF MINIMAL FLOOD HAZARD; AREAS DETERMINED TO BE OUTSIDE THE 0.2% PERCENT ANNUAL CHANCE FLOODPLAIN), AS SHOWN ON F.I.M. PANEL #08013 C 0502K, WITH AN EFFECTIVE DATE OF AUGUST 15, 2019.

### BASIS OF BEARINGS

NORTH 89°58'20" WEST, BEING THE BEARING OF THE NORTH LINE OF THE NORTHEAST QUARTER (NE 1/4) OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, AS DEFINED AND MEASURED BETWEEN A FOUND 2" DIAMETER ILLEGIBLE BRASS CAP IN RANGE BOX AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER (NE 1/4) AND A FOUND 2-1/2" DIAMETER ALLEGIBLE ALUMINUM CAP IN RANGE BOX AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER (NE 1/4).

### SURVEYOR'S CERTIFICATE

I, RICHARD BRUCE GABRIEL, A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY REPRESENTED HEREIN WAS MADE UNDER MY DIRECT RESPONSIBILITY, SUPERVISION AND CHECKING; THE MONUMENTS SHOWN THEREON ACTUALLY EXIST; THE PLAT ACCURATELY REPRESENTS SAID SURVEY; AND THIS SUBDIVISION PLAT WAS MADE IN ACCORDANCE WITH C.R.S. 35-51-101.

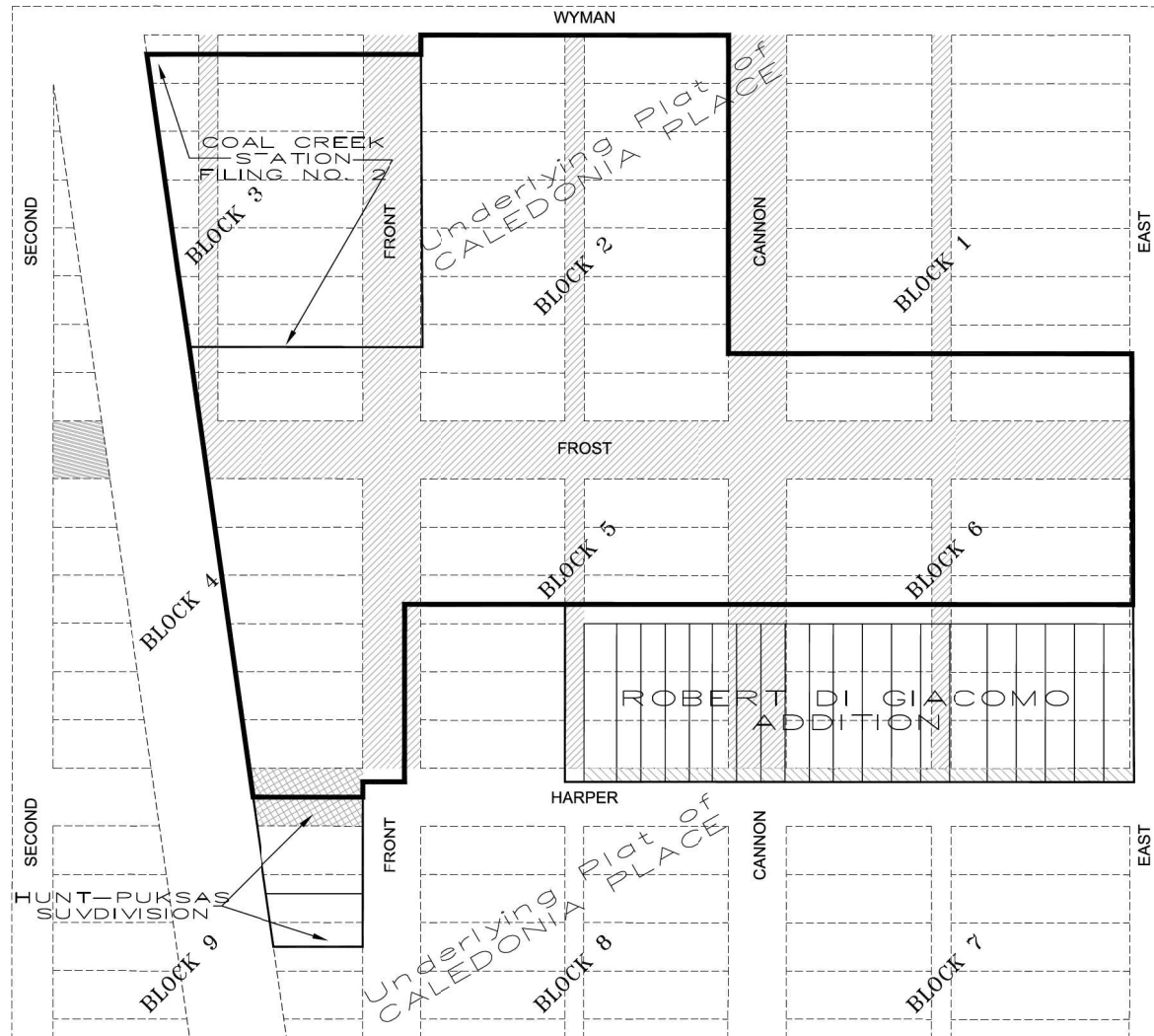
RICHARD BRUCE GABRIEL, P.L.S.  
Colorado License No. 37929  
for and on behalf of  
Power Surveying Company, Inc.

### COVER SHEET

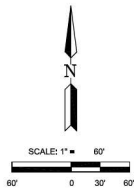
|                                                                                       |                    |                             |
|---------------------------------------------------------------------------------------|--------------------|-----------------------------|
|  | TYPE OF SUBMITTAL: | PRELIMINARY PLAT            |
|                                                                                       | PREPARATION DATE:  | DECEMBER 22, 2022           |
|                                                                                       | REVISION DATE:     | FEBRUARY 5, 2024            |
|                                                                                       | REVISION DATE:     |                             |
|                                                                                       | REVISION DATE:     |                             |
|                                                                                       | REVISION DATE:     |                             |
| DRAWN BY: MB                                                                          |                    | REVIEWED BY: FZ             |
| JOB NO. 16-216                                                                        |                    | 001-16-26 PP 2022-12-22.mxd |
| SHEET 1 OF 5                                                                          |                    |                             |

# COAL CREEK VILLAGE

PRELIMINARY PLAT  
SHEET 2 OF 5



-  1901 VACATION OF CERTAIN STREETS AND ALLEYS IN CALEDONIA PLACE
-  14' WIDE VACATION OF A PORTION OF HARPER STREET PER ORDINANCE 352
-  80' WIDE VACATION OF A PORTION OF FROST STREET PER ORDINANCE 369
-  60' WIDE VACATION OF A PORTION OF HARPER STREET PER ORDINANCE 599



## HISTORIC PLATING INFORMATION

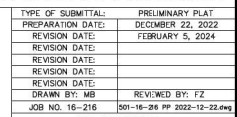
|                                                                                                                                                                                                                                                                               |                    |                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------------|
|  <p><b>POWER</b><br/>Surveying Company, Inc.<br/><i>Established 1948</i><br/>881 BRIDGEMAN DRIVE, CO 80221<br/>P.O. BOX 200, 80117<br/>TEL: 303-755-1088<br/>WWW.POWER-SURVEYING.COM</p> | TYPE OF SUBMITTAL: | PRELIMINARY PLAT  |
|                                                                                                                                                                                                                                                                               | PREPARATION DATE:  | DECEMBER 22, 2022 |
|                                                                                                                                                                                                                                                                               | REVISION DATE:     | FEBRUARY 5, 2024  |
|                                                                                                                                                                                                                                                                               | REVISION DATE:     |                   |
|                                                                                                                                                                                                                                                                               | REVISION DATE:     |                   |
|                                                                                                                                                                                                                                                                               | REVISION DATE:     |                   |
| JOB NO. 16-216                                                                                                                                                                                                                                                                | DRAWN BY: MB       | REVIEWED BY: FZ   |
|                                                                                                                                                                                                                                                                               |                    |                   |
|                                                                                                                                                                                                                                                                               |                    |                   |

SHEET 2 OF 5





**SHEET 4 OF 5**



COAL CREEK VILLAGE  
PRELIMINARY PLAT  
SHEET 5 OF 5

LINE TABLE

| LINE | BEARING     | LENGTH |
|------|-------------|--------|
| L1   | S16°33'03"E | 6.11'  |
| L2   | N00°01'40"E | 15.33' |
| L3   | N02°50'04"W | 35.18' |
| L4   | S81°25'48"W | 15.91' |
| L5   | S90°00'00"W | 29.43' |
| L6   | N90°00'00"E | 19.74' |
| L7   | N00°00'00"E | 9.12'  |
| L8   | S79°00'00"E | 15.73' |
| L9   | N90°00'00"E | 25.50' |
| L10  | S90°00'00"E | 25.50' |
| L11  | N00°00'00"E | 43.21' |
| L12  | S00°00'21"W | 10.00' |
| L13  | N89°54'11"W | 17.91' |
| L14  | N00°00'21"E | 37.38' |
| L15  | N90°00'00"W | 44.00' |
| L16  | S45°11'56"E | 34.69' |
| L17  | S41°37'52"W | 20.03' |
| L18  | N45°11'56"W | 27.55' |
| L19  | N90°00'00"E | 42.00' |
| L20  | S17°41'27"E | 35.89' |
| L21  | S08°57'00"W | 31.60' |
| L22  | N08°36'50"E | 26.58' |
| L23  | N82°00'04"W | 5.07'  |
| L24  | N17°41'27"W | 58.20' |
| L25  | N90°00'00"W | 37.29' |
| L26  | S00°00'00"W | 43.19' |
| L27  | S89°58'20"E | 29.34' |

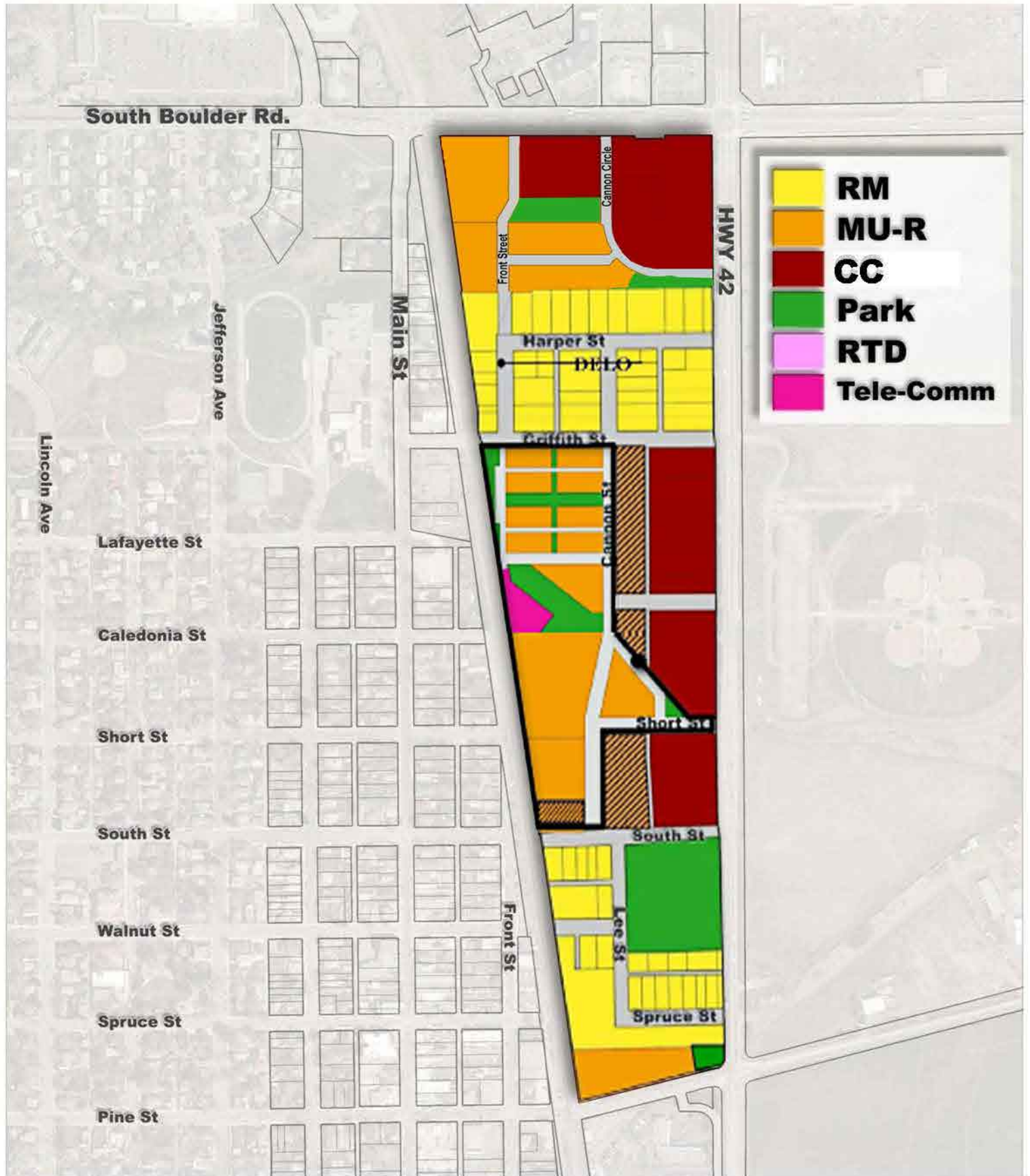
CURVE TABLE

| CURVE | RADIUS  | DELTA     | LENGTH | CHORD BRC   | CHORD LENGTH |
|-------|---------|-----------|--------|-------------|--------------|
| C1    | 15.00'  | 89°58'20" | 23.55' | N44°59'10"W | 21.21'       |
| C2    | 250.58' | 17°30'27" | 78.57' | N08°45'14"E | 76.27'       |
| C3    | 269.82' | 17°46'28" | 83.86' | S08°36'13"W | 83.52'       |
| C4    | 269.82' | 9°14'22"  | 44.30' | S12°46'16"W | 44.25'       |
| C5    | 269.82' | 1°42'39"  | 8.06'  | S07°14'46"W | 8.06'        |
| C6    | 269.82' | 5°11'42"  | 28.82' | S03°32'35"W | 28.81'       |
| C7    | 269.82' | 0°59'46"  | 4.69'  | S00°11'52"W | 4.69'        |
| C8    | 240.00' | 18°15'00" | 68.07' | S08°23'32"E | 67.84'       |
| C9    | 240.00' | 4°46'05"  | 19.97' | S02°41'04"E | 19.97'       |
| C10   | 240.00' | 6°2'37"   | 26.01' | S08°10'29"E | 26.00'       |
| C11   | 240.00' | 5°9'20"   | 22.08' | S13°54'53"E | 22.08'       |
| C12   | 110.00' | 15°53'38" | 59.87' | N08°46'14"W | 59.78'       |
| C13   | 110.00' | 1°13'27"  | 2.99'  | N15°46'19"W | 2.99'        |
| C14   | 110.00' | 8°7'38"   | 15.92' | N10°50'47"W | 15.91'       |
| C15   | 110.00' | 5°12'34"  | 10.86' | N03°50'41"W | 10.86'       |
| C16   | 183.00' | 15°33'21" | 49.68' | S08°04'41"E | 49.53'       |
| C17   | 212.82' | 17°48'28" | 66.15' | S08°36'13"W | 65.98'       |
| C18   | 212.82' | 0°31'52"  | 1.97'  | S00°02'05"E | 1.97'        |
| C19   | 212.82' | 11°07'15" | 43.97' | S08°08'59"W | 43.89'       |
| C20   | 212.82' | 5°16'21"  | 20.20' | S14°47'17"W | 20.30'       |
| C21   | 307.58' | 17°30'27" | 83.99' | N08°45'14"E | 83.62'       |
| C22   | 307.58' | 2°10'09"  | 11.65' | N16°25'22"E | 11.64'       |
| C23   | 307.58' | 5°9'58"   | 28.63' | N12°40'18"E | 28.62'       |
| C24   | 307.58' | 10°00'19" | 53.71' | N05°00'09"E | 53.64'       |
| C25   | 15.00'  | 90°01'40" | 23.57' | S45°00'50"W | 21.22'       |
| C26   | 15.00'  | 89°40'30" | 23.48' | N45°08'05"W | 21.15'       |
| C27   | 15.00'  | 89°40'30" | 23.48' | N45°08'05"W | 21.15'       |
| C28   | 15.00'  | 90°19'30" | 23.65' | N44°51'55"E | 21.27'       |
| C29   | 25.00'  | 33°47'40" | 14.75' | N16°53'50"W | 14.53'       |
| C30   | 8.00'   | 90°01'40" | 12.57' | N45°00'50"E | 11.37'       |
| C31   | 8.00'   | 89°40'19" | 12.52' | S45°08'11"E | 11.28'       |
| C32   | 5.00'   | 90°01'40" | 7.86'  | N45°00'50"E | 7.07'        |
| C33   | 15.00'  | 7°19'22"  | 1.98'  | S03°53'30"E | 1.98'        |
| C34   | 5.00'   | 90°19'41" | 7.86'  | N44°51'49"E | 7.09'        |
| C35   | 15.00'  | 58°16'42" | 15.26' | S30°41'11"E | 14.61'       |
| C36   | 25.00'  | 38°03'16" | 16.60' | S19°01'38"W | 16.30'       |
| C37   | 198.50' | 15°37'14" | 54.12' | S07°46'37"W | 53.95'       |
| C38   | 198.50' | 3°02'05"  | 12.25' | S01°46'02"W | 12.24'       |
| C39   | 198.50' | 11°53'18" | 41.19' | S05°28'44"W | 41.11'       |
| C40   | 198.50' | 0°11'52"  | 0.68'  | S15°31'18"W | 0.68'        |
| C41   | 9.00'   | 90°19'30" | 14.19' | N44°51'55"E | 12.76'       |

LINE AND CURVE TABLES

|                                                                                                                                                                                                              |                    |                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------------|
| <br>881 BRIDGEMAN<br>DOWNEY, CO 80201<br><i>Established 1948</i><br>P.O. BOX 200<br>FALLS, CO 80225<br>www.powerinc.com | TYPE OF SUBMITTAL: | PRELIMINARY PLAT            |
|                                                                                                                                                                                                              | PREPARATION DATE:  | DECEMBER 22, 2022           |
|                                                                                                                                                                                                              | REVISION DATE:     | FEBRUARY 5, 2024            |
|                                                                                                                                                                                                              | REVISION DATE:     |                             |
|                                                                                                                                                                                                              | REVISION DATE:     |                             |
|                                                                                                                                                                                                              | REVISION DATE:     |                             |
|                                                                                                                                                                                                              | REVISION DATE:     |                             |
|                                                                                                                                                                                                              | DRAWN BY: MB       | REVIEWED BY: FZ             |
|                                                                                                                                                                                                              | JOB NO. 16-216     | 001-16-26 PP 2022-12-22.dwg |
|                                                                                                                                                                                                              | SHEET 5 OF 5       |                             |

# Land Use Plan Exhibit A





**Martin Roth**  
Executive Vice President

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August 11, 2025

**Re: Coal Creek Village**

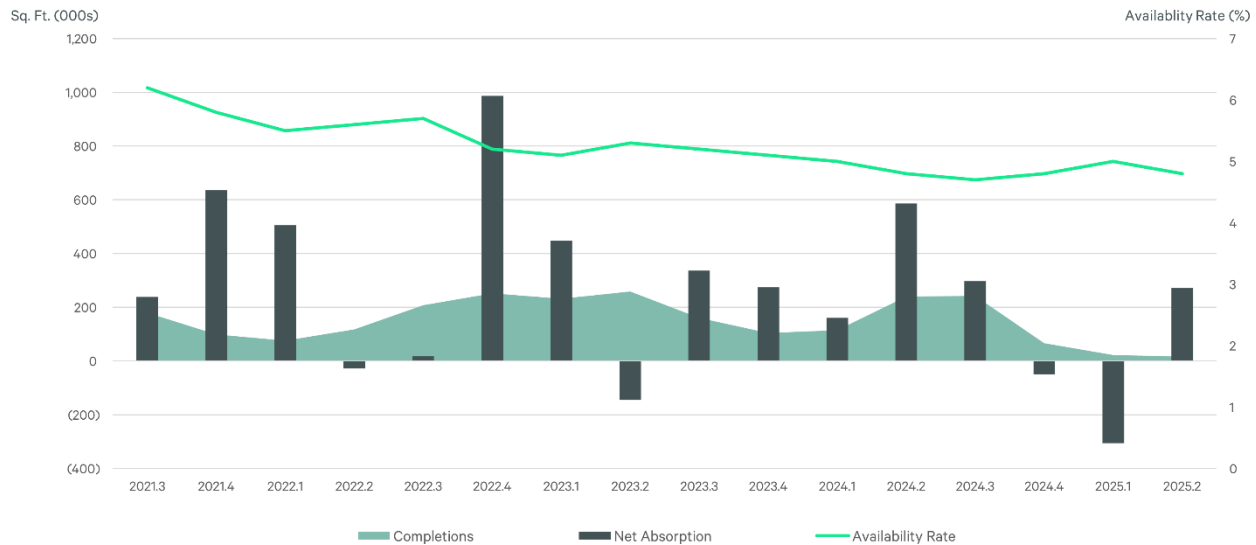
Dear City of Louisville Planning Department,

The Metro Denver commercial real estate market is showing conditions that call for a highly selective approach to new development. Current fundamentals in both retail and office suggest that speculative projects face significant headwinds.

**Retail**

In retail, the story has been one of stability rather than growth. As of the second quarter of 2025, availability in the Denver market sits at 4.8%, essentially unchanged from a year ago. Net absorption did rebound this quarter, but at 272,000 square feet it remains well off the pace we saw in 2024. New deliveries have been modest—just 348,000 square feet in the past year—and the bulk of leasing interest is coming from smaller pad users like gas/convenience, quick service restaurants, and a handful of financial institutions. Larger-format retail users are scarce, and while average asking rents have reached \$21.65 per square foot, the highest level in five years, much of that growth is a function of limited quality space in prime corridors rather than robust tenant expansion. Many communities are recognizing this reality and are choosing to bolster their existing retail cores with nearby residential density instead of risking oversaturation.

Per the statistical data below, retail completions\* have been modest for several years, with most quarters since 2021 delivering fewer than 250,000 square feet. Despite this limited new supply, availability has eased only slightly—from 5.2% in late 2022 to 4.8% today—showing that demand has not been strong enough to materially tighten the market. Net absorption has been inconsistent over the past several years, with positive quarters often followed by periods of giveback. Tenant growth has not been consistent enough to establish a clear upward trend.



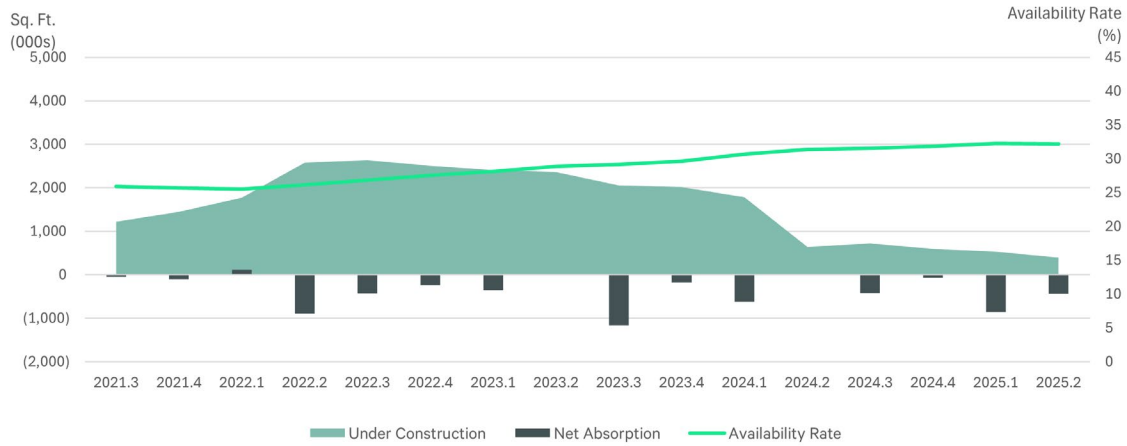
Source: CBRE Economic Advisors & CBRE Research, Q2 2025

\*CBRE no longer reports construction data for retail properties, replacing it with completions data.

## Office

The headwinds are even stronger in office. Vacancy has inched up to 27.4%, and although absorption has improved compared to earlier this year, the market remains in negative territory. Leasing activity has slowed materially, under-construction volume has dropped to just under 400,000 square feet, and rents, averaging \$33.86 full-service gross, often fall short of the levels needed to underwrite new projects. Companies are still adjusting to hybrid and remote work, which is keeping a lid on expansion plans and contributing to elevated sublease space. At the same time, we are seeing conversions and demolitions begin to outpace new office construction—a sign that the market is working through existing oversupply before it can support meaningful new development.

Per the statistical data below, the office sector's long-term trajectory underscores these challenges. The pipeline of space under construction has fallen sharply—from a recent peak of 2.6 million square feet in Q3 2022 to just 394,000 square feet today. Net absorption has been negative in 13 of the past 16 quarters, and availability has climbed from 26% in late 2021 to 32% currently. These figures highlight a market still digesting excess inventory, with more space being removed through repurposing than added through new construction.



Source: CBRE Research, Q2 2025

Please feel free to call me with any questions.

Sincerely,

Martin Roth  
CBRE, Inc.



**Transportation Impact Study  
Coal Creek Village  
Louisville, Colorado**



**January 14, 2021**  
**Revised: June 9, 2025**  
**Revised: July 18, 2025**

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Project Number: M1475 & M1663

**CITY OF LOUISVILLE APPROVAL**

BY: 

DATE: 08/14/2025

DOCUMENT APPROVAL EXPIRES  
ONE YEAR FROM APPROAL DATE

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CORRECT ERRORS OR OMISSIONS  
RELATING TO THIS DOCUMENT

## **Statement of Engineering Qualifications**

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over twenty-eight years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

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## 1.0 Executive Summary

Coal Creek Village is a proposed residential development located southwest of the intersection of South Boulder Road and Colorado State Highway 42. The development proposes the following land uses:

| Land Use Category                                           | Qty    | Units          |
|-------------------------------------------------------------|--------|----------------|
| <b>Multifamily Housing</b>                                  | 188    | dwelling units |
| <b>Commercial/Retail</b>                                    | 13,530 | square feet    |
| <b>Existing Empanada Shop (1030 E. South Boulder Road.)</b> | 430    | square feet    |

Trip Generation: The proposed development is expected to generate a total of 1,839 vehicle trips on the adjacent roadway network over the course of an average weekday (vpd). This includes 220 vehicle trips per hour (vph) during the morning peak hour, 244vph during the evening peak hour, and 144vph during the Saturday peak hour.

Internal Site Circulation: The proposed street configuration for Coal Creek Village provides good internal circulation as well as providing alternate routes to access adjacent arterial streets. Drivers wanting to go west on South Boulder Road or north on SH 42 may need to alter their travel routes, as left turns out of the site are prohibited onto these two roadways.

Sidewalks are proposed throughout the development. Adjacent access to transit is provided at South Boulder Road and Main Street.

Site Access: The new Coal Creek Village is proposing four access locations. Three of the four accesses exist, and the fourth access will need to be constructed. Two accesses will have direct connectivity to South Boulder Road, one access will have direct connectivity to State Highway 42, and the fourth access will have direct connectivity to Front Street. The four accesses are listed below. Refer to the site plan in **Figure 2**.

1. Front Street and South Boulder Road
2. Cannon Circle and South Boulder Road
3. Cannon Circle and State Highway 42
4. Front Street and Harper Street (with and without the Front Street connection)

This study analyzes the transportation impacts with and without the Front Street connection.

Intersection Analysis: Year 2026 and Year 2045 background and total traffic conditions were modeled and analyzed. Total traffic conditions were analyzed with and without



the Front Street connection from South Boulder Road to Griffith Street. Additionally, future access control, infrastructure improvements, and traffic from the Delo Boom development were factored into these projections.

Infrastructure recommendations based upon future traffic conditions, access restrictions, and operations are detailed in **Section 7.0**. A summary of the necessary improvements is included below.

Front Street Connection: This TIS includes analysis of scenarios with and without the Front Street connection. Due to the sites' direct access to S. Boulder Road with heavy through volumes, the site accesses will have restricted turning movements. Without the Front Street connection, more vehicles access South Boulder Road from the Cannon Circle access creating additional weave and U-turn movements that present safety concerns. Both the City staff and the TIS recommendations are to include the Front Street connection.

The Front Street connection provides numerous benefits to the Louisville community. The Front Street connection will allow for transportation redundancy as part of a gridded street network. Gridded networks have more capacity and increase circulation with narrower roadways that are safer for pedestrians and other multimodal traffic. It also aligns with the City's previous planning efforts.

Without the Front Street connection, there is anticipated to be an additional 25% of the exiting site distribution that would use the eastbound U-turn, which amounts to between 8 to 18vph. This equates to an anticipated increase of between 40% and 85% for the eastbound U-turn movements on South Boulder Road in the long-term traffic scenarios. This includes a difficult weave movement across two or three lanes of traffic in the 400 feet between the northern site accesses to the eastbound left turn lane at the signalized intersection.

Under both scenarios, Front Street is anticipated to stay within Front Street's local residential street capacity.

With the Front Street connection, it is recommended that traffic calming measures are constructed to attenuate operations on Front Street. Several measures that may be considered are described in the City of Louisville's *Transportation Master Plan*. This document's Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City's family-friendly small-town character. Examples of tools utilized within an NTMP include, but are not limited to the following.

- Enhanced or raised pedestrian crossings
- Medians and/or entry islands
- Curb extensions

- Speed humps or cushions
- Speed monitoring and enforcement campaigns
- Education campaigns

Intersection #2 - South Boulder Road and Front Street Intersection: With the development of Coal Creek Village, the eastbound right turn lane needs to be extended to include 75' of storage and a 13.5:1 taper to accommodate the anticipated site-generated traffic. Alternately, the construction of a bay taper would be acceptable and may help facilitate the addition of an adjacent transit stop. The westbound left turn lane is constrained by the back-to-back turn lane to the adjacent access.

The northbound movement is restricted to right turn movements. Therefore, the northbound movement out of the site does not require a separate turn lane. No acceleration lane is required for this movement onto South Boulder Road.

Intersection #3 - South Boulder Road and Cannon Circle intersection: The City is considering the restriction of the left turns from the side streets at the South Boulder Road and Cannon Circle intersection as mentioned in the *South Boulder Road Corridor Evaluation*. Per the analysis included in this report, McDowell Engineering recommends that the left turn and through movements are restricted at Cannon Street at the time of Coal Creek Village buildout. This can be accomplished with the construction of a raised center median at the intersection.

With the development of Coal Creek Village, an eastbound right turn lane needs to be constructed to include 50' of storage and a 13.5:1 taper to accommodate the anticipated site-generated traffic. Alternately, the construction of a bay taper would be acceptable. The westbound left turn lane is constrained by the back-to-back turn lane to the adjacent access. The 95<sup>th</sup> percentile queue for this movement is less than the available storage length + taper length. Therefore, no changes are recommended to the westbound left deceleration lanes.

The northbound movement is restricted to right turn movements. Therefore, the northbound movement out of the site does not require a separate turn lane.

Intersection #4 – South Boulder Road and SH 42 intersection: The City's *Future 42* plan proposes improvements to this intersection in the future. This analysis supports the City's planned improvements.

Intersection #5 - SH 42 and Cannon Circle intersection: With the construction of Coal Creek Village, this intersection will be restricted to a  $\frac{3}{4}$  movement by extending the existing center median in SH 42. The median should be installed per the *Future 42* plan and align with the SH 42 Trail and Bike Lane designs.

The eastbound movement will be restricted to right turn only movements. Therefore, no deceleration lane is needed for this movement.

This intersection and the median should be installed per the implementation of the *Future 42* plan, including the trail and bike lane components.

A new State Highway Access Permit is required for this access onto SH 42.

Intersection #6 – SH 42 and Griffith Street intersection: The City's *Future 42* Plan proposes a future traffic signal installation at this intersection. The additional traffic from Coal Creek Village will not meet MUTCD traffic signal warrants at this intersection, future conditions with other growth likely will. This analysis supports the City's planned improvements.

Intersection #7 – Griffith Street and Front Street Intersection: No improvements are required at this intersection.

Intersection #8 – Griffith Street and Front Street intersection: This is a full-movement intersection with stop-control on the north and south legs. No additional turn lanes are required.

It is recommended that with the Front Street connection, additional traffic calming features are incorporated such as curb extensions/bulbouts and raised pedestrian crossings, enhanced signage and striping per further discussion with City Staff. The applicant has prepared a separate, schematic traffic control plan to be included in the application.

Additionally, with the Front Street connection, this intersection should have 'Do Not Block Intersection' signage and striping added that will assist with traffic accessing Front Street. Intersection of Griffith Street and the BNSF Railroad: This at-grade railroad crossing sees multiple trains crossings per day, with each impacting the crossing for three to five minutes at a time. During the crossing, traffic queues on Griffith Street back up in either direction. As described above, it is recommended that the intersection of Griffith Street and Front Street has 'Do Not Block Intersection' signage and striping added that will assist with traffic accessing Front Street.

Intersection #9 – Griffith Street and Main Street Intersection: No improvements are required at this intersection.

Intersection #10 – Front Street and Harper Street intersection with the Front Street Connection: This is currently a free-flowing intersection. There is an unimproved alley access as a third, north leg. With the buildout of Coal Creek Village and a connection of Front Street from South Boulder Road to Griffith Street, it is recommended that Front Street is designed as the through street and Harper Street is stop-controlled



with a stop sign and stop bar on this east leg. The north leg of this intersection is recommended to have a painted pedestrian crosswalk.

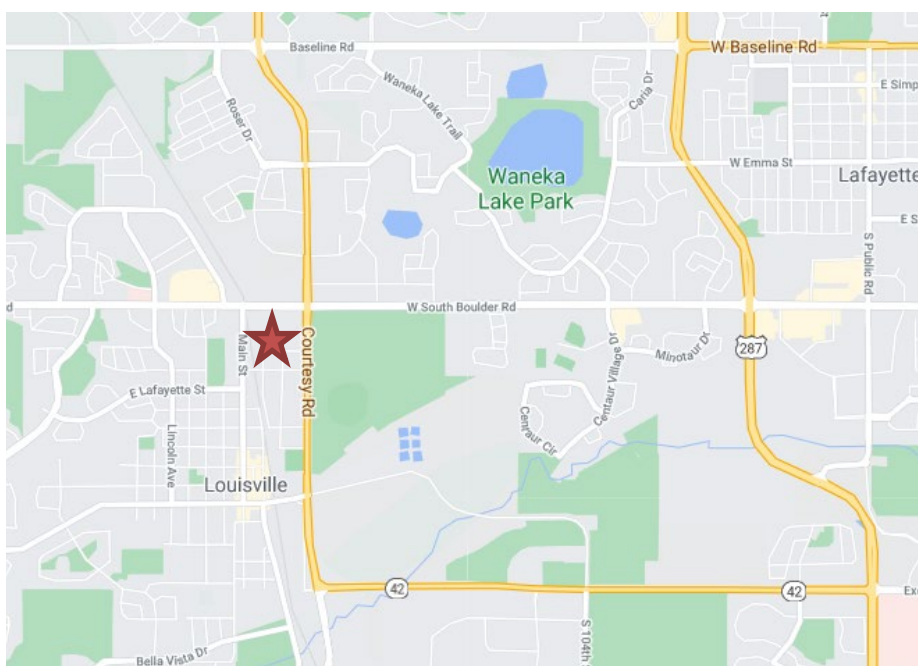
Intersection #11 – SH 42 and Harper Street intersection: The existing volume of eastbound right turns from Harper Street onto SH 42 exceeds the *Access Code's* requirement to construct an acceleration lane for this movement. With the implementation of the *Future 42 Plan*, this volume is anticipated to increase because current traffic making the eastbound left movement will likely make a right turn instead. Coal Creek Village's site traffic is not anticipated to impact this movement. At a minimum, the construction of an acceleration lane should be incorporated into the implementation of Future 42 plans.

## 2.0 Project Description

Coal Creek Village is a proposed mixed-use residential and commercial development in Louisville, located southwest of the intersection of South Boulder Road and Courtesy Road (Colorado State Highway 42, SH 42), as shown in **Figure 1**. The site is bounded by the BNSF Railroad on the west. The current site plan for the development is shown in **Figure 2**. A full-size copy of the site plan is included in the **Appendix**. The existing commercial parcels north and east of Cannon Circle are not part of the development.

The existing building located at 1032 East South Boulder Road was demolished in 2022. The existing building at 1030 East South Boulder Road remains in operation as an Empanada shop.

*Figure 1: Vicinity Map*

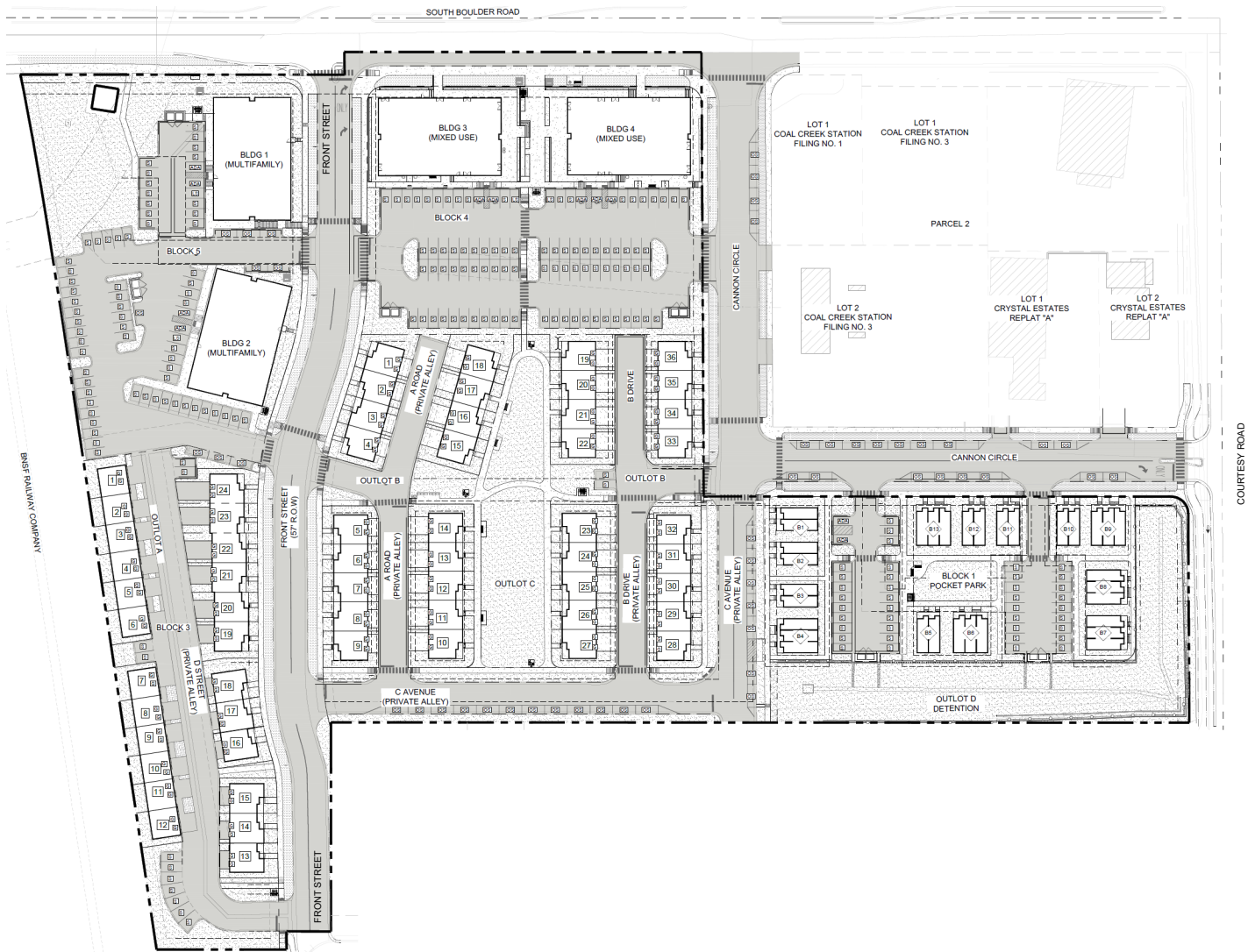


The development proposes the following land uses.

*Table 1: Coal Creek Village Land Use*

| Land Use Category                                           | Qty    | Units          |
|-------------------------------------------------------------|--------|----------------|
| <b>Multifamily Housing</b>                                  | 188    | dwelling units |
| <b>Commercial/Retail</b>                                    | 13,530 | square feet    |
| <b>Existing Empanada Shop (1030 E. South Boulder Road.)</b> | 430    | square feet    |

Figure 2: Current Site Plan



## 2.1 Recent Capital Improvements and Studies

Recent South Boulder Road Access Restrictions: The City of Louisville restricted northbound and southbound left turns at the intersection of South Boulder Road and Front Street by extending the raised median in Summer 2022. The westbound left turn is still allowed.

(Courtesy Road) Future 42 Corridor Plan: The City of Louisville completed *Future 42*<sup>9</sup>, a SH 42 corridor study, in December 2022. The study recommended improvements to the intersection of South Boulder Road and SH 42 as well as the SH 42 corridor that may impact construction of walk/detention pond/retaining wall at southwest corner of Cannon Circle. The Year 2045 background traffic and Year 2045 total traffic conditions assume additional turn lanes at the intersection of South Boulder Road and SH 42 per the *Future 42* plan. Refer to an excerpt in the **Appendix**.



*Future 42* includes a recommendation that the intersection of SH 42 and Griffith Street is signalized in the future. Therefore, this analysis assumes that this intersection is signalized in both the Year 2045 background traffic and Year 2045 total traffic conditions.

*Future 42* includes a recommendation that the intersections of SH 42 with Cannon Circle and Harper Street, are restricted to right-in, right-out only movements in the future. Therefore, this analysis assumes that this intersection is restricted in both the Year 2045 background traffic and Year 2045 total traffic conditions.

Refer to a table of the access restriction assumptions for each analysis scenario in **Table 2**.

*Transportation Master Plan:* The *City of Louisville Transportation Master Plan*<sup>10</sup> identifies recommended improvements for the South Boulder Road corridor. Key considerations were bus rapid transit, improvements to bus stops and frequency of transit service, eliminating right-turn lanes, and providing underpasses and at-grade pedestrian crossings. Refer to an excerpt in **Appendix G**.

*South Boulder Road Corridor Evaluation:* The City of Louisville also prepared a *South Boulder Road Corridor Evaluation*<sup>11</sup>. This analysis determined that signalization is not appropriate at Cannon Circle due to spacing constraints to the SH 42 traffic signal. Therefore, pedestrian and signage improvements at the Canon Circle intersection were recommended. Additionally, the Commercial Driveway extension to the north was suggested as an alternative roadway connection.

## 2.2 Proximate Development Projects

The Delo Boom project is proposed to be located on the southeast corner of the Griffith Street and Cannon Street intersection in Louisville, Colorado. The project is proposed to include 36 townhomes, 99 multifamily units, and 4,000 square feet of retail space. It is expected that the project will be completed in the next couple of years. The anticipated traffic associated with the proposed Delo Boom project is included in the short-term and long-term background traffic projections. Data from the *Delo Boom Traffic Impact Study*<sup>12</sup> was used for these projections. Figures for the Year 2026 and Year 2045 Delo Boom traffic assignment are included in the **Appendix**.

## 2.3 Project Access Locations

The new Coal Creek Village is proposing four access locations. Three of the four accesses exist, and the fourth access will need to be constructed. Two accesses will have direct connectivity to South Boulder Road, one access will have direct connectivity to State Highway 42, and the fourth access will have direct connectivity to Front Street. The four accesses are listed below. Refer to the site plan in **Figure 2**.

5. Front Street and South Boulder Road
6. Cannon Circle and South Boulder Road
7. Cannon Circle and State Highway 42
8. Front Street and Harper Street

This study analyzes the transportation impacts with and without the Front Street connection. Refer to **Section 3.2** of the report for more information on the two alternatives modeling the anticipated transportation network impacts with and without the Front Street connection.

## 2.4 Intersection Analysis Locations

This report also studies several additional off-site intersections. The analysis locations and modeling methodology were discussed with City of Louisville Engineering staff before performing the analysis.

1. Main Street & South Boulder Road
2. Front Street & South Boulder Road (Existing Site Access)
3. Cannon Circle & South Boulder Road (Existing Site Access)
4. Courtesy Road & South Boulder Road
5. Cannon Circle & Courtesy Road (SH 42) (Existing Site Access)
6. Griffith Street & Courtesy Road (SH 42)
7. Griffith Street & Cannon Street
8. Griffith Street & Front Street
9. Griffith Street & Main Street
10. Front Street & Harper Street (Proposed Site Access – Modeled with and without this connection.)
11. Harper Street & Courtesy Road (SH 42)

## 3.0 Existing Transportation System

### 3.1 Description of Existing Transportation System

Highway 42 (SH 42 / Courtesy Road): SH 42 is a north/south major arterial street that is classified as an NR-A roadway by CDOT's *Online Transportation Information System*<sup>1</sup> (OTIS). Within the City of Louisville, the local street name is Courtesy Road. It is a four-lane street with auxiliary lanes north of South Boulder Road and narrows to a two-lane street with auxiliary lanes south of the development site. The posted speed limit is 45 mph in both directions in the vicinity of the site. There is a southbound bike lane on the segment of the highway adjacent to this development.

The *Future 42* Plan adopted by the City of Louisville (See **Section 2.1**) informs the different intersection improvement scenarios (See **Section 3.2**) that are studied in this TIS.

South Boulder Road: South Boulder Road is a four-lane divided, east/west major arterial street with auxiliary lanes at some intersections. It is owned and operated by the City of Louisville. The roadway has high traffic volumes, local transit service, on-street bike lanes, and several traffic generators. The speed limit is 35 mph in both directions in the vicinity of the site.

Front Street: Front Street is a two-lane north/south local residential street. As a residential street within the City of Louisville, its speed limit is 25 mph.

Within the development, Front Street will be a dedicated public street replacing the south driveway and connecting to the existing street to the south.

Cannon Circle: Cannon Circle is a local street that loops around the west and south sides of the commercial properties at the southwest corner of SH 42 and South Boulder Road. A portion of the street has not been constructed. The north-south segment extends 290 feet south from South Boulder Road. The east-west segment extends 200 feet west from SH 42.

Griffith Street: Griffith Street is a two-lane, east-west street that connects Main Street to SH 42. Griffith Street has on-street parking. It has sidewalks on a majority of the roadway. The BNSF railroad has an at-grade crossing of Griffith Street between Main Street and Front Street.

Harper Street: Harper Street is a two-lane, east-west street that connects Front Street to SH 42. Harper Street has sidewalks on both sides and on-street parking. It provides access to the residences in the areas.

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<sup>1</sup> Colorado Department of Transportation, Online Transportation Information System.

Main Street: Main Street is a busy two-lane road that is central to Downtown and connects to South Boulder Road. Main Street is lined with retail and parking in Downtown and provides direct access to Louisville Middle School. It has a posted speed limit of 25mph.

BNSF Railroad: The BNSF Railroad has an active freight line through Louisville. Both at-grade crossings at South Boulder Road and Griffith Street have crossbucks and warning systems installed.

### 3.2 Transportation Network Access Control and Infrastructure Improvement Implementation

There are several anticipated access control changes in both the background traffic and total traffic scenarios. Intersection access control is summarized in **Table 2**. These assumptions were reviewed with City staff.

*Table 2: Intersection Access Control*

| #        | Intersection                            | Year 2024 Existing         | Year 2025 Background       | Year 2045 Background          | Year 2025 Total - With Front Street Connection | Year 2045 Total - With Front Street Connection | Year 2025 Total - Without Front Street Connection | Year 2045 Total - Without Front Street Connection |
|----------|-----------------------------------------|----------------------------|----------------------------|-------------------------------|------------------------------------------------|------------------------------------------------|---------------------------------------------------|---------------------------------------------------|
| 1        | Main Street & South Boulder Road        | Signal                     | Signal                     | Signal                        | Signal                                         | Signal                                         | Signal                                            | Signal                                            |
| 2        | Front Street & South Boulder Road       | 3/4 Movement               | 3/4 Movement               | 3/4 Movement                  | 3/4 Movement                                   | 3/4 Movement                                   | 3/4 Movement                                      | 3/4 Movement                                      |
| 3        | Cannon Circle & South Boulder Road      | Full Movement              | Full Movement              | Full Movement                 | 3/4 Movement                                   | 3/4 Movement                                   | 3/4 Movement                                      | 3/4 Movement                                      |
| 4        | Courtesy Road & South Boulder Road      | Signal - Exist             | Signal - Exist             | Signal - Future 42 Conditions | Signal - Exist                                 | Signal - Future 42 Conditions                  | Signal - Exist                                    | Signal - Future 42 Conditions                     |
| 5        | Cannon Circle & SH 42 (Courtesy Road)   | Full Movement              | Full Movement              | RIRO <sup>3</sup>             | 3/4 Movement                                   | RIRO <sup>3</sup>                              | 3/4 Movement                                      | RIRO <sup>3</sup>                                 |
| 6        | Griffith Street & SH 42 (Courtesy Road) | Full Movement              | Full Movement              | Signal                        | Full Movement                                  | Signal                                         | Full Movement                                     | Signal                                            |
| 7        | Griffith Street & Cannon Street         | Full Movement              | Full Movement              | Full Movement                 | Full Movement                                  | Full Movement                                  | Full Movement                                     | Full Movement                                     |
| 8        | Griffith Street & Front Street          | Full Movement              | Full Movement              | Full Movement                 | Full Movement                                  | Full Movement                                  | Full Movement                                     | Full Movement                                     |
| 9        | Griffith Street & Main Street           | Full Movement              | Full Movement              | Full Movement                 | Full Movement                                  | Full Movement                                  | Full Movement                                     | Full Movement                                     |
| 10       | Front Street & Harper Street            | Full Movement <sup>1</sup> | Full Movement <sup>1</sup> | Full Movement <sup>1</sup>    | Full Movement <sup>2</sup>                     | Full Movement <sup>2</sup>                     | Full Movement <sup>1</sup>                        | Full Movement <sup>1</sup>                        |
| 11       | Harper Street & SH 42 (Courtesy Road)   | Full Movement              | Full Movement              | RIRO <sup>3</sup>             | Full Movement                                  | RIRO <sup>3</sup>                              | Full Movement                                     | RIRO <sup>3</sup>                                 |
| Scenario |                                         | A                          | A                          | B                             | C                                              | D                                              | E                                                 | F                                                 |

Notes: <sup>1</sup>Not Stop Controlled (Free Flowing)

<sup>2</sup>Westbound Stop Controlled

<sup>3</sup>RIRO = Right-In-Right-Out

Key infrastructure improvement assumptions used in the traffic modeling analyses are summarized below.

- Intersection #3 - South Boulder Road and Cannon Circle
  - Developer constructs a ¾ movement intersection at site development



- Intersection #4 - South Boulder Road and SH 42
  - City constructing signalized intersection improvements in future
- Intersection #5 - SH 42 and Cannon Circle intersection
  - Developer constructs a ¾ movement intersection at site development
  - City restricts to RIRO movements in the future with signalization of Intersection #6
- Intersection #6 - SH 42 and Griffith Street
  - City constructs a traffic signal in the future
- Intersection #10 – Front Street and Harper Street
  - With Front Street Connection: Developer constructs a north leg and installs a stop sign for westbound Harper Street
  - Without Front Street Connection: No change from existing conditions
- Intersection #11 – SH 42 and Harper Street
  - City restricts to RIRO movements in the future with signalization of SH 42 and Griffith Street

Key infrastructure improvements are described in detail below.

Intersection #1 - South Boulder Road and Main Street Intersection: This 3-legged intersection is signalized. The signal is coordinated with the BNSF Railroad crossing that is located on the eastern leg of the intersection.

The City of Louisville’s *Louisville South Boulder Road Connectivity Plan* and the *DRCOG South Boulder Road Corridor Study*<sup>17</sup> both identify a future pedestrian underpass on the western leg of the intersection.

Intersection #2 - South Boulder Road and Front Street Intersection: This intersection serves a private driveway to an apartment complex to the north and the site’s existing commercial driveway to the south. In the Summer of 2022, the City of Louisville made changes to the configuration of the South Boulder Road and Front Street intersection by restricting the northbound and southbound left turns.

No additional changes to this intersection are expected.

Intersection #3 - South Boulder Road and Cannon Circle intersection: This full-movement intersection currently serves a commercial driveway to the north and

Cannon Circle to the south. This intersection has westbound and eastbound left turn lanes.

The City of Louisville completed a *South Boulder Road Corridor Evaluation*<sup>11</sup>. The resulting recommendations determined that signalization is not appropriate at Cannon Circle due to spacing constraints to the SH 42 traffic signal. Refer to an excerpt in the **Appendix**.

With the buildout of Coal Creek Village, this intersection will be restricted to a  $\frac{3}{4}$  movement, with left turns out of the site restricted. Therefore, all total traffic scenarios are modeled with the northbound left turn lane restricted.

Intersection #4 - South Boulder Road and SH 42 intersection: This is a full-movement, signalized intersection. The intersection is owned by CDOT and maintained by the City of Louisville. There are double left-turn lanes on all four legs of the intersection. There are westbound and southbound right-turn lanes. U-turns are permitted.

The *Future 42* plan depicts intersection improvements that include northbound and eastbound channelized right turn lanes. The Year 2045 background and total traffic scenarios are modeled assuming the westbound and southbound right turn lanes are constructed.

Intersection #5 - SH 42 and Cannon Circle intersection: This is currently a full-movement "T" intersection. This intersection has a single auxiliary turn lane: northbound left. Southbound SH 42 is two lanes wide through the intersection. Northbound SH 42 has a single through-lane approaching the intersection, then widens to two lanes north of the intersection.

With the buildout of Coal Creek Village, this intersection will be restricted to a  $\frac{3}{4}$  movement, with left turns out of the site restricted. Therefore, Year 2026 total traffic scenarios are modeled with the eastbound left turns restricted.

Per the *Future 42* Plan, the TIS assumes that the Cannon Circle access allows right-in, right-out movements only. This improvement would likely coincide with the signalization of the SH 42 and Griffith Street intersection. Therefore, Year 2045 background and total traffic scenarios are modeled with the northbound and eastbound left turns restricted.

Intersection #6 - SH 42 and Griffith Street intersection: This is currently a full-movement intersection. The east and west legs are stop-controlled. Griffith Street is a public roadway that has an at-grade railroad crossing and accesses Main Street. The east leg of this intersection accesses the Louisville Sports Complex. This intersection currently has southbound and northbound left turn lanes and a southbound right turn lane.

Per the *Future 42 Plan*, the TIS assumes that this intersection will be signalized in the future. Therefore, Year 2045 background and total traffic scenarios are modeled with a traffic signal.

Intersection #7 – Griffith Street and Cannon Street intersection: This is a full-movement intersection with stop-control on the north and south legs.

No additional changes to this intersection are expected.

Intersection #8 – Griffith Street and Front Street intersection: This is a full-movement intersection with stop-control on the north and south legs.

No additional changes to this intersection are expected.

Intersection #9 – Griffith Street and Main Street intersection: This is a full-movement “T” intersection. The north and south legs are stop-controlled.

No additional changes to this intersection are expected.

Intersection #10 – Front Street and Harper Street intersection: This is currently a free-flowing intersection. There is unimproved alley access as a third, north leg. All background scenarios assume no change in the current configuration.

This intersection is modeled with two scenarios.

In the Year 2026 and Year 2045 total traffic scenarios with the Front Street connection, it is recommended that Front Street becomes the through street, resulting in the installation of westbound stop-control. This connection aligns with the City of Louisville’s previous *The Highway 42 Revitalization Area Framework Plan*<sup>14</sup> and *42 Gateway Alternative Analysis Report*<sup>15</sup> plans to connect South Boulder Road and Griffith Street via Front Street. Excerpts from these reports are included in the **Appendix**.

Intersection #11 - SH 42 and Harper Street intersection: This is currently an eastbound stop-controlled full-movement “T” intersection. This intersection is located within SH 42’s transition area between two southbound through lanes at South Boulder Road and a separate single southbound through lane and southbound right turn lane on SH 42 for Griffith Street. There is a double yellow stripe for northbound through traffic at the intersection. Vehicles are still making left turns into and out of Harper Street across the double yellow stripe.

Per the *Future 42 Plan*, the TIS assumes that the Harper Street access allows right-in, right-out movements only. This improvement would likely coincide with the signalization of the SH 42 and Griffith Street intersection. Therefore, Year 2045 background and total traffic scenarios are modeled with the northbound and eastbound left turns restricted.

### 3.3 Traffic Data Collection

Existing Traffic Volumes: Both weekday and weekend peak traffic operations were studied at the study area intersections. Weekday morning peak hour turning movement counts were collected on Tuesday, November 5, 2024, from 7:00am to 9:00am. Weekday evening peak hour turning movement counts were collected on Tuesday, November 5, 2024, from 4:00pm to 6:00pm. Saturday mid-day peak hour turning movement counts were collected on Saturday, November 2, 2022 from 11:00am to 1:00pm. During the data collection, the weather was clear and school was in session. This data replaces and updates previous traffic data that was collected in August 2020 and November 2022.

Traffic movements at the intersection of SH 42 and Harper Street were determined from the counts collected at the adjacent intersections of SH 42 with Cannon Circle and Griffith Street.

The traffic data collection showed that the peak traffic occurred from 7:45am to 8:45am and 4:00pm to 5:00pm during the weekday. Saturday peak hour traffic occurred from 11:30am to 12:30pm. Raw traffic data is included in the **Appendix**.



## 4.0 Future Background Traffic Projections

Background traffic refers to the anticipated future traffic without the development of the proposed Coal Creek Village project.

The existing traffic counts are used to determine the forecasted background traffic volumes using industry-standard background annual traffic growth rates, additional adjacent development traffic, and travel route adjustments for modified access control scenarios.

### 4.1 Background Annual Traffic Growth

Growth factors for South Boulder Road, SH 42, and Main Street were derived from the traffic volume projections for 2020 and 2050 published by the *Denver Regional Council of Governments*<sup>2</sup> (DRCOG). The resulting average annual growth rate was 1.30% for these corridors. Calculations are included in the **Appendix**.

All properties served by the opposing driveways on the north side of South Boulder Road, the east side of SH 42, and along Griffith Street are assumed to be built out. Therefore, no growth rate was applied to these access points.

### 4.2 Proximate Development Projects

As described in **Section 2.2**, the Delo Boom project is anticipated to impact the analysis intersections. Data from the *Delo Boom Traffic Impact Study*<sup>12</sup> was used for all future Year 2026 and Year 2045 traffic projections. Figures for the Year 2026 and Year 2045 Delo Boom traffic assignment are included in the **Appendix**.

### 4.3 Travel Route Adjustments for Modified Access Control Scenarios

As described in **Section 3.2**, there are several anticipated access control changes in both the background traffic and total traffic scenarios. Modifications to the allowed turning movements at the analysis intersections, future construction of a traffic signal at SH 42 and Griffith Street, and scenarios with and without Front Street connection from South Boulder Road to Griffith Street will impact the travel routes of both existing and future traffic.

- Background and total traffic modifications for each applicable scenario were calculated based on data from DRCOG and the *Louisville Transportation Masterplan*. Data referencing residents' and visitors' origins and destinations was compared to anticipated travel time differences. Additionally, South Boulder Road and SH 42 are already at capacity during peak traffic hours. This makes it difficult to make certain left and through movements from side streets. Long signal cycle

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<sup>2</sup> Denver Regional Council of Governments, 2020 & 2050 Model Assigned All-Day Volumes. August 2022.

lengths (120 seconds) at the intersection of SH 42 and South Boulder Road can cause substantial side street delay along these corridors. The delay caused by this difficulty impacts the travel route and travel time.

Gravity-based travel time calculations were used to determine ideal origin and destination routes based upon both distance and trip time. Travel time tools for existing routes were compared using Google Maps and Apple Maps - two mobile apps that are regularly utilized by drivers to route them to their destination efficiently.

City of Louisville's *Transportation Master Plan* provided statistics on the community's activity centers, areas of future development potential, locations of where Louisville residents work, and locations of where Louisville employees live.

- Currently, 40% of all trips made within, to, or from Louisville are work-related.<sup>3</sup>
- Approximately 93% of Louisville employees live outside of Louisville, and 7% live within the City, which has influences on commuting corridors including US 36, US 287, and Hwy 119<sup>4</sup>
- Louisville residents work in Boulder (28%) and Denver (14%). Approximately 89% of employed residents work outside of Louisville, which has influences on commuting corridors including US 36, US 287, and Hwy 119<sup>5</sup>
- Anticipated increased queuing distance, delays, and congestion along South Boulder Road with increased background traffic growth, since South Boulder Road is already at capacity

Most of the study area intersections are impacted by the access modifications described below. Specific modifications for each applicable scenario are included in the **Appendix**.

Intersection #3 - South Boulder Road and Cannon Circle intersection: With the development of Coal Creek Village, this intersection will be restricted to a  $\frac{3}{4}$  movement, with left turns out of the site restricted. Vehicles desiring to make a northbound left turn movement out of the site were redistributed on South Boulder Road. Details of this shift can be found in the **Appendix**.

Intersection #4 - South Boulder Road and SH 42 intersection: Due to the restriction of left turns out of the site at Cannon Circle with the development of Coal Creek Village, additional U-turn movements are anticipated at this signalized intersection. A significant weave motion between the site accesses and the SH 42 traffic signal are anticipated to accommodate both U-turns at the signal and eastbound left turn

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<sup>3</sup> Louisville TMP, August 2019, Page 3-17

<sup>4</sup> Louisville TMP, August 2019, Page 3-16

<sup>5</sup> Louisville TMP, August 2019, Page 3-15

movements onto SH 42 to use an alternate route to access destinations north and west of the site.

Intersection #5 - SH 42 and Cannon Circle intersection: With the buildout of Coal Creek Village, this intersection will be restricted to a  $\frac{3}{4}$  movement, with left turns out of the site restricted. Per the *Future 42* Plan, the Cannon Circle access will allow right-in, right-out movements only in Year 2045 background and total traffic scenarios.

Vehicles desiring to make left turns at this access were re-routed on SH 42. Details of this shift can be found in the **Appendix**.

Intersection #6 - SH 42 and Griffith Street intersection: Per the *Future 42* Plan, this intersection will be signalized in the future. Therefore, it will be easier to make an eastbound left turn movement in the future at this intersection. Details of this shift can be found in the **Appendix**.

At current intersection volumes, no signal warrants are met. Nor is the intersection anticipated to meet MUTCD warrant volumes with the long-term buildout conditions of Coal Creek Village. The City should monitor the intersection volumes in the future to determine when the intersection may meet MUTCD signal warrant volumes.

Intersection #10 – Front Street and Harper Street intersection: This is currently a free-flowing intersection. There is an unimproved alley access as a third, north leg. All background scenarios assume no change in the current configuration.

This intersection is modeled with two scenarios.

In the Year 2026 and Year 2045 total traffic scenarios with the Front Street connection, it is recommended that Front Street becomes the through street, resulting in the installation of westbound stop-control. Additional traffic are anticipated to utilize the Front Street connection. Details of this shift can be found in the **Appendix**.

Intersection #11 - SH 42 and Harper Street intersection: Per the *Future 42* Plan, the Harper Street access will allow right-in, right-out movements only in Year 2045 background and total traffic scenarios. Vehicles desiring to make left turns at this access were re-routed on SH 42. Details of this shift can be found in the **Appendix**.

#### 4.4 Year 2026 Background Traffic Forecasts

The forecasted Year 2026 background traffic is the combination of the November 2024 existing traffic volumes with the applied average annual traffic growth on the mainline streets and Delo Boom traffic assignment. This calculation methodology is depicted in **Figure 3**. The resulting projected Year 2026 background traffic volumes can be seen in **Figure 5**.

Figure 3: 2026 Background Schematic Diagram



#### 4.5 Year 2045 Background Traffic Forecasts

The forecasted Year 2045 background traffic is the combination of the November 2024 existing traffic volumes with the applied average annual traffic growth on the mainline streets, Delo Boom traffic assignment, and redistributed traffic for the anticipated access control changes. This calculation methodology is depicted in **Figure 4**. The resulting projected Year 2026 background traffic volumes can be seen in **Figure 6**.

Figure 4: 2045 Background Schematic Diagram





**Table 3** summarizes the background traffic intersection scenarios and the corresponding figures used to calculate them.

***Table 3: Background Traffic Figures Summary***

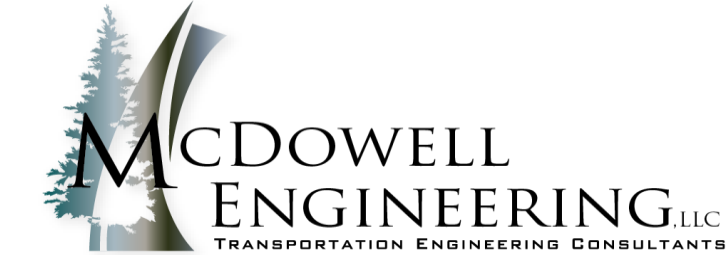
| Scenario<br>(from Table 2)                               | Existing Traffic                                               | Annual Growth<br>Rate                                                                                                     | Delo Boom<br>Traffic                                                                                 | Travel Route<br>Adjustments<br>Figures                                                                | Background<br>Traffic Figures                       |
|----------------------------------------------------------|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| <b>Scenario A:</b><br>Year 2026<br>Background<br>Traffic | <b>Appendix Figure<br/>AP01:</b> Year 2024<br>Existing Traffic | <b>Section 4.1</b>                                                                                                        | <b>Appendix<br/>Figure AP02:</b><br>Year 2026<br>Background<br>Traffic (Delo<br>Boom<br>Development) | <b>Appendix Figure<br/>AP04:</b> Year 2045<br>Background<br>Adjust (Int #5 &<br>#6<br>Redistribution) | <b>Figure 5:</b> Year<br>2026 Background<br>Traffic |
| <b>Scenario B:</b><br>Year 2045<br>Background<br>Traffic | <b>Appendix Figure<br/>AP01:</b> Year 2024<br>Existing Traffic | Figure 16:<br><b>Project<br/>Generated<br/>Traffic<br/>Assignment –<br/>Scenario D<br/>(Residential &amp;<br/>Retail)</b> | <b>Appendix<br/>Figure AP03:</b><br>Year 2045<br>Background<br>Traffic (Delo<br>Boom<br>Development) | <b>Appendix Figure<br/>AP04:</b> Year 2045<br>Background<br>Adjust (Int #5 &<br>#6<br>Redistribution) | <b>Figure 6:</b> Year<br>2045 Background<br>Traffic |



Figure 5: Year 2026 Background Traffic



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div>1</div> <div><div><div>916/1,260/832</div><div>112/106/94</div><div>↵↵</div></div><div><div>81/98/68</div><div>95/162/93</div><div>↵↵</div></div><div><div>1,201/1,003/787</div><div>75/69/67</div><div>0/0/0</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>11/5/1</div><div>↵</div></div><div><div>5/5/4</div><div>1,305/1,068/880</div><div>0/2/4</div><div>2/4/3</div><div>↵</div></div></div>                                                                                                                                                                                                                                                                    | <div>2</div> <div><div><div>STOP</div><div>11/5/1</div><div>↵</div></div><div><div>887/1,399/918</div><div>0/1/3</div><div>↵</div></div></div> <div><div><div>STOP</div><div>0/3/5</div><div>↵</div></div><div><div>5/5/4</div><div>1,305/1,068/880</div><div>0/2/4</div><div>2/4/3</div><div>↵</div></div></div> | <div>3</div> <div><div><div>STOP</div><div>28/45/56</div><div>0/0/3</div><div>8/21/23</div><div>↵↵↵↵</div></div><div><div>6/23/15</div><div>21/48/28</div><div>875/1,404/862</div><div>0/27/15</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>8/12/12</div><div>1,282/1,084/817</div><div>6/18/34</div><div>1/2/1</div><div>↵↵↵↵</div></div><div><div>0/2/8</div><div>0/0/1</div><div>1/23/13</div><div>↵↵↵↵</div></div><div><div>STOP</div><div>0/3/5</div><div>↵</div></div></div> | <div>4</div> <div><div><div>431/315/260</div><div>578/536/392</div><div>128/139/110</div><div>5/9/5</div><div>↵↵↵↵</div></div><div><div>0/0/2</div><div>288/568/382</div><div>418/741/467</div><div>149/167/102</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>0/1/2</div><div>175/128/158</div><div>467/709/363</div><div>198/255/199</div><div>↵↵↵↵</div></div><div><div>153/202/135</div><div>676/638/526</div><div>261/355/252</div><div>0/0/0</div><div>↵↵↵↵</div></div></div> |
| <div>5</div> <div><div><div>1/9/10</div><div>880/1,045/734</div><div>↵↵</div></div><div><div>STOP</div><div>1/1/8</div><div>0/6/1</div><div>↵↵</div></div></div> <div><div><div>10/1</div><div>2/3/0</div><div>819/1,087/715</div><div>↵↵↵↵</div></div><div><div>1/1/8</div><div>0/6/1</div><div>↵↵</div></div></div>                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <div>6</div> <div><div><div>83/123/44</div><div>90/197/685</div><div>5/1/1</div><div>0/0/0</div><div>↵↵↵↵</div></div><div><div>0/2/0</div><div>19/11/14</div><div>0/0/7</div><div>54/39/21</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>83/123/44</div><div>90/197/685</div><div>5/1/1</div><div>0/0/0</div><div>↵↵↵↵</div></div><div><div>0/0/0</div><div>37/19/21</div><div>802/1,080/663</div><div>4/2/43</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>0/0/0</div><div>37/19/21</div><div>802/1,080/663</div><div>4/2/43</div><div>↵↵↵↵</div></div><div><div>0/0/6</div><div>0/0/1</div><div>0/0/2</div><div>0/0/0</div><div>↵↵↵↵</div></div></div> |                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <div>7</div> <div><div><div>STOP</div><div>1/0/1</div><div>0/2/0</div><div>0/0/1</div><div>0/0/0</div><div>↵↵↵↵</div></div><div><div>0/0/0</div><div>0/2/0</div><div>61/36/31</div><div>13/26/24</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>2/1/1</div><div>90/119/57</div><div>14/27/15</div><div>0/1/0</div><div>↵↵↵↵</div></div><div><div>0/0/0</div><div>32/28/23</div><div>0/1/0</div><div>9/5/10</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>0/0/0</div><div>32/28/23</div><div>0/1/0</div><div>9/5/10</div><div>↵↵↵↵</div></div><div><div>0/0/0</div><div>37/19/21</div><div>802/1,080/663</div><div>4/2/43</div><div>↵↵↵↵</div></div></div> |                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <div>8</div> <div><div><div>STOP</div><div>5/3/4</div><div>0/0/0</div><div>1/0/0</div><div>0/3/0</div><div>↵↵↵↵</div></div><div><div>0/0/0</div><div>2/4/6</div><div>75/70/57</div><div>2/6/3</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>1/0/3</div><div>140/155/77</div><div>3/5/1</div><div>0/0/0</div><div>↵↵↵↵</div></div><div><div>0/0/0</div><div>6/2/8</div><div>0/0/0</div><div>3/1/0</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>0/0/0</div><div>6/2/8</div><div>0/0/0</div><div>3/1/0</div><div>↵↵↵↵</div></div><div><div>0/0/0</div><div>37/19/21</div><div>802/1,080/663</div><div>4/2/43</div><div>↵↵↵↵</div></div></div>              |                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <div>9</div> <div><div><div>113/144/138</div><div>21/39/18</div><div>0/1/0</div><div>↵↵↵↵</div></div><div><div>73/57/36</div><div>42/80/57</div><div>1/0/0</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>73/57/36</div><div>42/80/57</div><div>1/0/0</div><div>↵↵↵↵</div></div><div><div>1/0/0</div><div>151/206/130</div><div>60/39/46</div><div>↵↵↵↵</div></div></div> <div><div><div>STOP</div><div>1/0/0</div><div>151/206/130</div><div>60/39/46</div><div>↵↵↵↵</div></div><div><div>0/0/0</div><div>37/19/21</div><div>802/1,080/663</div><div>4/2/43</div><div>↵↵↵↵</div></div></div>                                                                              |                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <div>10</div> <div><div><div>6/6/4</div><div>↵</div></div><div><div>3/7/9</div><div>↵</div></div></div> <div><div><div>6/6/4</div><div>↵</div></div><div><div>3/7/9</div><div>↵</div></div></div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <div>11</div> <div><div><div>2/8/6</div><div>979/1,043/730</div><div>↵↵</div></div><div><div>7/26/38</div><div>12/61/11</div><div>↵↵</div></div></div> <div><div><div>7/26/38</div><div>12/61/11</div><div>↵↵</div></div><div><div>7/7/6</div><div>815/1,084/677</div><div>↵↵↵↵</div></div></div>                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



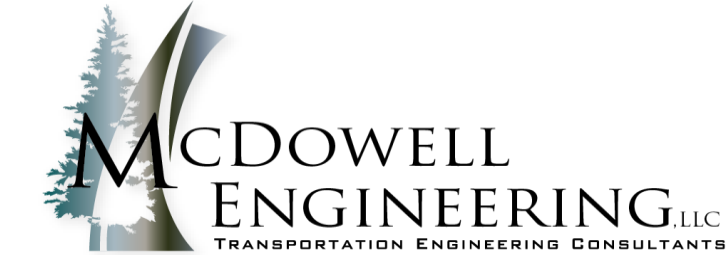
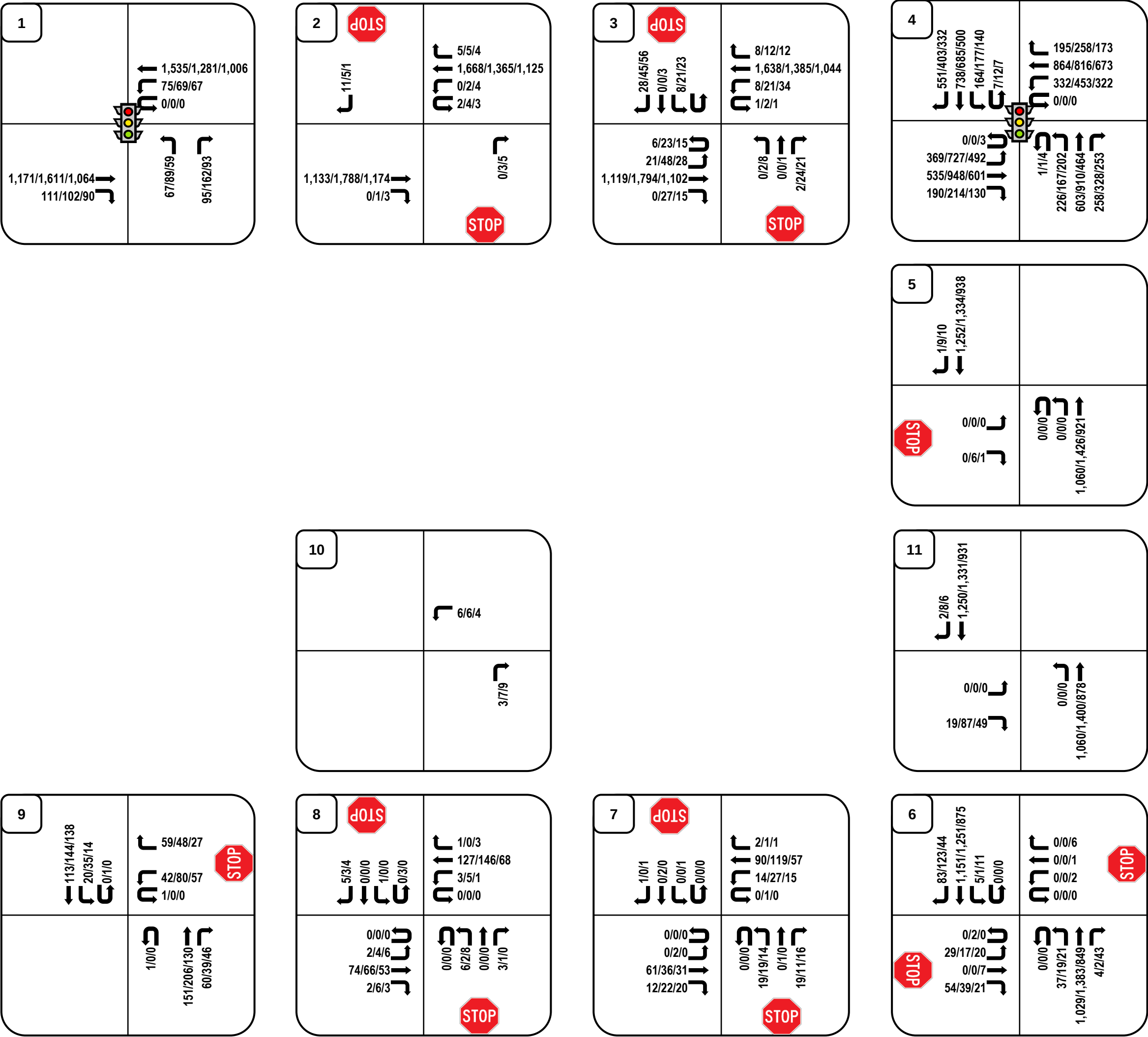
LEGEND:  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements

Coal Creek Station  
Louisville, CO

Project Number M1663  
Prepared By GWS  
4/23/2025



Figure 6: Year 2045 Background Traffic



**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements



## 4.6 Background Traffic Level of Service

Using *Highway Capacity Manual*<sup>6</sup> (HCM) methodology, Synchro Version 10 software was used to determine the delay and Level of Service (LOS.) HCM LOS is defined by the following criteria:

*Table 4: HCM Level of Service Criteria*

| LOS | Expected Delay to Minor Street Traffic                                                                                                                                                                                                           | Average Signal Delay (Seconds/Vehicle) | Average Stop-Controlled Delay (Seconds/Vehicle) |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------|
| A   | Little or no delay.                                                                                                                                                                                                                              | 0-10                                   | 0-10                                            |
| B   | Short traffic delays.                                                                                                                                                                                                                            | >10-20                                 | >10-15                                          |
| C   | Average traffic delays.                                                                                                                                                                                                                          | >20-35                                 | >15-25                                          |
| D   | Long traffic delays.                                                                                                                                                                                                                             | >35-55                                 | >25-35                                          |
| E   | Very long traffic delays.                                                                                                                                                                                                                        | >55-80                                 | >35-50                                          |
| F   | When volume exceeds the capacity of the lane extreme delays will be encountered with queuing that may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improving the intersection. | >80                                    | >50                                             |

**Table 5** shows the resulting LOS as determined by HCM analysis. The Synchro reports for the background level of service analysis can be found in the **Appendix**. These projections reflect the peak morning and evening traffic in Year 2026 and Year 2045.

<sup>6</sup> Highway Capacity Manual, 6<sup>th</sup> Edition. Transportation Research Board, 2016.



**Table 5: Background Traffic Level of Service**

| #  | Intersection                               | Traffic Control | Approach | Year 2026 Background Level of Service (Delay in Seconds) |            |            | Year 2045 Background Level of Service (Delay in Seconds) |            |            |
|----|--------------------------------------------|-----------------|----------|----------------------------------------------------------|------------|------------|----------------------------------------------------------|------------|------------|
|    |                                            |                 |          | AM                                                       | PM         | SAT        | AM                                                       | PM         | SAT        |
| 1  | South Boulder Road & Main Street           | Signal          | EBT      | A (7.5)                                                  | A (9.6)    | A (6.6)    | A (8.5)                                                  | B (10.8)   | A (7.0)    |
|    |                                            |                 | EBR      | A (1.3)                                                  | A (2.4)    | A (1.4)    | A (2.1)                                                  | A (3.0)    | A (1.4)    |
|    |                                            |                 | WBL      | A (5.1)                                                  | A (7.4)    | A (3.1)    | A (5.1)                                                  | A (9.5)    | A (2.9)    |
|    |                                            |                 | WBT      | A (5.9)                                                  | A (6.6)    | A (3.2)    | A (7.3)                                                  | A (7.9)    | A (2.9)    |
|    |                                            |                 | NBL      | D (55.0)                                                 | E (55.3)   | D (47.5)   | D (53.1)                                                 | E (59.8)   | D (47.0)   |
|    |                                            |                 | NBR      | B (13.9)                                                 | B (15.3)   | B (14.4)   | B (14.1)                                                 | C (29.0)   | B (15.0)   |
| 2  | South Boulder Road & Front Street          | 3/4, NB/SB Stop | WBL      | C (15.3)                                                 | C (24.3)   | B (12.9)   | C (20.5)                                                 | E (41.3)   | C (16.3)   |
|    |                                            |                 | NB       | A (0.0)                                                  | C (15.9)   | B (12.3)   | A (0.0)                                                  | C (20.1)   | B (14.0)   |
|    |                                            |                 | SB       | C (15.3)                                                 | B (13.3)   | B (12.0)   | C (19.1)                                                 | C (15.6)   | B (13.6)   |
| 3  | South Boulder Road & Cannon Circle         | NB/SB Stop      | EBL      | C (16.6)                                                 | C (16.9)   | B (12.5)   | C (24.8)                                                 | D (25.8)   | C (15.6)   |
|    |                                            |                 | WBL      | B (10.9)                                                 | C (16.2)   | B (10.6)   | B (12.5)                                                 | C (23.2)   | B (12.2)   |
|    |                                            |                 | NB       | B (12.0)                                                 | E (47.6)   | E (44.3)   | B (13.6)                                                 | F (186.8)  | F (91.1)   |
|    |                                            |                 | SB       | E (50.0)                                                 | F (324.2)  | F (53.2)   | F (194.7)                                                | F (1776.7) | F (216.3)  |
| 4  | SH 42 (Courtesy Road) & South Boulder Road | Signal          | EBL      | E (55.1)                                                 | F (121.1)* | F (505.8)* | E (63.8)*                                                | F (215.3)* | F (863.0)* |
|    |                                            |                 | EBT      | C (30.2)                                                 | D (46.2)*  | C (25.2)   | C (29.4)                                                 | D (41.7)*  | C (25.8)   |
|    |                                            |                 | EBR      | -                                                        | -          | -          | B (11.3)                                                 | A (9.1)    | A (1.8)    |
|    |                                            |                 | WBL      | E (61.5)                                                 | F (109.4)* | E (75.6)*  | E (65.1)*                                                | F (167.8)* | F (99.5)*  |
|    |                                            |                 | WBT      | D (42.5)                                                 | D (47.3)   | C (33.7)   | D (48.4)*                                                | E (56.6)*  | C (34.9)   |
|    |                                            |                 | WBR      | A (4.9)                                                  | A (7.8)    | A (1.8)    | A (8.5)                                                  | B (14.5)   | A (3.7)    |
|    |                                            |                 | NBL      | E (63.0)                                                 | F (180.8)* | F (183.0)* | F (529.6)*                                               | F (305.6)* | F (313.5)* |
|    |                                            |                 | NBT      | C (32.6)                                                 | E (76.8)*  | C (26.6)   | D (35.5)                                                 | D (48.8)*  | C (25.0)   |
|    |                                            |                 | NBR      | -                                                        | -          | -          | A (9.4)                                                  | B (12.2)   | A (7.4)    |
|    |                                            |                 | SBL      | F (193.3)*                                               | F (240.4)* | F (94.1)*  | F (321.4)*                                               | F (372.3)* | F (152.0)* |
|    |                                            |                 | SBT      | D (37.0)                                                 | D (38.6)   | C (29.2)   | D (39.2)                                                 | D (40.2)   | C (29.1)   |
|    |                                            |                 | SBR      | B (17.0)                                                 | A (6.0)    | A (5.4)    | C (31.8)*                                                | A (9.2)    | A (6.9)    |
| 5  | SH 42 (Courtesy Rd) & Cannon Circle        | EB Stop         | EB       | F (65.1)                                                 | D (28.5)   | E (38.2)   | A (0.0)                                                  | C (15.2)   | B (12.2)   |
|    |                                            |                 | NBL      | B (14.1)                                                 | B (11.0)   | C (15.7)   | -                                                        | -          | -          |
| 6  | SH 42 (Courtesy Road) & Griffith Street    | EB/WB Stop      | EB       | F (76.4)                                                 | F (96.9)   | E (39.2)   | -                                                        | -          | -          |
|    |                                            |                 | WB       | F (70.2)                                                 | F (115.0)  | D (26.5)   | -                                                        | -          | -          |
|    |                                            |                 | NB       | A (0.5)                                                  | A (0.2)    | A (0.3)    | -                                                        | -          | -          |
|    |                                            |                 | SB       | A (0.0)                                                  | A (0.0)    | A (0.1)    | -                                                        | -          | -          |
| 6  | SH 42 (Courtesy Road) & Griffith Street    | Signal          | EBL      | -                                                        | -          | -          | C (26.7)                                                 | C (25.3)   | C (20.5)   |
|    |                                            |                 | EBT      | -                                                        | -          | -          | A (0.7)                                                  | A (0.5)    | B (11.0)   |
|    |                                            |                 | WBL      | -                                                        | -          | -          | C (24.0)                                                 | C (24.0)   | B (18.5)   |
|    |                                            |                 | WBT      | -                                                        | -          | -          | C (21.0)                                                 | C (21.0)   | B (13.3)   |
|    |                                            |                 | NBL      | -                                                        | -          | -          | C (26.5)                                                 | C (25.1)   | B (17.7)   |
|    |                                            |                 | NBT      | -                                                        | -          | -          | A (3.9)                                                  | A (4.9)    | A (4.8)    |
|    |                                            |                 | SBL      | -                                                        | -          | -          | C (29.0)                                                 | C (32.0)   | B (17.5)   |
|    |                                            |                 | SBT      | -                                                        | -          | -          | A (4.4)                                                  | A (5.2)    | A (4.7)    |
| 7  | Griffith Street & Cannon Street            | NB/SB Stop      | EB       | A (0.0)                                                  | A (0.2)    | A (0.0)    | A (0.0)                                                  | A (0.3)    | A (0.0)    |
|    |                                            |                 | WB       | A (1.0)                                                  | A (0.0)    | A (1.5)    | A (1.0)                                                  | A (0.0)    | A (1.5)    |
|    |                                            |                 | NB       | A (9.9)                                                  | B (10.3)   | A (9.4)    | A (9.6)                                                  | A (9.9)    | A (9.2)    |
|    |                                            |                 | SB       | A (8.9)                                                  | B (10.7)   | A (9.1)    | A (8.9)                                                  | B (10.7)   | A (9.2)    |
| 8  | Griffith Street & Front Street             | NB/SB Stop      | EB       | A (0.2)                                                  | A (0.4)    | A (0.7)    | A (0.2)                                                  | A (0.4)    | A (0.7)    |
|    |                                            |                 | WB       | A (0.2)                                                  | A (0.2)    | A (0.1)    | A (0.2)                                                  | A (0.2)    | A (0.1)    |
|    |                                            |                 | NB       | A (9.9)                                                  | A (10.0)   | A (9.8)    | A (9.8)                                                  | A (9.9)    | A (9.7)    |
|    |                                            |                 | SB       | A (9.3)                                                  | A (9.2)    | A (8.8)    | A (9.3)                                                  | A (9.2)    | A (8.8)    |
| 9  | Griffith Street & Main Street              | WB Stop         | WB       | B (13.9)                                                 | B (12.9)   | B (11.2)   | B (13.6)                                                 | B (12.8)   | B (11.2)   |
|    |                                            |                 | SB       | A (1.3)                                                  | A (0.0)    | A (0.9)    | A (1.2)                                                  | A (0.0)    | A (0.7)    |
| 10 | Harper Street & Front Street               | None            | WB       | -                                                        | -          | -          | -                                                        | -          | -          |
|    |                                            |                 | SB       | -                                                        | -          | -          | -                                                        | -          | -          |
| 11 | SH 42 (Courtesy Rd) & Harper Street        | EB Stop         | EB       | D (33.7)                                                 | F (118.0)  | E (40.9)   | B (14.7)                                                 | C (18.2)   | B (12.9)   |
|    |                                            |                 | NBL      | B (10.4)                                                 | B (10.7)   | A (9.3)    | -                                                        | -          | -          |

\* Indicates LOS F with volume exceeding capacity (delays in seconds likely not accurate due to modelling limitations)

As can be seen in **Table 5**, unsignalized intersections on South Boulder Road and SH 42 will continue to see longer wait times/delay as traffic on these arterial streets continue to grow and there are less gaps in traffic to make a left turn movement onto the larger road. Left turns at the South Boulder Road and SH 42 traffic signal continue to be starved for time, resulting in failing LOS for these movements. These degradations and failures will occur with or without the addition of the proposed Coal Creek Village traffic.

Intersection #1 - South Boulder Road and Main Street Intersection: This 3-legged intersection is signalized. The signal is coordinated with the BNSF Railroad crossing that is located on the eastern leg of the intersection.

This intersection will see acceptable LOS A and B on all mainline eastbound and westbound movements. As is typical with side streets to major arterials, the side street receives less green time from the traffic signal. As the signal timing is currently set, Main Street is anticipated to operate with failing LOS E and F. Overall intersection LOS is B or better through Year 2045 background traffic conditions.

Intersection #2 - South Boulder Road and Front Street Intersection: This unsignalized intersection is anticipated to operate at an acceptable overall intersection LOS A for Year 2026 background traffic conditions and LOS B through Year 2045 background traffic conditions.

The northbound right turn movement is anticipated to operate LOS C or better through background Year 2045 conditions.

The westbound left turn is currently operating at an acceptable LOS C. By Year 2045 background traffic conditions, this movement is anticipated to degrade to a LOS E, as gaps in South Boulder Road traffic decrease.

Intersection #3 - South Boulder Road and Cannon Circle intersection: This full-movement intersection currently serves a commercial driveway to the north and Cannon Circle to the south. All mainline South Boulder Road movements are anticipated to operate at an acceptable LOS of D or better through Year 2045 background traffic conditions.

As is typical with unsignalized side street traffic accessing a major arterial, side street traffic operations for left and through movements will continue to degrade over time as traffic volumes on South Boulder Road continue to grow. The northbound and southbound movements are anticipated to experience failing LOS F operations.

The City of Louisville completed a *South Boulder Road Corridor Evaluation*<sup>11</sup>. The resulting recommendations determined that signalization is not appropriate at Cannon Circle due to spacing constraints to the SH 42 traffic signal. Refer to an excerpt in the **Appendix**.

Intersection #4 - South Boulder Road and SH 42 intersection: This is a full-movement, signalized intersection. The *Future 42* plan depicts intersection improvements that include northbound and eastbound channelized right turn lanes. The Year 2045 background and total traffic scenarios are modeled assuming the westbound and southbound right turn lanes are constructed. Even with these future improvements, this intersection has movements that are anticipated to operate at a failing LOS F for both Year 2026 and Year 2045 background conditions. The overall intersection LOS is between D and F for these scenarios.

This intersection has below acceptable LOS due to the high traffic volumes it handles. The current traffic volumes are too high to be flushed out of the intersection within one cycle during peak traffic hours. This causes vehicles to wait in queues for more than one cycle. LOS on the north and south legs of SH 42 are slightly better than on the South Boulder Road's east and west legs. This is due to CDOT's prioritization of SH 42 and giving the highway more green time.

Intersection #5 - SH 42 and Cannon Circle intersection: This is currently a full-movement "T" intersection. Mainline SH 42 is anticipated to operate at good LOS in Year 2026 background traffic conditions. However, the eastbound leg is already experiencing failing LOS F during peak traffic hours.

*Future 42* identifies that this access will be restricted to right-in, right-out only movements in the future. This improvement would likely coincide with the signalization of the SH 42 and Griffith Street intersection. With the access restriction, this access will operate at acceptable LOS C or better through Year 2045 background traffic conditions.

Intersection #6 - SH 42 and Griffith Street intersection: This is currently a full-movement intersection. Mainline SH 42 is anticipated to operate at acceptable LOS A under short-term background traffic conditions. However, the side streets are currently seeing significant delays during peak traffic. The west leg is currently operating at a LOS F due to the delay experienced turning out onto SH 42.

Per the *Future 42* Plan, the TIS assumes that this intersection will be signalized in the future. Year 2045 background and total traffic scenarios are modeled with a traffic signal. The signal timing used assumed a half-cycle (from the South Boulder Road intersection) of 60 seconds for the morning and evening peak hours and 50 seconds for the Saturday peak hour. The green time on SH 42 was prioritized. The maximum bandwidth was used to coordinate the signals with the SH 42 and South Boulder Road intersection. This improved the northbound LOS at the SH 42 and South Boulder Road intersection. The southbound movement into this intersection was limited by the constraints of the upstream South Boulder Road cycle.

The side street operations are anticipated to improve to LOS C with signalization. Mainline SH 42 may degrade due to the added delay to the corridor. SH 42 is



anticipated to operate at a LOS D or better through Year 2045 background traffic conditions.

Intersection #7 – Griffith Street and Cannon Street intersection: This is a full-movement intersection with stop-control on the north and south legs. This intersection is anticipated to operate at acceptable LOS A or B for all movements for both Year 2026 and Year 2045 background conditions.

Intersection #8 – Griffith Street and Front Street intersection: This is a full-movement intersection with stop-control on the north and south legs. This intersection is anticipated to operate at LOS A for all movements for both Year 2026 and Year 2045 background conditions.

Intersection #9 – Griffith Street and Main Street intersection: This is a full-movement “T” intersection. The east leg is stop-controlled. This intersection is anticipated to operate at LOS B or better for all movements for both Year 2026 and Year 2045 background conditions.

Intersection #10 – Front Street and Harper Street intersection: This is currently a free-flowing intersection. There is an unimproved alley access as a third, north leg. All background scenarios assume no change in the current configuration. All legs of this intersection are anticipate to operate at a LOS A.

Intersection #11 – SH 42 and Harper Street intersection: Left turns at this intersection currently experience delay into and out of the site during peak traffic on SH 42. Currently, through movements on SH 42 are operating at a LOS A. Eastbound Harper Street is operating at a LOS F during the evening peak hour.

Per the *Future 42* Plan, the Harper Street access will be restricted to right-in, right-out movements by the Year 2045 background traffic conditions. With this scenario, the eastbound movement is anticipated to improve to a LOS C.

## 5.0 Project Traffic

### 5.1 Trip Generation

The Institute of Transportation Engineers' (ITE) *11<sup>th</sup> Edition of the Trip Generation Manual*<sup>7</sup> (*Trip Generation Manual*) was used to determine the anticipated trip generation for the Coal Creek Village development. Site-generated traffic volumes were determined for the weekday morning peak hour, the weekday afternoon peak hour, and the Saturday midday peak hour.

The trip generation analysis used the following ITE Land Uses:

*Table 6: ITE Land Use Codes*

| ITE Code   | Land Use Category                               | Size  |                   |
|------------|-------------------------------------------------|-------|-------------------|
| <b>220</b> | Multifamily Housing (Low-Rise)                  | 188   | Dwelling Units    |
| <b>822</b> | Retail Plaza (<40K)                             | 13.53 | 1000 Sq. Ft. GFA* |
| <b>930</b> | Fast Casual Restaurant (Existing Empanada Shop) | 0.43  | 1000 Sq. Ft. GFA* |

GFA = Gross Floor Area

As per ITE's *Trip Generation Handbook*<sup>8</sup> methodology, the trip generation regression equations and average rates were utilized as part of this analysis.

Existing Empanada Shop: As previously mentioned, the existing Empanada shop was operating during the November 2024 traffic data collection. Therefore, the existing and background traffic counts already include the empanada shop's traffic.

It is anticipated that with the buildout of the Coal Creek Village project, a portion of Coal Creek Village's residents and patrons will access the empanada shop. Therefore, an internal capture reduction is applied to the existing empanada shop's traffic in the total traffic scenarios.

Multimodal Reduction: A five percent (5%) multimodal reduction was applied to all the proposed land uses. The development is within walking and biking distance to Louisville Middle School, Fairview Montessori School, the Louisville Sports Complex, and various commercial facilities. There are bike lanes on South Boulder Road and on SH 42. There are bus stops for the RTD DASH Route adjacent to the development on South Boulder Road.

Internal Capture: Internal capture traffic refers to trips that occur within a mixed-use development (like trips between a residential area and a retail area within the same site), rather than trips that originate or end outside the development. This capture

<sup>7</sup> Trip Generation Manual, 11<sup>th</sup> Edition. Institute of Transportation Engineers, 2021.

<sup>8</sup> Trip Generation Handbook, 3<sup>rd</sup> Edition. Institute of Transportation Engineers, 2017.

reduces the overall number of trips that would otherwise use the external road network.

The ITE *Trip Generation Handbook*<sup>9</sup> was used to determine the internal capture reductions for the proposed residential and commercial developments. Internal reduction calculations for the average weekday, AM peak hour, and PM peak hour are included in the **Appendix**. Data for the Saturday peak hour was not available. Therefore, the internal reductions rates for the PM peak hour were used for the Saturday peak hour.

**Project Trip Generation:** The proposed development is expected to generate a total of 1,839 vehicle trips on the adjacent roadway network over the course of an average weekday (vpd). This includes 175 vehicle trips per hour (vph) during the morning peak hour, 244vph during the evening peak hour, and 144vph during the Saturday peak hour.

The existing empanada shop is already generating traffic, as detailed in the traffic counts and **Table 7**. The additional development is anticipated to generate an additional 1,779 vehicle trips on the adjacent roadway network over the course of an average weekday (vpd). This includes 173 vehicle trips per hour (vph) during the morning peak hour, 238vph during the evening peak hour, and 132vph during the Saturday peak hour.

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<sup>9</sup> Trip Generation Handbook, 2<sup>nd</sup> Edition. Institute of Transportation Engineers, 2004.



**Table 7: Project Trip Generation**

| ITE Trip Generation Equation <sup>3</sup>                                                                                    |                    |     |            |              |              |              |                | Average Weekday | Morning Peak Hour |             | Evening Peak Hour |             | Saturday Peak Hour |             |         |             |
|------------------------------------------------------------------------------------------------------------------------------|--------------------|-----|------------|--------------|--------------|--------------|----------------|-----------------|-------------------|-------------|-------------------|-------------|--------------------|-------------|---------|-------------|
| ITE Code                                                                                                                     | Units <sup>2</sup> |     | Eg. Coef   | Avg. Weekday | AM Peak Hour | PM Peak Hour | Sat. Peak Hour | Trips (vpd)     | % Trips           | Trips (vph) | % Trips           | Trips (vph) | % Trips            | Trips (vph) | % Trips | Trips (vph) |
| Existing Land Use                                                                                                            |                    |     |            |              |              |              |                |                 |                   |             |                   |             |                    |             |         |             |
| Empanada Shop (Actual Derived Rate Equations) <sup>6</sup>                                                                   | 0.43               | kSF | Type a= b= | Rate 139.53  | Rate 4.65    | Rate 13.95   | Rate 27.91     | 60              | 50%               | 1           | 50%               | 1           | 50%                | 3           | 50%     | 3           |
| Existing External Restaurant Vehicular Trips                                                                                 |                    |     |            |              |              |              |                | 60              | 1                 |             | 1                 |             | 3                  |             | 3       |             |
| Internal Capture Reduction <sup>4</sup>                                                                                      |                    |     |            |              |              |              |                | -23             | 0                 |             | 0                 |             | -1                 |             | -1      |             |
| External Restaurant Vehicular Trips with Buildout of Coal Creek Station <sup>7</sup>                                         |                    |     |            |              |              |              |                | 37              | 1                 |             | 1                 |             | 2                  |             | 2       |             |
|                                                                                                                              |                    |     |            |              |              |              |                |                 | 2                 |             |                   |             | 4                  |             | 8       |             |
| Proposed Residential Land Use                                                                                                |                    |     |            |              |              |              |                |                 |                   |             |                   |             |                    |             |         |             |
| #220 - Multifamily Housing (Low-Rise)                                                                                        | 188                | DU  | Type a= b= | A 6.41       | A 0.35       | A 0.42       | Rate 0.41      | 1,280           | 24%               | 23          | 76%               | 71          | 62%                | 71          | 38%     | 43          |
| Multi-Modal Reduction                                                                                                        |                    | -5% |            | 75.31        | 28.13        | 34.78        |                | -64             | -1                |             | -4                |             | -4                 |             | -2      |             |
| Vehicular Trips                                                                                                              |                    |     |            |              |              |              |                | 1,216           | 22                |             | 67                |             | 67                 |             | 41      |             |
| Internal Capture Reduction <sup>4</sup>                                                                                      |                    |     |            |              |              |              |                | -82             | -3                |             | -2                |             | -10                |             | -9      |             |
| Project External Residential Vehicular Trips                                                                                 |                    |     |            |              |              |              |                | 1,134           | 19                |             | 65                |             | 57                 |             | 32      |             |
|                                                                                                                              |                    |     |            |              |              |              |                |                 | 84                |             |                   |             | 89                 |             | 62      |             |
| Proposed Commercial Land Use                                                                                                 |                    |     |            |              |              |              |                |                 |                   |             |                   |             |                    |             |         |             |
| #822 - Retail Plaza <sup>5</sup>                                                                                             | 13.53              | kSF | Type a= b= | A 42.20      | Rate 7.60    | Rate 13.24   | Rate 6.57      | 801             | 50%               | 51          | 50%               | 51          | 54%                | 97          | 46%     | 82          |
| Multi-Modal Reduction                                                                                                        |                    | -5% |            | 229.68       |              |              |                | -40             | -3                |             | -3                |             | -5                 |             | -4      |             |
| Vehicular Trips                                                                                                              |                    |     |            |              |              |              |                | 761             | 48                |             | 48                |             | 92                 |             | 78      |             |
| Internal Capture Reduction <sup>4</sup>                                                                                      |                    |     |            |              |              |              |                | -93             | -3                |             | -4                |             | -9                 |             | -10     |             |
| Project External Commercial Vehicular Trips                                                                                  |                    |     |            |              |              |              |                | 668             | 45                |             | 44                |             | 83                 |             | 68      |             |
|                                                                                                                              |                    |     |            |              |              |              |                |                 | 89                |             |                   |             | 151                |             | 74      |             |
| Project Trip Generation Summary                                                                                              |                    |     |            |              |              |              |                |                 |                   |             |                   |             |                    |             |         |             |
| Existing External Restaurant Vehicular Trips                                                                                 |                    |     |            |              |              |              |                | 60              | 1                 |             | 1                 |             | 3                  |             | 3       |             |
| External Restaurant Vehicular Trips with Buildout of Coal Creek Station <sup>7</sup>                                         |                    |     |            |              |              |              |                | 37              | 1                 |             | 1                 |             | 2                  |             | 2       |             |
|                                                                                                                              |                    |     |            |              |              |              |                |                 | 2                 |             |                   |             | 4                  |             | 8       |             |
| Project External Residential Vehicular Trips                                                                                 |                    |     |            |              |              |              |                | 1,134           | 19                |             | 65                |             | 57                 |             | 32      |             |
|                                                                                                                              |                    |     |            |              |              |              |                |                 | 84                |             |                   |             | 89                 |             | 62      |             |
| Project External Commercial Vehicular Trips (Less Empanada Shop Internal Capture)                                            |                    |     |            |              |              |              |                | 645             | 45                |             | 44                |             | 82                 |             | 67      |             |
|                                                                                                                              |                    |     |            |              |              |              |                |                 | 89                |             |                   |             | 149                |             | 70      |             |
| Project Total New Vehicular Trips (Restaurant's new internal capture + residential + commercial)                             |                    |     |            |              |              |              |                | 1,779           | 64                |             | 109               |             | 139                |             | 99      |             |
|                                                                                                                              |                    |     |            |              |              |              |                |                 | 173               |             |                   |             | 238                |             | 132     |             |
| Project Total Vehicular Trips (Including Existing Restaurant + Restaurant's new internal capture + residential + commercial) |                    |     |            |              |              |              |                | 1,839           | 65                |             | 110               |             | 142                |             | 102     |             |
|                                                                                                                              |                    |     |            |              |              |              |                |                 | 175               |             |                   |             | 244                |             | 144     |             |

**Notes:**

<sup>1</sup> Values obtained from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, September 2021.

<sup>2</sup> vpd = vehicle trips per day, vph = vehicle trips per hour, DU = Dwelling Units, kSF = 1,000 Square Feet

<sup>3</sup> Fitted curve equations from ITE Land Uses - Equation Type A is  $T = a * X + b$ , Equation Type B is  $\ln(T) = a * \ln(X) + b$ , Rate is  $T = a * X$

<sup>4</sup> Internal capture reductions were obtained from the *ITE Trip Generation Handbook*, Second Edition, June 2004. See calculations in Appendix.

<sup>5</sup> The ITE Trip Generation Manual did not have available data for the directional distribution of the Saturday peak hour. Therefore, the distribution from mid-rise multifamily housing was used.

<sup>6</sup> Trip generation rates were calculated from existing traffic counts onsite. Weekday rates were estimated by using a 10% DHV rate based upon the PM Peak hour. A minimum of 1vph inbound/outbound was used for the AM peak (Actual counts were 0vph inbound and 0vph outbound)

<sup>7</sup> External Restaurant Vehicular Trips are the sum of the empanada shop existing traffic with the anticipated internal capture traffic reduction that will occur at project buildout.

## 5.2 Trip Distribution

The distribution of project-generated vehicular traffic on adjacent roadways is influenced by several factors including the following:

- The location of the site relative to other commercial and healthcare facilities and the roadway network.
- The configuration of the existing and proposed adjacent roadway network
- Relative location of neighboring population centers.
- The proposed development has four accesses.
  - Distributions per access are dependent upon the general origin/destination of traffic.
  - Access restrictions are being imposed for Coal Creek Village's two accesses onto South Boulder Road and access onto SH 42. This will significantly impact Coal Creek Village's residents and patrons that wish to make the following movements:
    - Westbound on South Boulder Road
    - Northbound on SH 42
- Access control variations for each analysis scenario (from **Table 2**), with consideration for travel times and access configurations and restrictions.

From the review of the traffic data, TMP data, and factors described above; it was determined that generally 30% of site traffic is coming from/going to the west on South Boulder Road, 20% has destinations/origins to the north on SH 42, 20% has destinations/origins to the south on SH 42, 20% has destinations/origins to the south in the Main Street area, and 10% has destinations/origins to the east on South Boulder Road.

## 5.3 Internal Site Circulation

The proposed street configuration for Coal Creek Village provides good internal circulation and alternate routes to access adjacent arterial streets. Access restrictions will require that drivers wanting to go west on South Boulder Road or north on SH 42 may need to adjust their travel routes, as left turns out of the site are prohibited onto these two roadways.

Sidewalks are proposed throughout the development. Adjacent access to transit is provided at South Boulder Road and Main Street.

## 5.4 Front Street Connection Analysis Scenarios

This study analyzes the transportation impacts with and without the Front Street connection. Refer to **Section 3.2** of the report for more information on the two alternatives modeling the anticipated transportation network impacts with and without the Front Street connection.

With the Front Street Connection: In the Year 2026 and Year 2045 total traffic scenarios with the Front Street connection, it is recommended that Front Street becomes the through street, resulting in the installation of westbound stop-control. This connection aligns with the City of Louisville's previous *The Highway 42 Revitalization Area Framework Plan*<sup>14</sup> and *42 Gateway Alternative Analysis Report*<sup>15</sup> plans to connect South Boulder Road and Griffith Street via Front Street. Excerpts from these reports are included in the **Appendix**.

Additionally, per Louisville's *Transportation Master Plan*, "Louisville's transportation network is focused on a few major corridors, for which there aren't many readily available substitutes. This means it may be difficult to shift travel to lesser-traveled routes that would help handle additional future capacity."

Front Street is an example of an alternative roadway connector that can provide the traditional gridded street network that is more efficient and has more capacity for the area. This also allows for narrower street sections that benefit pedestrian and multimodal travel. The Front Street connection provides redundancy for Louisville's transportation network in the event of an emergencies, such as fire and other emergency response providers.

As traffic volumes on South Boulder Road and SH 42 are significant and anticipated to increase over time, the City of Louisville is implementing access control restrictions on side streets. As access restrictions are being imposed for Coal Creek Village's two accesses onto South Boulder Road and access onto SH 42, some site traffic is anticipated to utilize Front Street to access their destinations. Details are of the site traffic's anticipated directional distribution and background traffic's travel route adjustments are documented in the **Appendix**.

Without the Front Street Connection: In the Year 2026 and Year 2045 total traffic scenarios without the Front Street connection, no changes from the current conditions are considered. Thus, no additional traffic volume is anticipated on Front Street.

Combined with the South Boulder Road and SH 42 access restrictions, Coal Creek Village's residents and patrons that wish to make westbound movements on South Boulder Road and northbound movements on SH 42 will be required to make weave movements across South Boulder Road to access the eastbound left turn lane at the SH 42 traffic signal to make U-turns or left turns onto SH 42 for an alternate travel route.

## 5.5 Travel Route Adjustments for Modified Access Scenarios

As detailed in **Section 4.3**, modifications to the allowed turning movements at the analysis intersections, future construction of a traffic signal at SH 42 and Griffith Street, and scenarios with and without Front Street connection from South Boulder

Road to Griffith Street will impact the travel routes of both existing and future traffic. Specific modifications for each applicable scenario are included in the **Appendix**.

## 5.6 Site-Generated Traffic

When the anticipated project trip generation (**Table 7**) is applied for the anticipated retail and residential distributions, the result is the new anticipated traffic assignment for the proposed Coal Creek Village. Traffic assignment for each analysis scenario is a combination of the following trip generation and directional distribution as shown below in **Table 8**.

For instance, for Scenario C (Year 2025 Total Traffic with a Front Street connection), the anticipated vehicular traffic assignment (**Figure 13**) is the result of applying the anticipated trip generation (**Table 7**) to the residential distribution (**Figure 11**) and the retail distribution (**Figure 12**).

## 5.7 Total Traffic

The forecasted Year 2026 and Year 2045 total traffic is the combination of the background traffic forecasts with Coal Creek Village’s anticipated traffic assignment, and travel route adjustments for that scenario. Both the short-term and long-term projections include scenarios with and without the Front Street connection.

Figure 7: Year 2026 Total – With Front Street Connection Schematic Diagram



Figure 8: Year 2045 Total – With Front Street Connection Schematic Diagram





Figure 9: Year 2026 Total – Without Front Street Connection Schematic Diagram

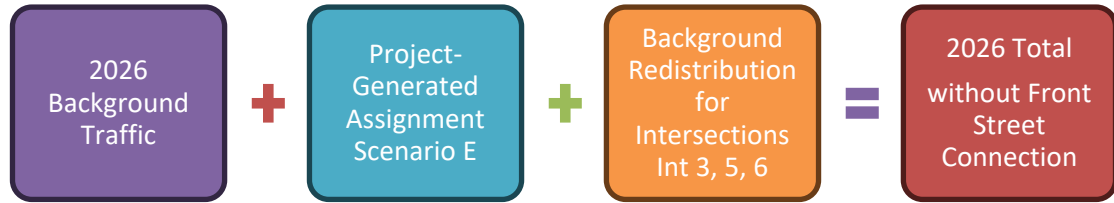
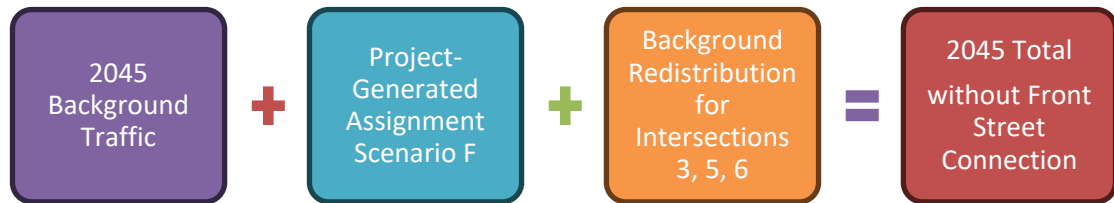


Figure 10: Year 2045 Total – Without Front Street Connection Schematic Diagram



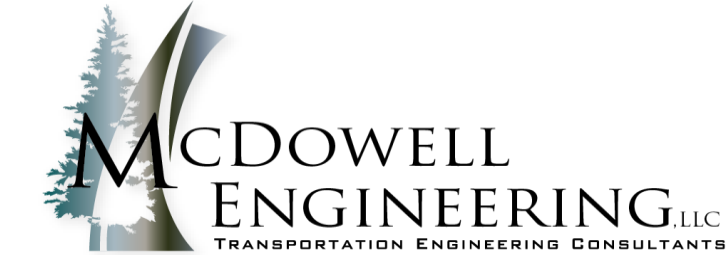
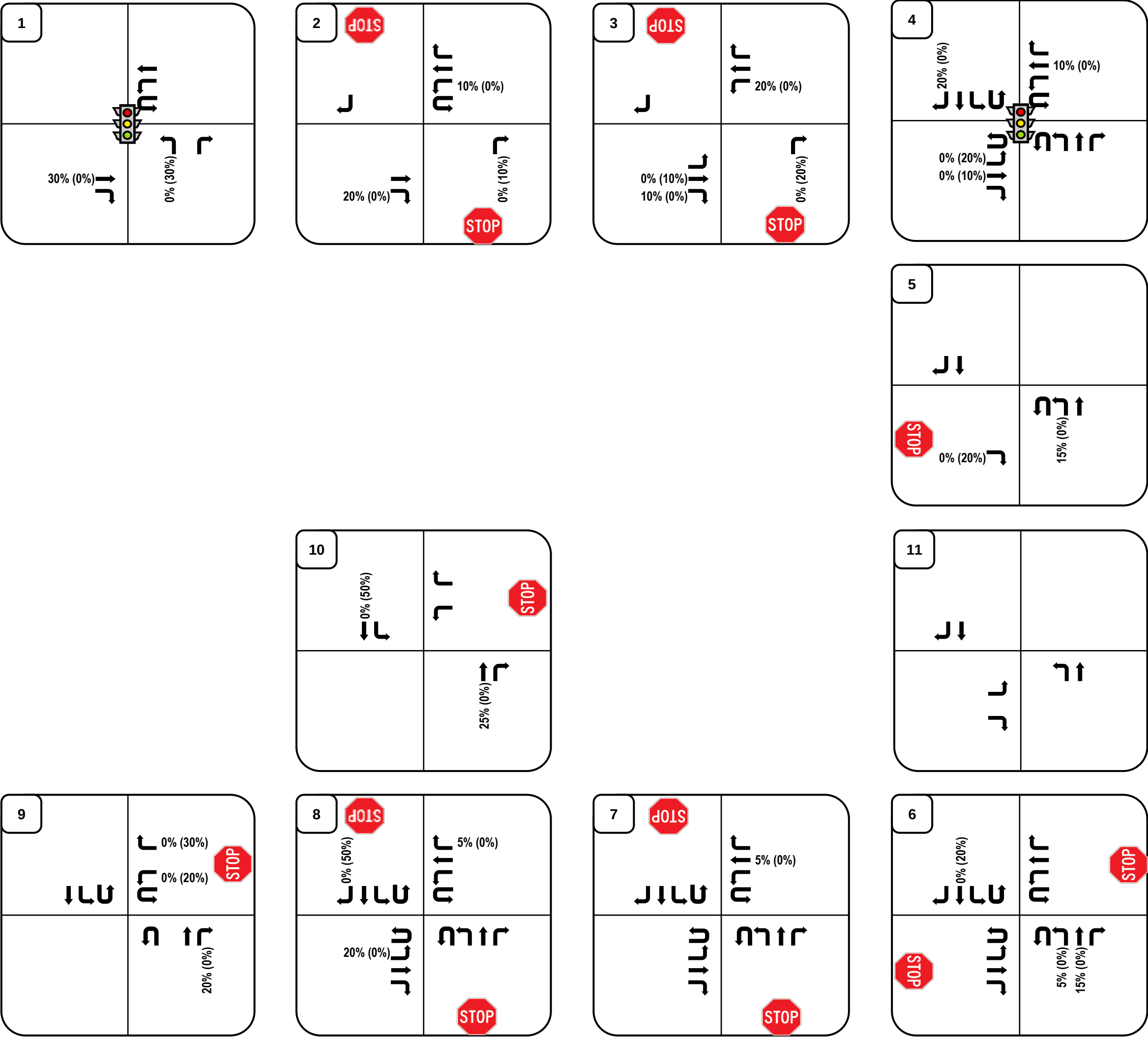
**Table 8** summarizes the background traffic intersection scenarios and the corresponding figures used to calculate them.

***Table 8: Total Traffic Figures Summary***

| Scenario<br>(from Table 2)                                                          | Distribution<br>Figures                                                                                                                                                                        | Assignment Figures                                                                                     | Travel Route<br>Adjustments<br>Figures                                                                                                                                             | Total Traffic<br>Figures                                                                          |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| <b>Scenario C:</b><br>Year 2026 Total<br>Traffic with Front<br>Street Connection    | <b>Figure 11:</b> Project<br>Generated Traffic<br>Distribution –<br>Scenario C<br>(Residential)<br><br><b>Figure 12:</b> Project<br>Generated Traffic<br>Distribution –<br>Scenario C (Retail) | <b>Figure 13:</b> Project<br>Generated Traffic<br>Assignment –<br>Scenario C<br>(Residential & Retail) | <b>Appendix Figure<br/>AP05:</b> Background<br>Adjust for Total (Int<br>#3 Redistribution)<br><br><b>Appendix Figure<br/>AP06:</b> Front Street<br>Diverted Traffic (Year<br>2026) | <b>Figure 7:</b> Year 2026<br>Total – With Front<br>Street Connection<br>Schematic Diagram        |
| <b>Scenario D:</b><br>Year 2045 Total<br>Traffic with Front<br>Street Connection    | <b>Figure 14:</b> Project<br>Generated Traffic<br>Distribution –<br>Scenario D<br>(Residential)<br><br><b>Figure 15:</b> Project<br>Generated Traffic<br>Distribution –<br>Scenario D (Retail) | <b>Figure 16:</b> Project<br>Generated Traffic<br>Assignment –<br>Scenario D<br>(Residential & Retail) | <b>Appendix Figure<br/>AP05:</b> Background<br>Adjust for Total (Int<br>#3 Redistribution)<br><br><b>Appendix Figure<br/>AP07:</b> Front Street<br>Diverted Traffic (Year<br>2045) | Figure 8: Year 2045<br>Total – With Front<br>Street Connection<br><u>Schematic</u> Diagram        |
| <b>Scenario E:</b><br>Year 2026 Total<br>Traffic without Front<br>Street Connection | <b>Figure 17:</b> Project<br>Generated Traffic<br>Distribution –<br>Scenario E<br>(Residential)<br><br><b>Figure 18:</b> Project<br>Generated Traffic<br>Distribution –<br>Scenario E (Retail) | <b>Figure 19:</b> Project<br>Generated Traffic<br>Assignment –<br>Scenario E<br>(Residential & Retail) | <b>Appendix Figure<br/>AP05:</b> Background<br>Adjust for Total (Int<br>#3 Redistribution)                                                                                         | <b>Figure 9:</b> Year 2026<br>Total – Without<br>Front Street<br>Connection<br>Schematic Diagram  |
| <b>Scenario F:</b><br>Year 2045 Total<br>Traffic without Front<br>Street Connection | <b>Figure 20:</b> Project<br>Generated Traffic<br>Distribution –<br>Scenario F<br>(Residential)<br><br><b>Figure 21:</b> Project<br>Generated Traffic<br>Distribution –<br>Scenario F (Retail) | <b>Figure 22:</b> Project<br>Generated Traffic<br>Assignment –<br>Scenario F<br>(Residential & Retail) | <b>Appendix Figure<br/>AP05:</b> Background<br>Adjust for Total (Int<br>#3 Redistribution)                                                                                         | <b>Figure 10:</b> Year 2045<br>Total – Without<br>Front Street<br>Connection<br>Schematic Diagram |



Figure 11: Project Generated Traffic Distribution - Scenario C (Residential)

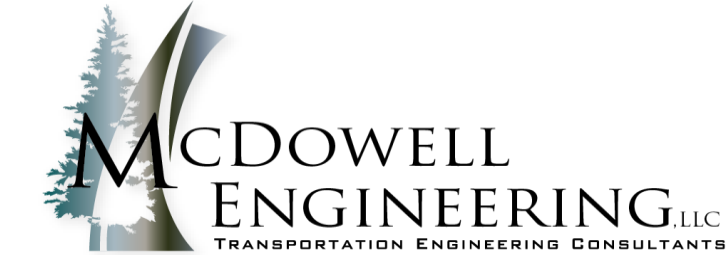
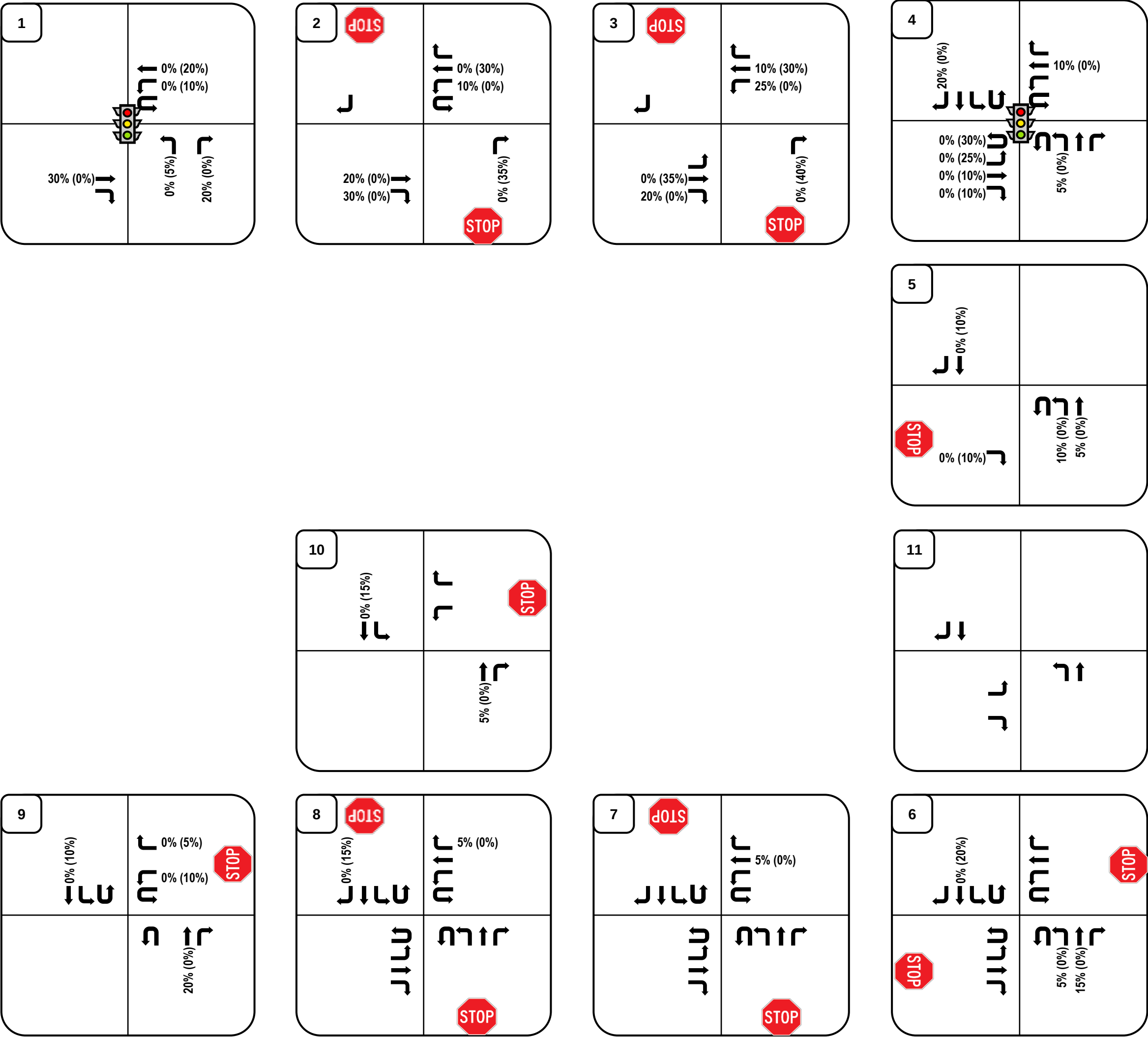


LEGEND:  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements





Figure 12: Project Generated Traffic Distribution - Scenario C (Retail)



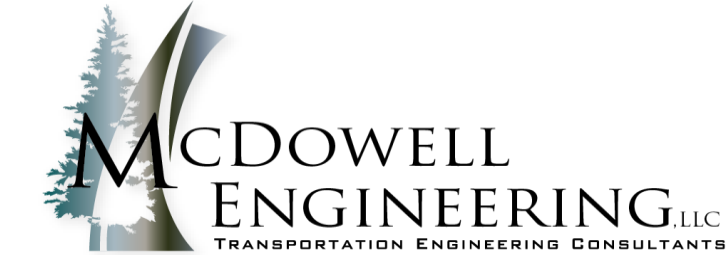
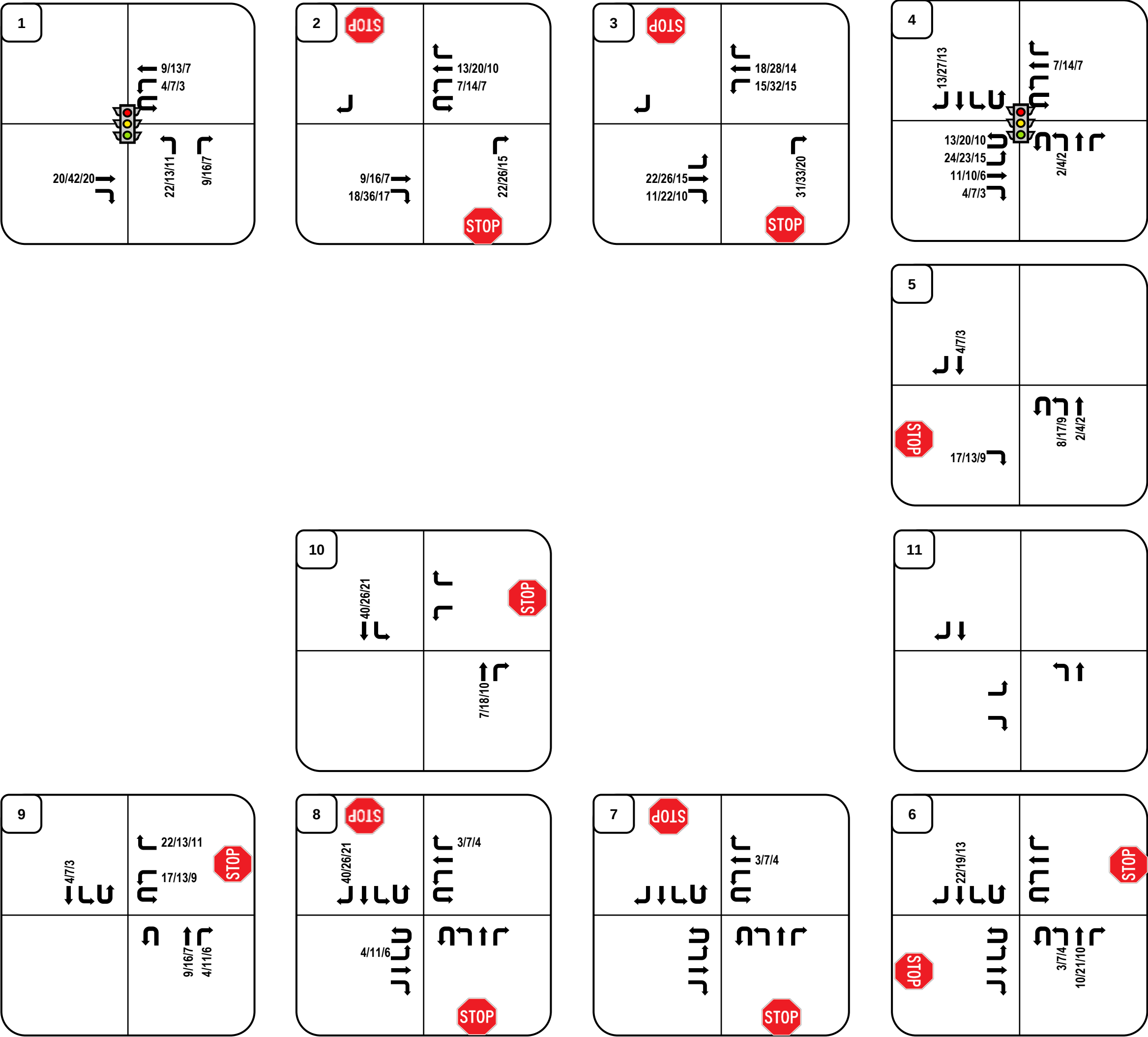
Coal Creek Station  
Louisville, CO

**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements

Project Number M1663  
Prepared By GWS  
4/23/2025



Figure 13: Project Generated Traffic Assignment - Scenario C (Residential & Retail)



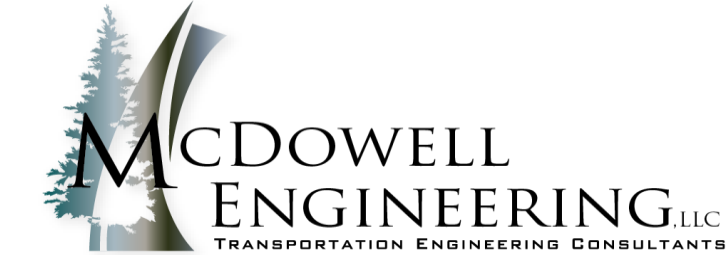
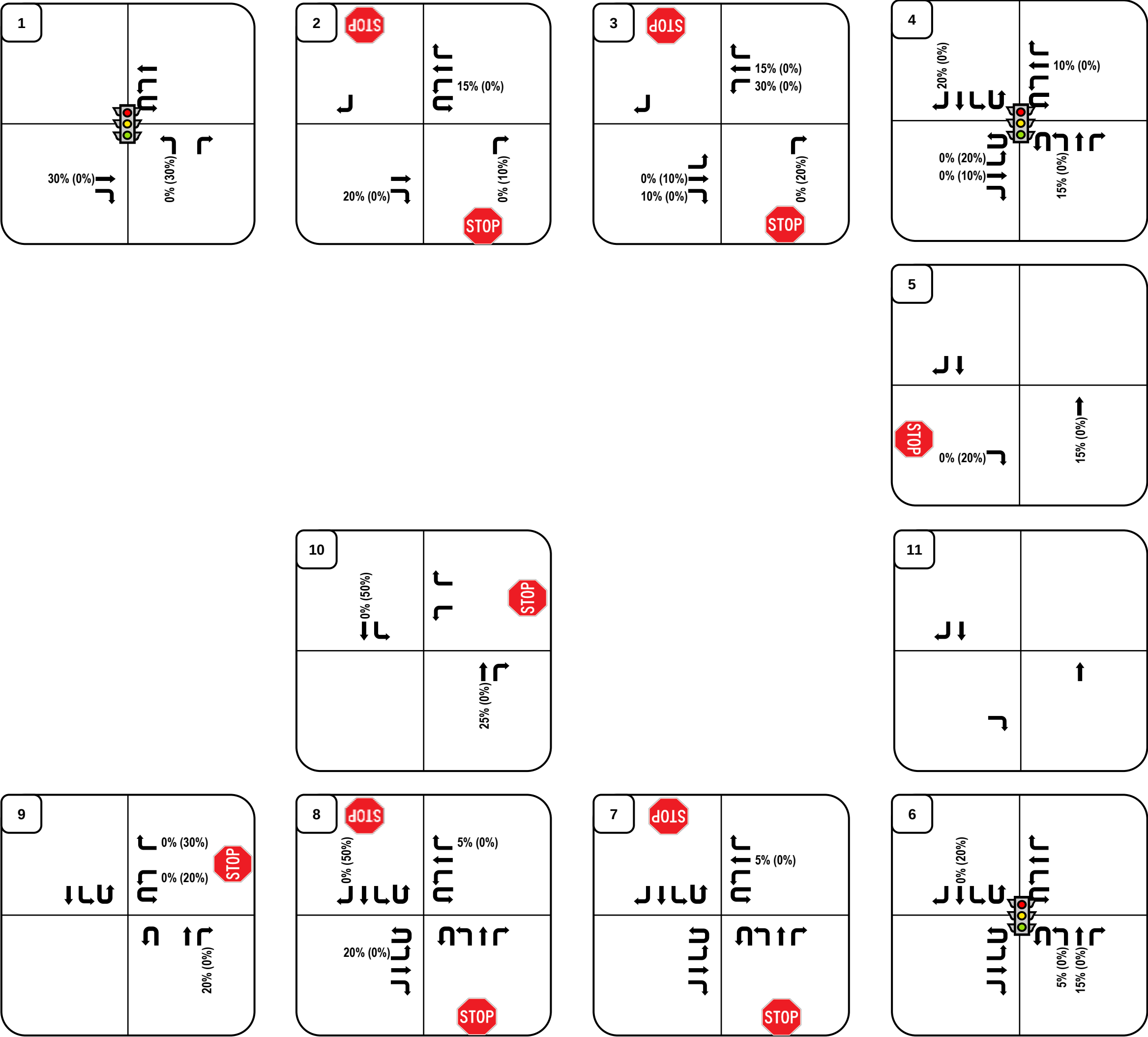
Coal Creek Station  
Louisville, CO

**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements

Project Number M1663  
Prepared By GWS  
4/23/2025



Figure 14: Project Generated Traffic Distribution - Scenario D (Residential)



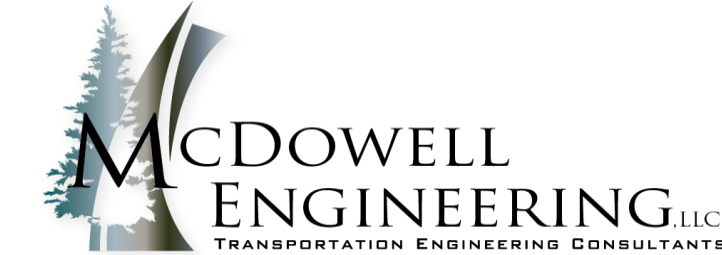
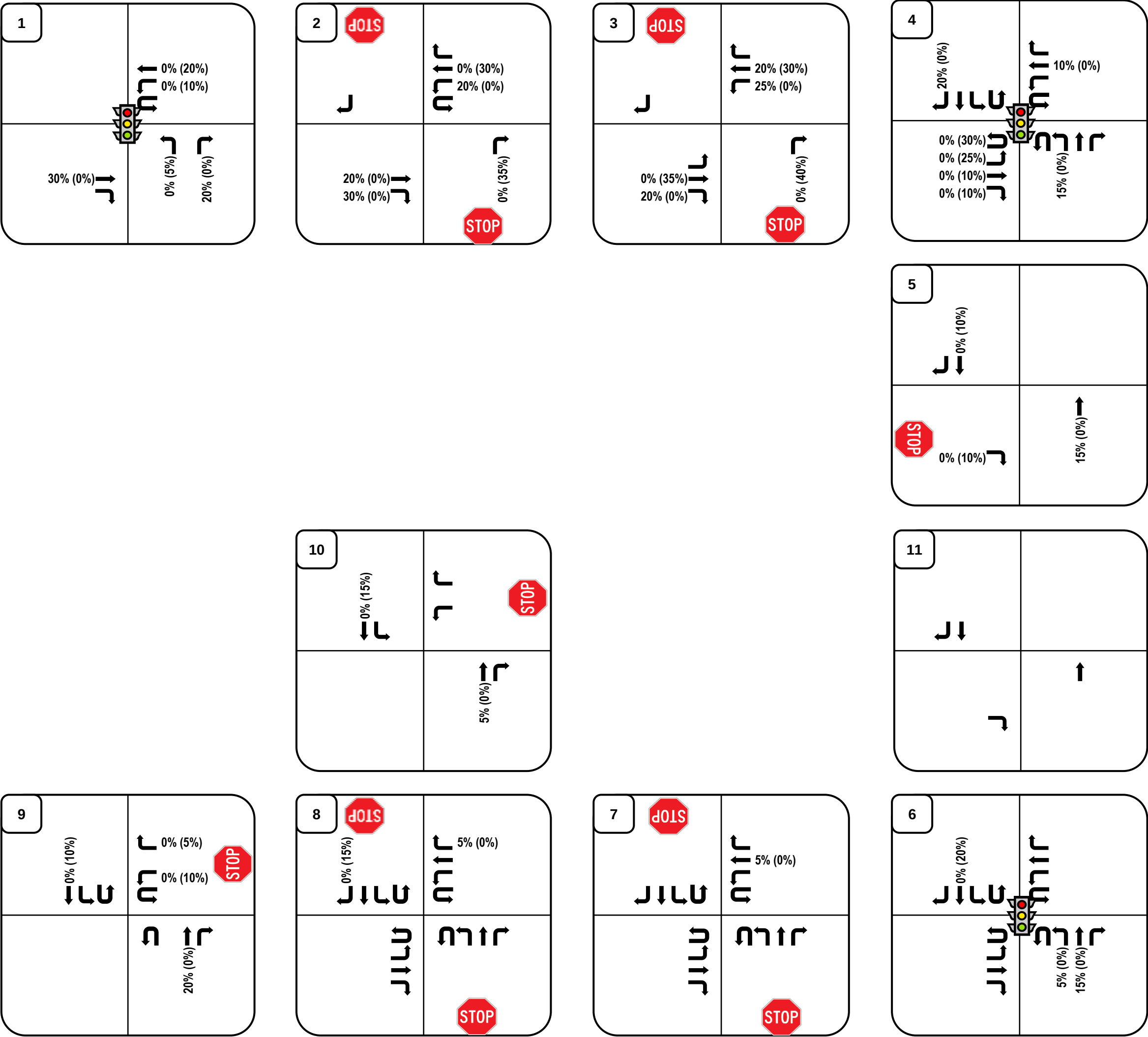
Coal Creek Station  
Louisville, CO

**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements

Project Number M1663  
Prepared By GWS  
4/23/2025



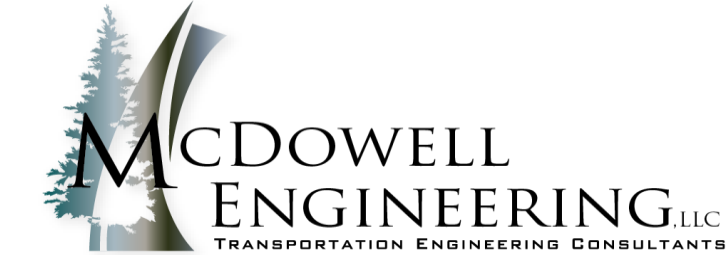
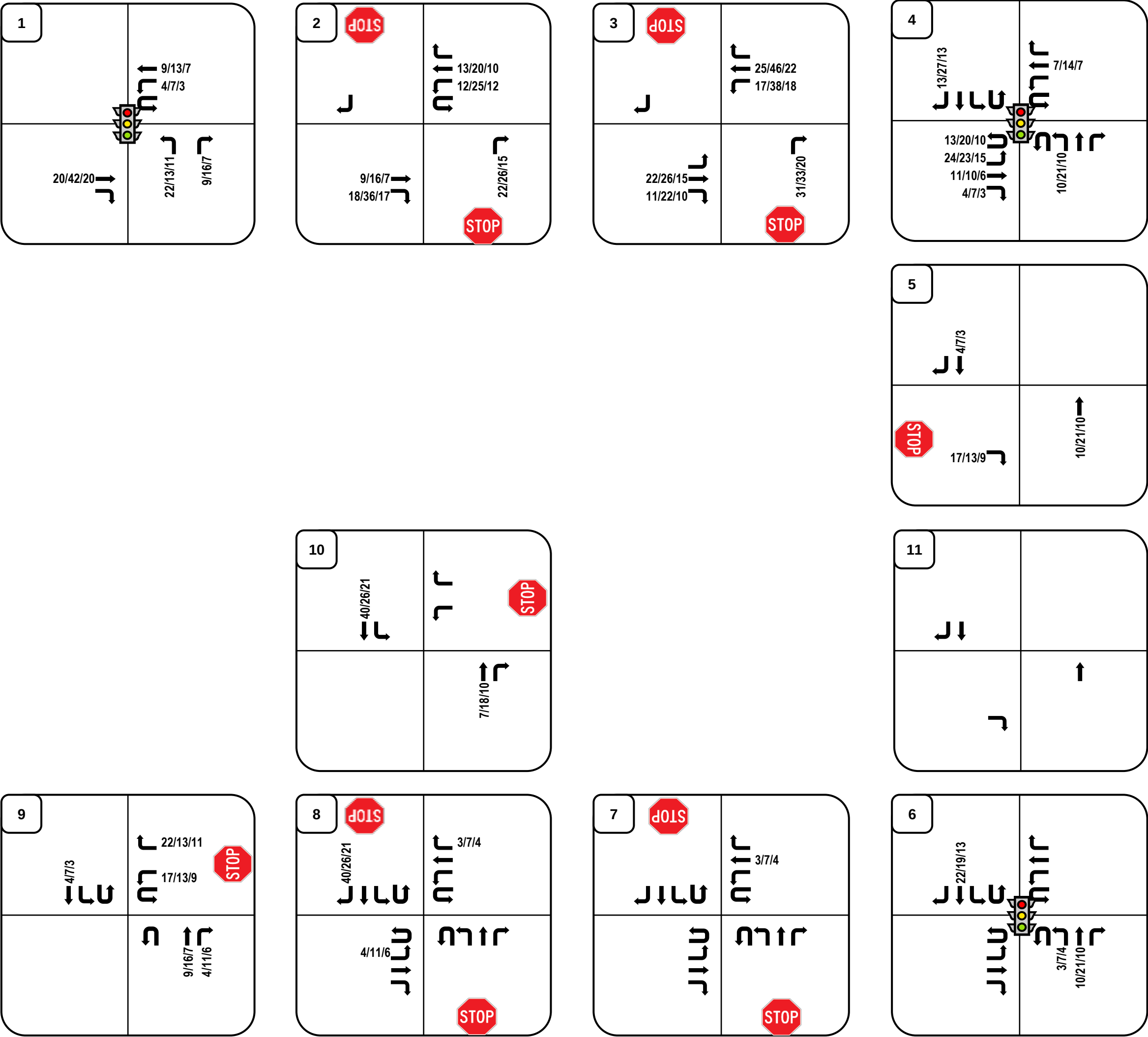
Figure 15: Project Generated Traffic Distribution - Scenario D (Retail)



**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements



Figure 16: Project Generated Traffic Assignment - Scenario D (Residential & Retail)

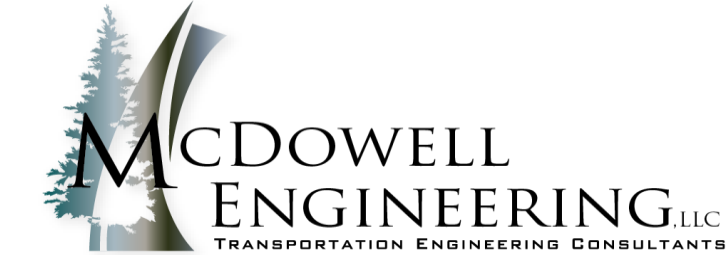
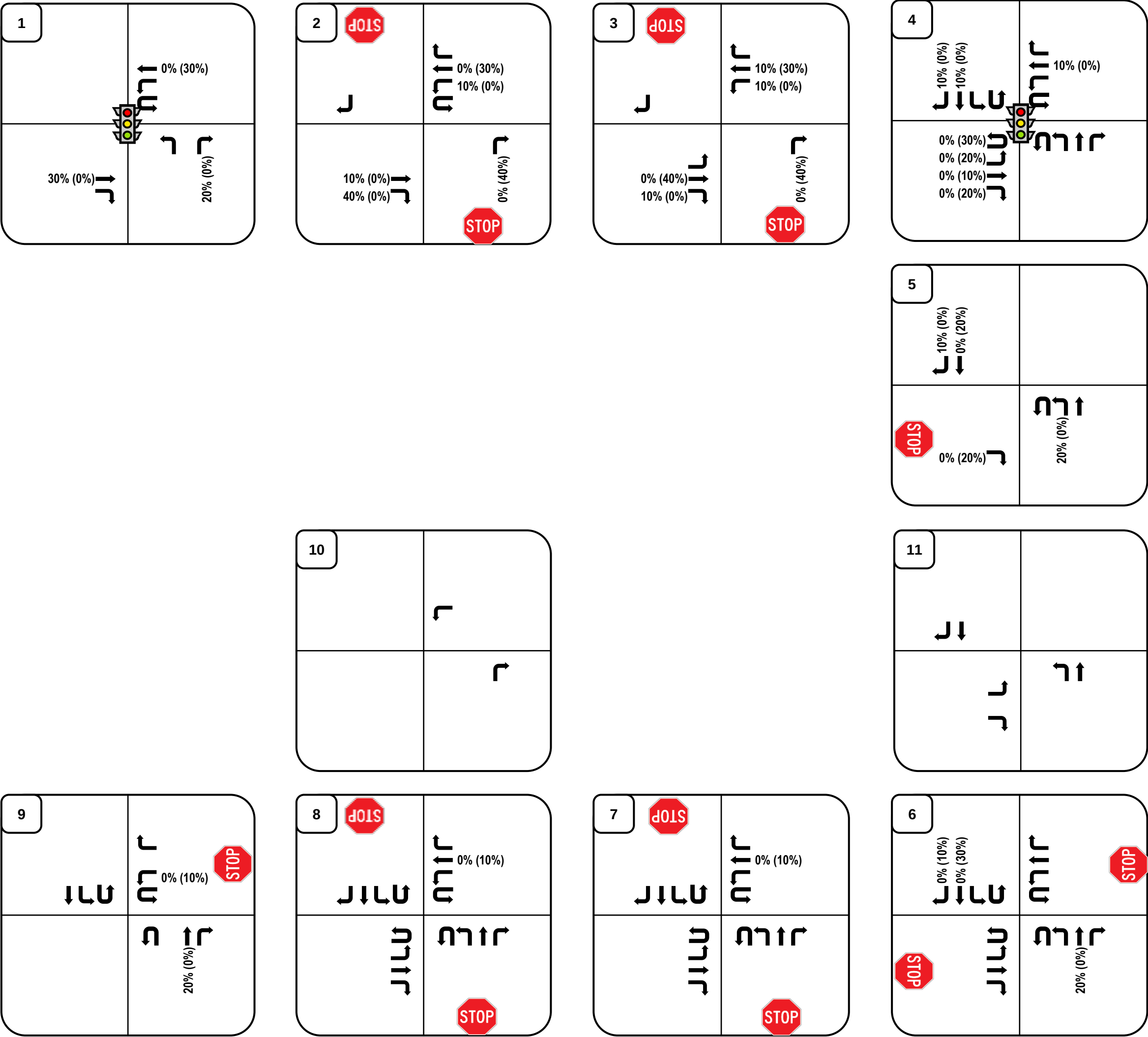


**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements





Figure 17: Project Generated Traffic Distribution - Scenario E (Residential)



**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements

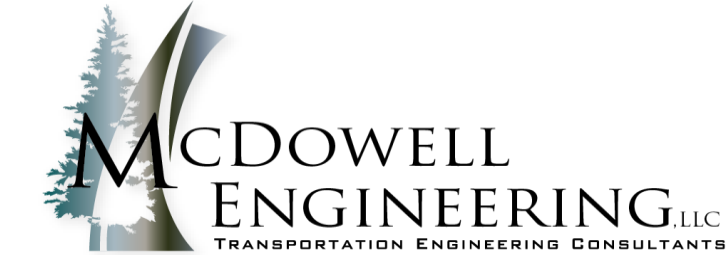
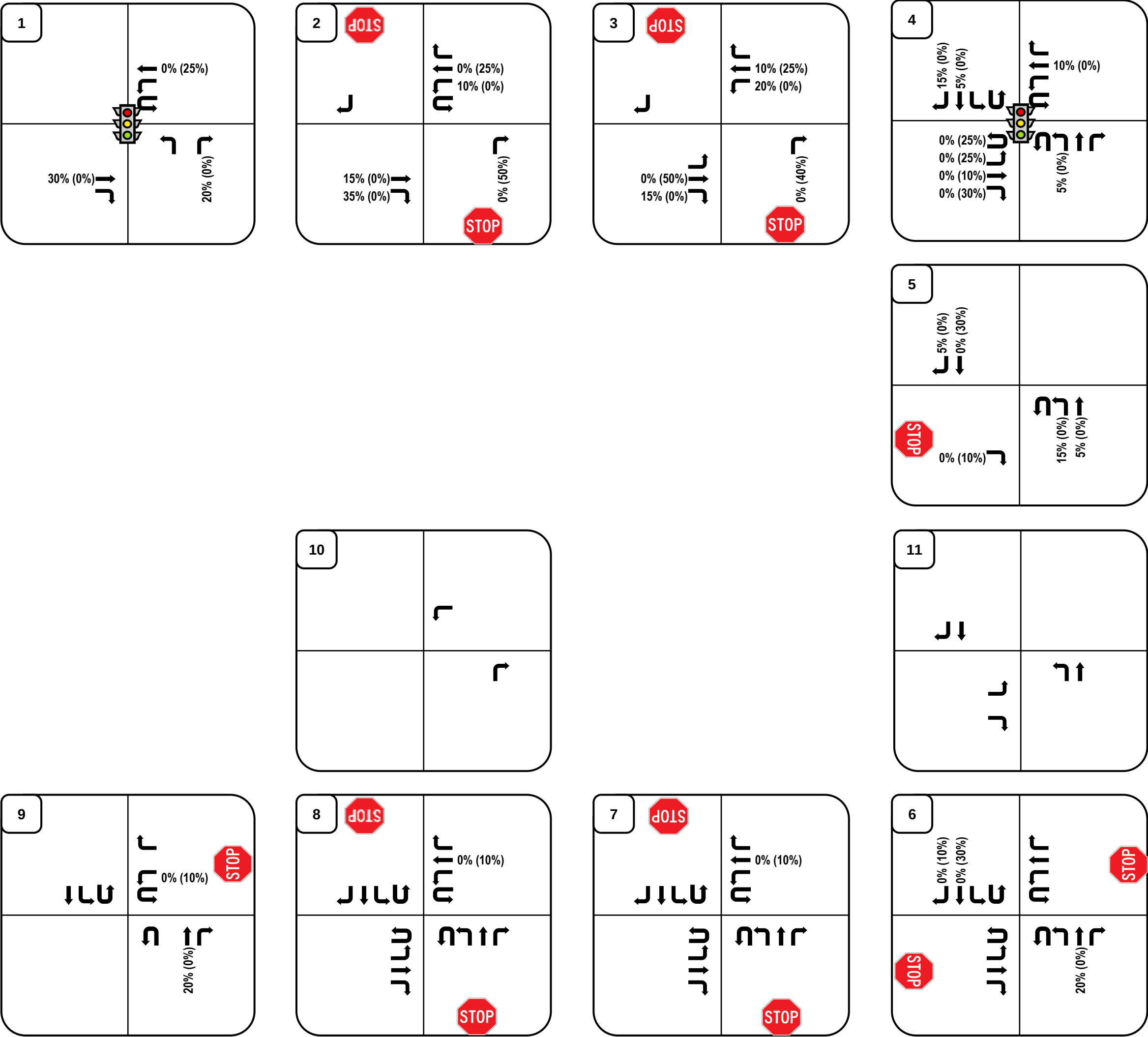


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Figure 18: Project Generated Traffic Distribution - Scenario E (Retail)

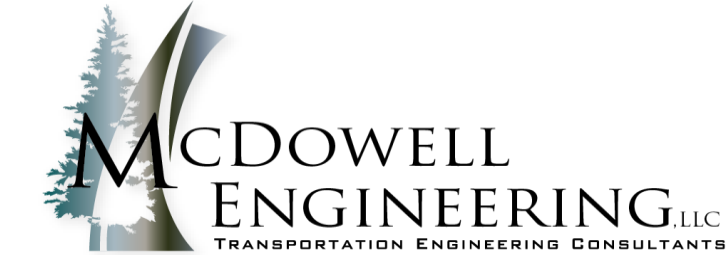
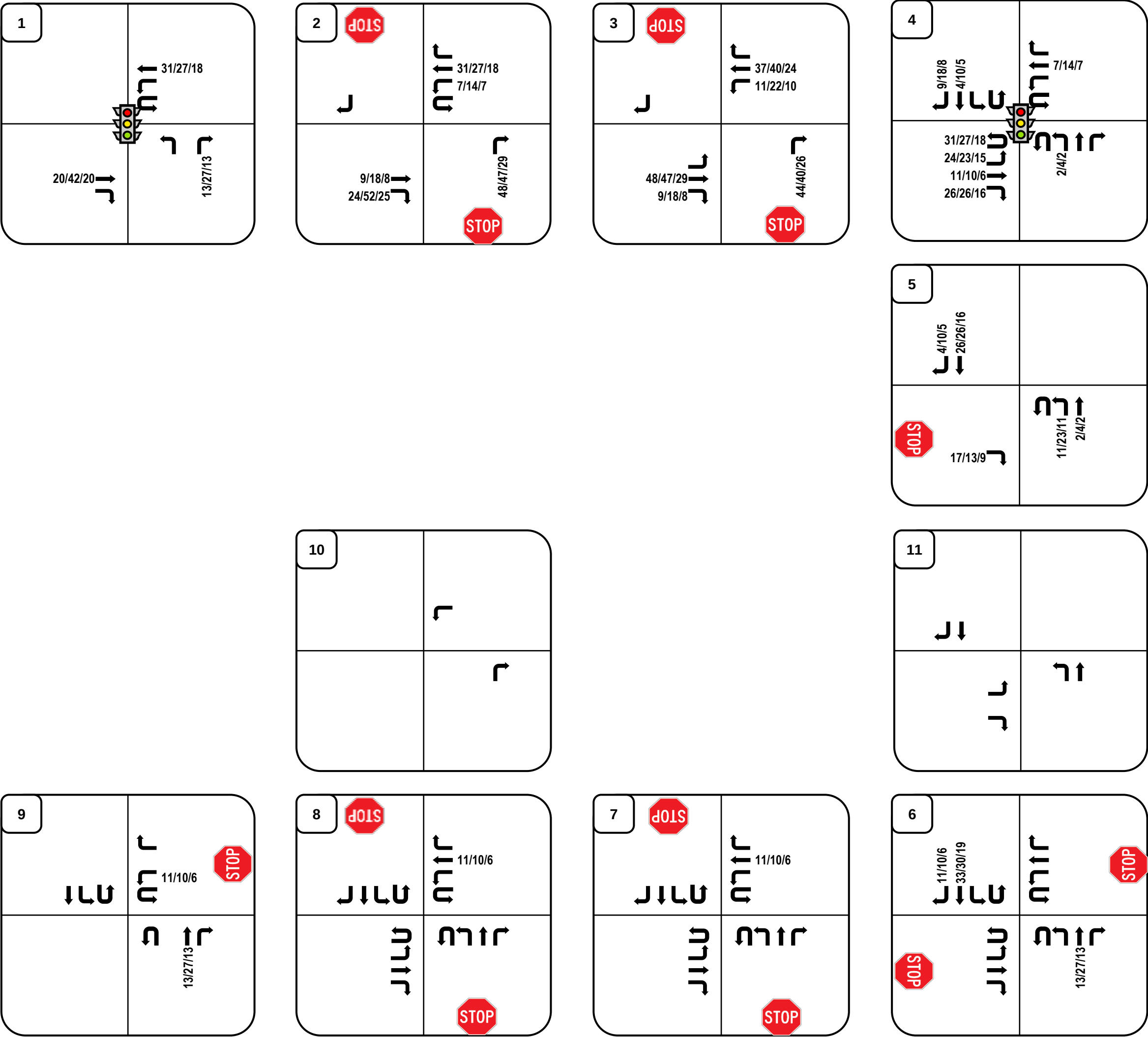


**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements





Figure 19: Project Generated Traffic Assignment - Scenario E (Residential & Retail)



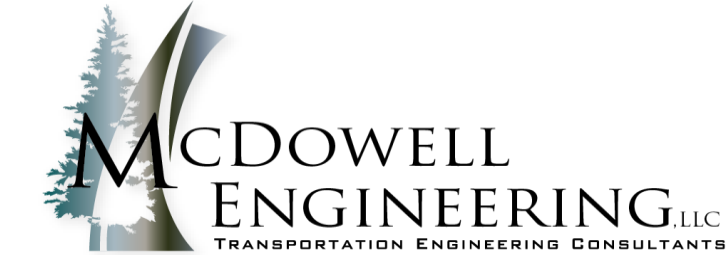
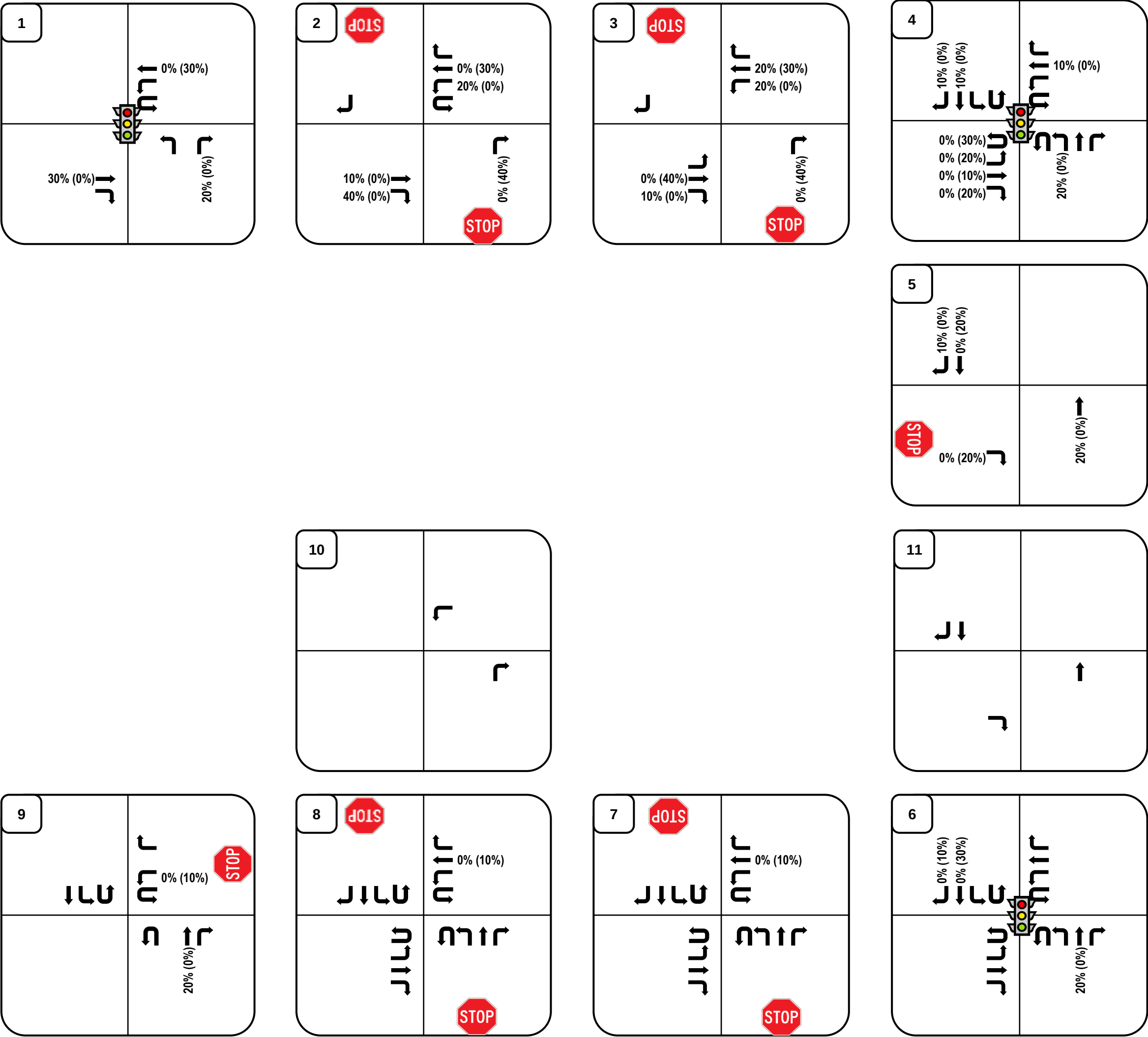
**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements

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Figure 20: Project Generated Traffic Distribution - Scenario F (Residential)



**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements



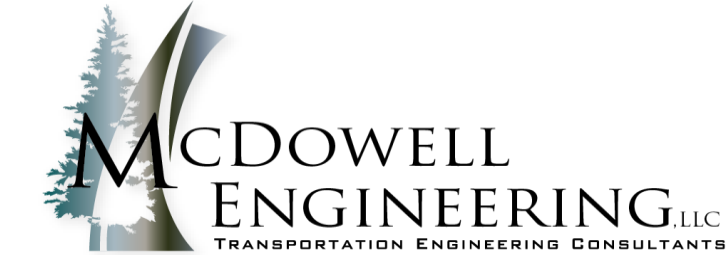
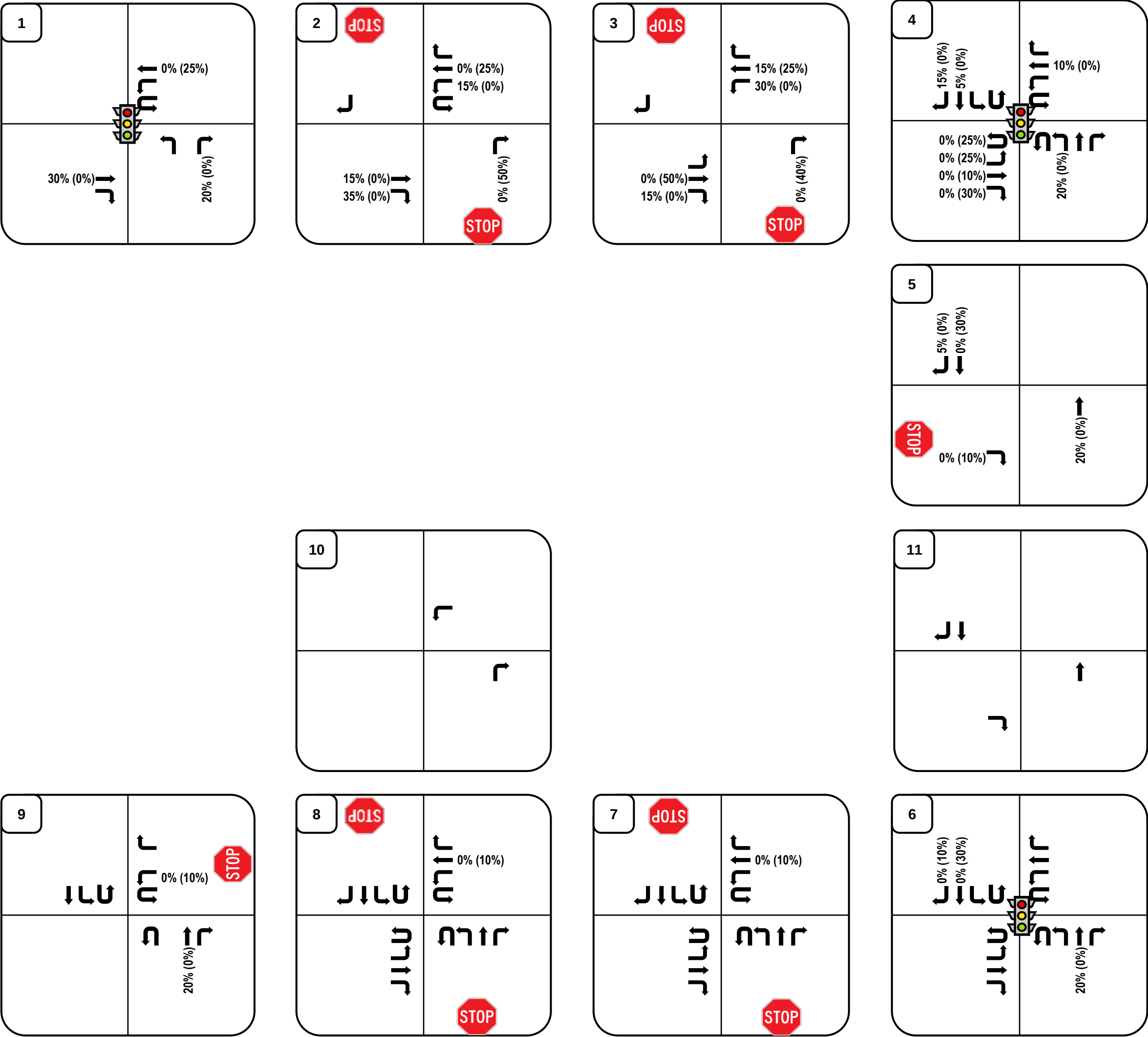
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Figure 21: Project Generated Traffic Distribution - Scenario F (Retail)

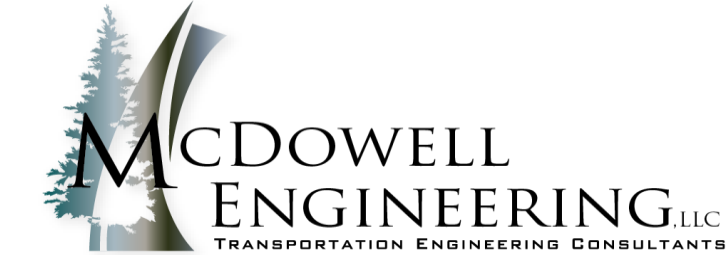
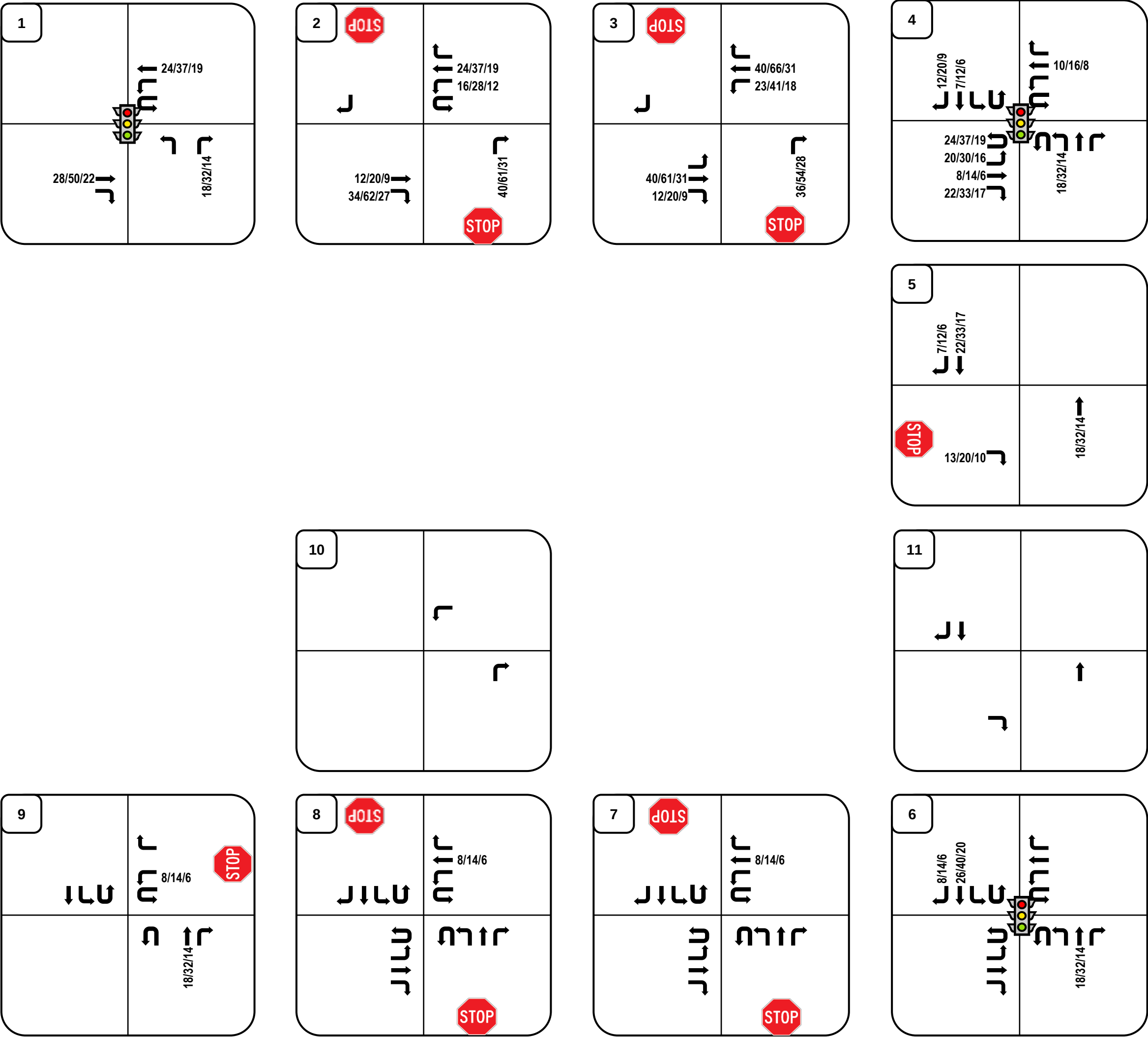


**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements





Figure 22: Project Generated Traffic Assignment - Scenario F (Residential & Retail)

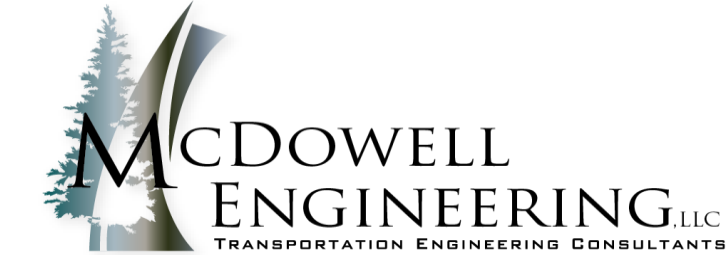
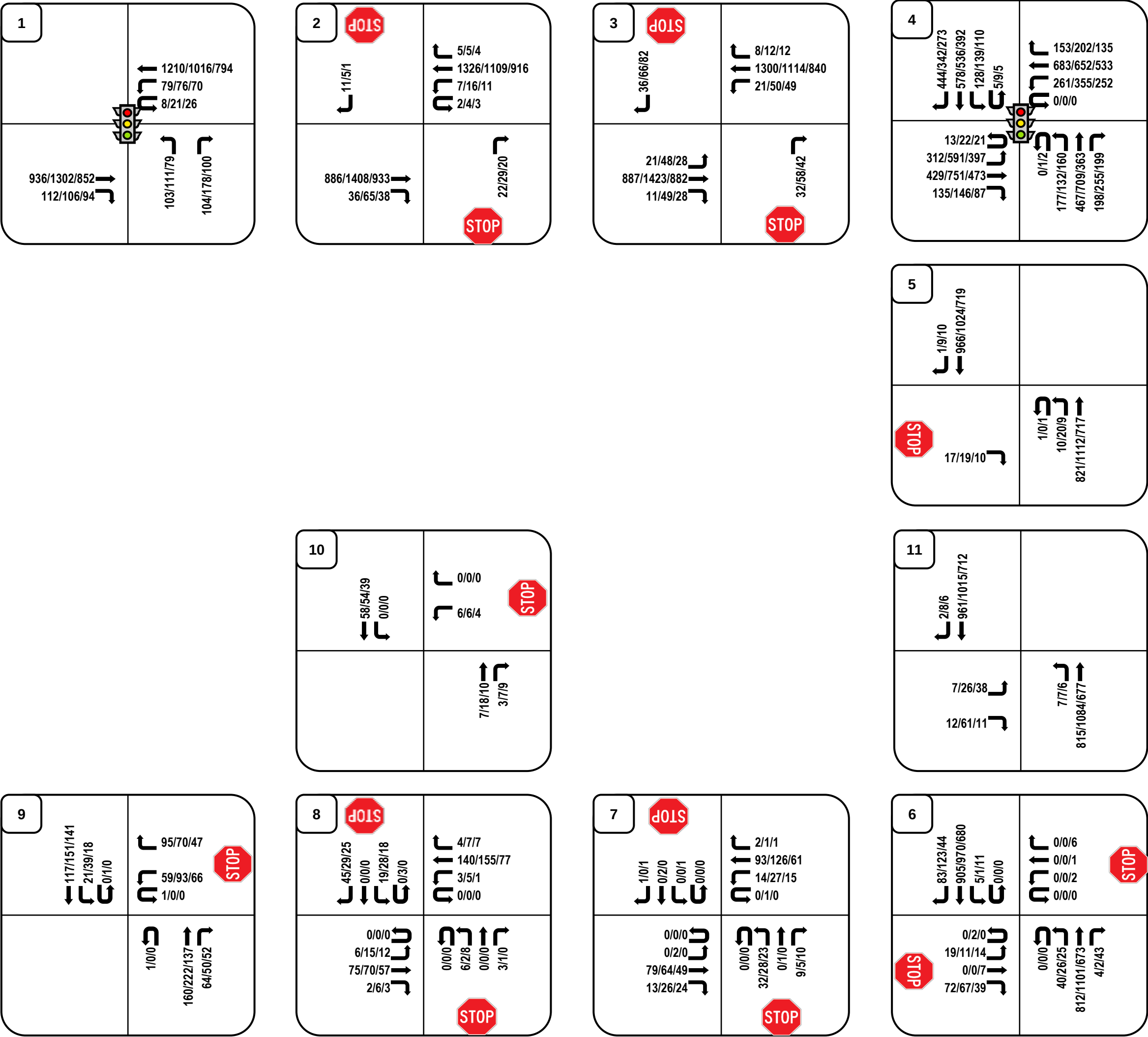


**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements





Figure 23: Year 2026 Total Traffic (With Front St Connection)



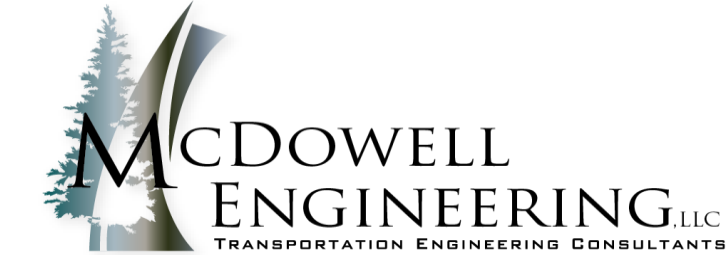
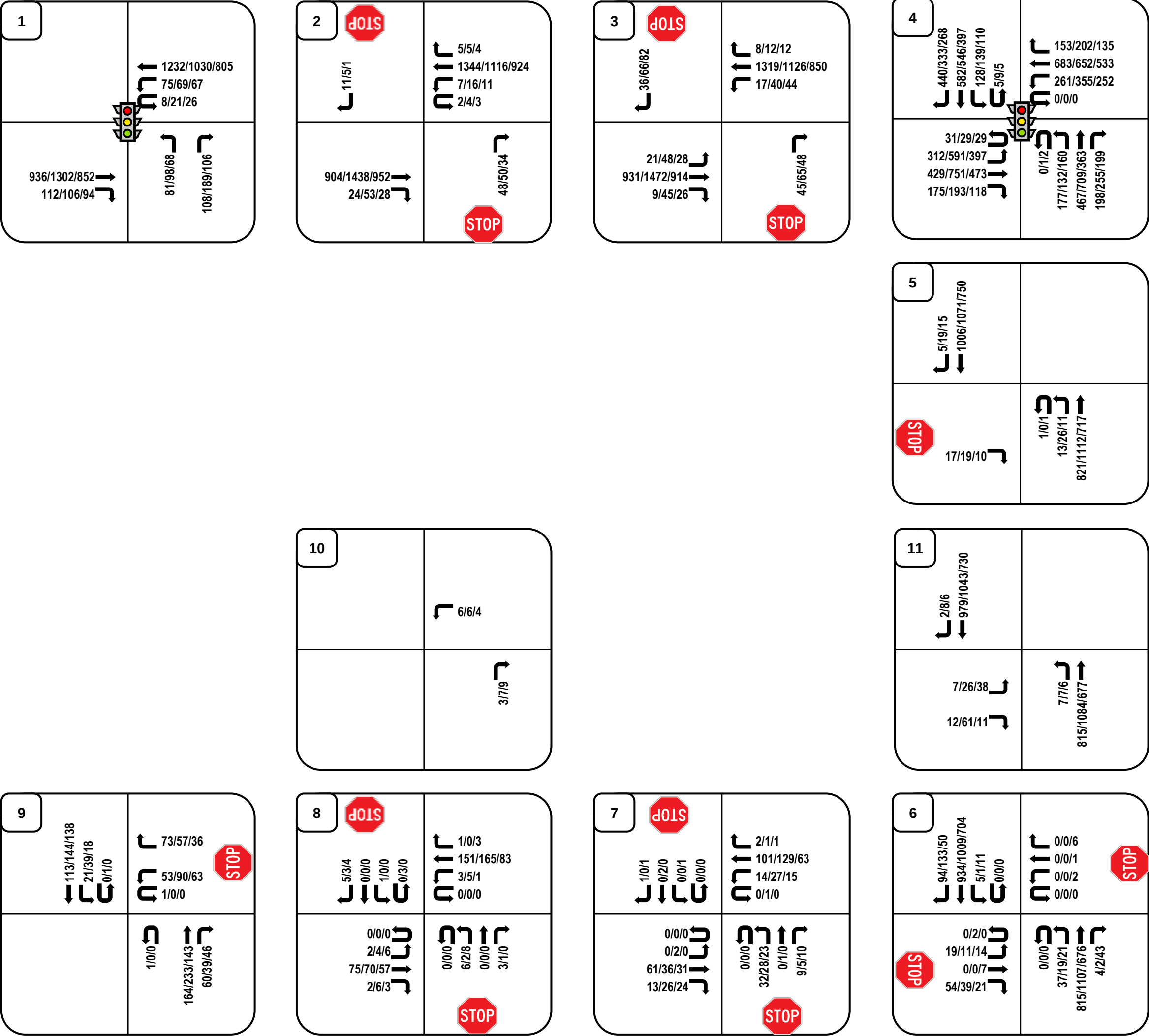
**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements

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Figure 24: Year 2026 Total Traffic (Without Front St Connection)

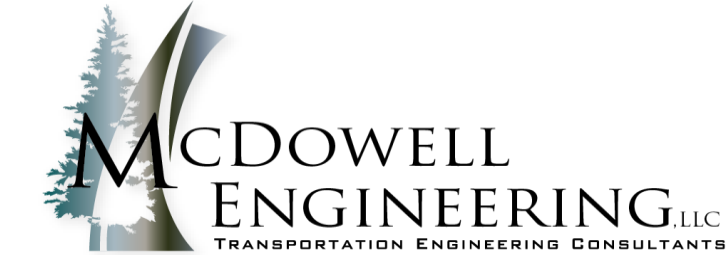
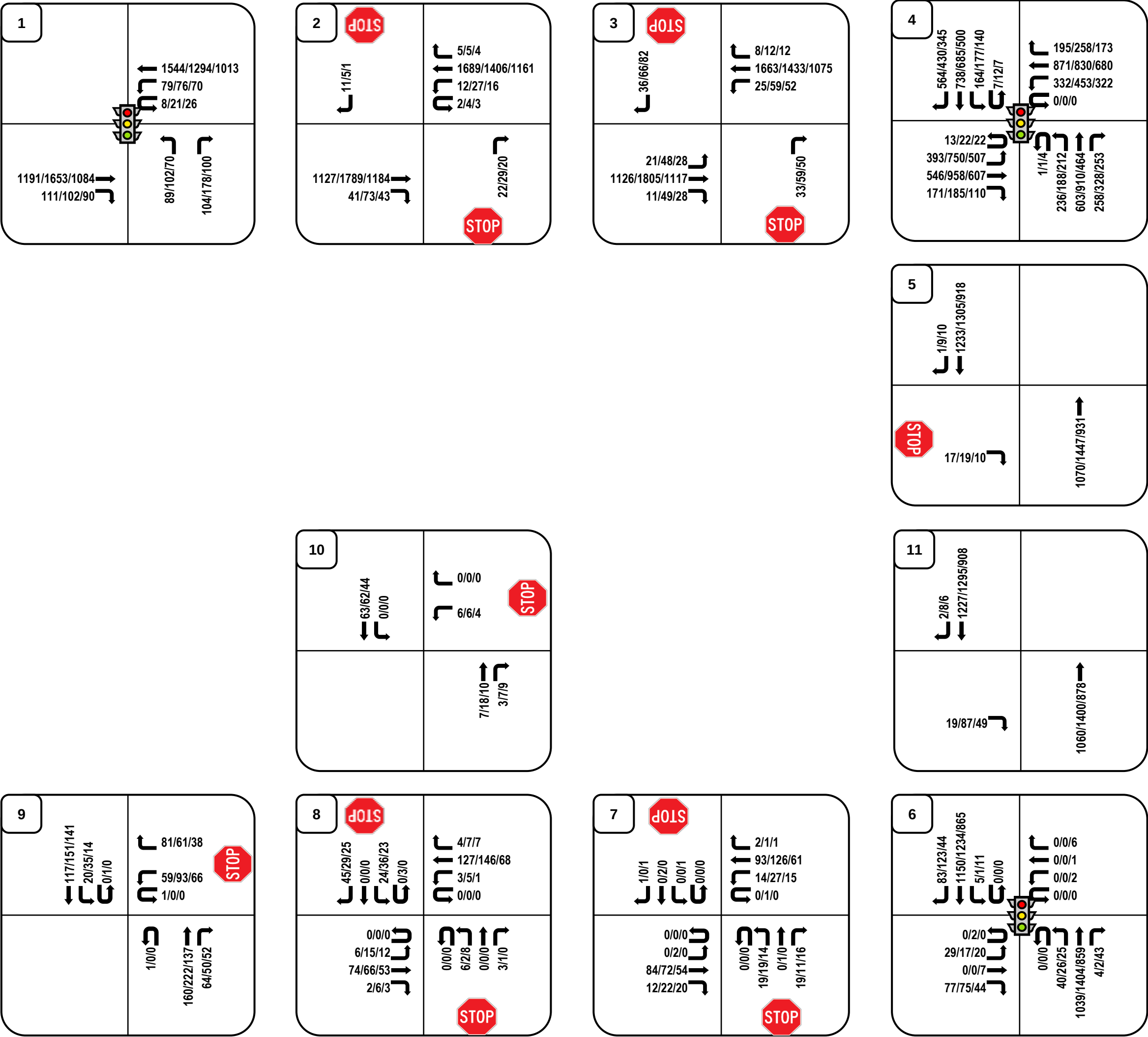


LEGEND:  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements





Figure 25: Year 2045 Total Traffic (With Front St Connection)



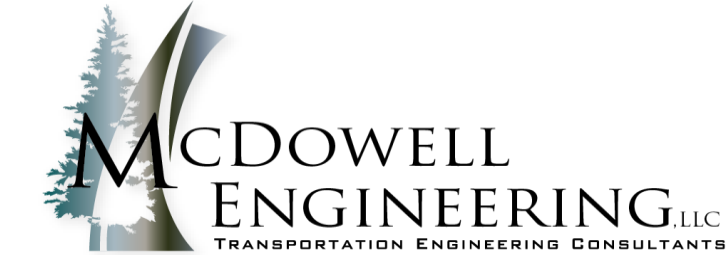
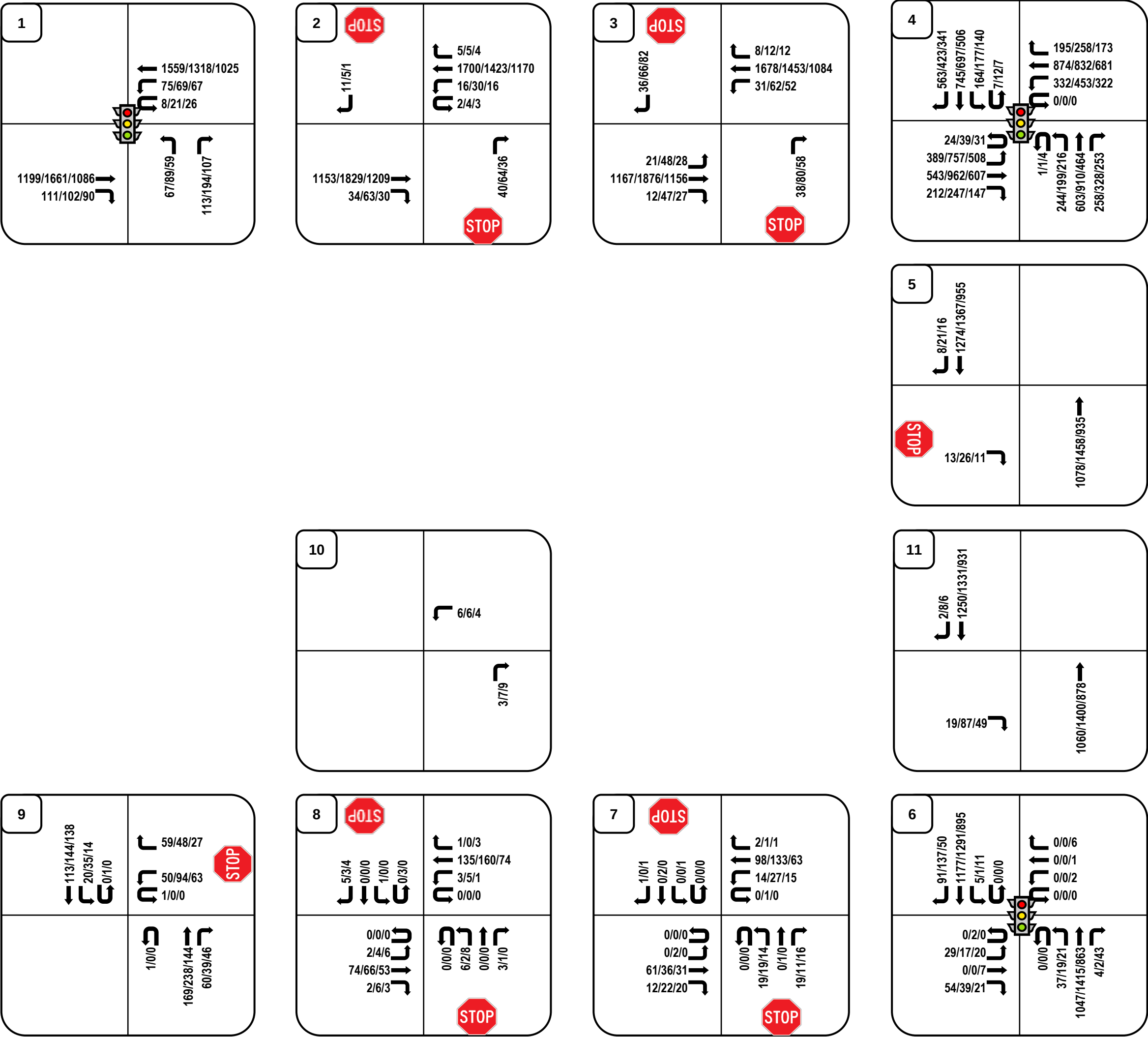
Coal Creek Station  
Louisville, CO

**LEGEND:**  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements

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Figure 26: Year 2045 Total Traffic (Without Front St Connection)



LEGEND:  
Directional Distribution = Inbound% (Outbound %)  
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)  
Turning Movements





## 6.0 Transportation Impact Analysis

### 6.1 Total Traffic Level of Service

An HCM analysis under total traffic conditions was performed for the proposed site access under both short-term Year 2026 and long-term Year 2045 traffic conditions. Scenarios with and without the Front Street connection were analyzed. The results can be seen in **Table 9**. The Synchro reports for the total traffic level of service analysis can be found in the **Appendix**.

Intersection #1 - South Boulder Road and Main Street Intersection: This 3-legged intersection is signalized. The signal is coordinated with the BNSF Railroad crossing that is located on the eastern leg of the intersection.

With the addition of project-generated traffic, the operations on Main Street will slightly degrade.

The City's proposed future pedestrian underpass of South Boulder Road should allow for better signal timing at this intersection. It is recommended that the City update the corridor's signal timing plans every five years. The future pedestrian underpass will increase the mainline efficiency by eliminating pedestrian signal calls.

Intersection #2 - South Boulder Road and Front Street Intersection: This unsignalized intersection is anticipated to operate at an acceptable overall intersection LOS through Year 2045 total traffic conditions.

With the construction of Coal Creek Village, the westbound left turn lane is anticipated to degrade to a LOS C with long-term Year 2045 total traffic conditions with the Front Street connection. Without the Front Street connection, this movement anticipated to operate at a LOS D or better through the same time period. Total traffic conditions have less opposing traffic for this movement. Additionally, more traffic making the northbound right movement. Therefore, the northbound LOS result is higher than that of background traffic with a lower northbound volume.

As South Boulder Road traffic continues to increase over time, the City should observe the corridor for necessary access control revisions.

Intersection #3 - South Boulder Road and Cannon Circle intersection: This full-movement intersection currently serves a commercial driveway to the north and Cannon Circle to the south.

A Synchro HCM analysis was conducted by not restricting the northbound movement (allowing the left, through, and right northbound movements). This analysis demonstrated that a 95<sup>th</sup> percentile queue length of nine vehicles, as well as a LOS F



delay in excess of 300 seconds would occur. Therefore, McDowell Engineering recommends that this access is restricted at the time of development.

With the recommend access restriction, eastbound and westbound left turns will still be permitted. With these restrictions, the eastbound and westbound left turns are anticipated to be able to use the gaps in South Boulder traffic created by the adjacent traffic signal during peak hours. These movements are anticipated to experience a LOS D or better with or without the Front Street connection. This is a better LOS than background operations due to the elimination of the difficult through and left turns from the side streets.

Without the Front Street connection, there is anticipated to be 45% more eastbound U-turn movements on South Boulder Road. This includes a weave movement from the northern site accesses to the eastbound left turn lane at the signalized intersection.

Intersection #4 - South Boulder Road and SH 42 intersection: This is a full-movement, signalized intersection. The *Future 42* plan depicts intersection improvements that include northbound and eastbound channelized right turn lanes. The Year 2045 total traffic scenario is modeled assuming the westbound and southbound right turn lanes are constructed. Even with these future improvements, this intersection has movements that are anticipated to operate at a failing LOS F for both Year 2026 and Year 2045 background and total traffic conditions.

This intersection has below acceptable LOS due to the high traffic volumes it handles. The current traffic volumes are too high to be flushed out of the intersection within one cycle during peak traffic hours. This causes vehicles to wait in queues for more than one cycle. LOS on the north and south legs of SH 42 are slightly better than on the South Boulder Road's east and west legs. This is due to CDOT's prioritization of SH 42 and giving the highway more green time.

The addition of Coal Creek Village traffic can anticipate slightly lower LOS from the background traffic conditions. Without the Front Street connection, there is anticipated to be a significant weave movement from project traffic egressing the site to access the eastbound left turn lane at the SH 42 traffic signal. Additional eastbound to westbound U-turn volume at the signal is also anticipated due to the site's access restrictions on South Boulder Road.

Intersection #5 - SH 42 and Cannon Circle intersection: This is currently a full-movement "T" intersection. With the buildout of Coal Creek Village, this intersection will be restricted to a ¾ movement, with left turns out of the site restricted. With the restriction of this difficult movement, Year 2026 total traffic operations are anticipated to be LOS B or better with or without the Front Street connection.

Per the *Future 42* Plan, this TIS assumes that the Cannon Circle access is restricted to right-in, right-out movements only. Therefore, Year 2045 total traffic scenarios are anticipated to be LOS C or better with or without the Front Street connection.

Intersection #6 - SH 42 and Griffith Street intersection: This is currently a full-movement intersection. With the buildout of Coal Creek Village, short-term Year 2026 total traffic operations are anticipated to continue to degrade. SH 42 is anticipated to continue to operate at a LOS B or better. Side street traffic is anticipated to continue to operate at a LOS F with or without the project-generated traffic and with or without the Front Street connection. This will occur with or without the Front Street connection.

Signalization of the SH 42 and Griffith Street intersection will improve the side street LOS to an acceptable LOS C in Year 2045 total traffic conditions. Mainline SH 42 is likely to degrade to a lower LOS E with the additional delay caused by the signal construction.

Intersection #7 – Griffith Street and Cannon Street intersection: This is a full-movement intersection with stop-control on the north and south legs. With the buildout of Coal Creek Village, operations are anticipated to remain acceptable LOS A or B through Year 2045 total traffic conditions. The additional traffic is anticipated to have a nominal impact on the intersection delay with or without the Front Street connection.

Intersection #8 – Griffith Street and Front Street intersection: This is a full-movement intersection with stop-control on the north and south legs. With the buildout of Coal Creek Village, operations are anticipated to remain acceptable LOS A or B through long-term total traffic conditions. With the Front Street connection, the anticipated LOS of the north leg is LOS B through Year 2045 total traffic conditions. Without the Front Street connection, the anticipated LOS of the north leg is LOS A through Year 2045 total traffic conditions. The additional traffic is anticipated to have a nominal impact on the intersection delay with or without the Front Street connection.

Intersection #9 – Griffith Street and Main Street intersection: This is a full-movement “T” intersection. The east leg is stop-controlled.

With the buildout of Coal Creek Village, operations are anticipated to remain acceptable through long-term total traffic conditions. Main Street will continue to operate at an acceptable LOS A through Year 2045 total traffic conditions. With the Front Street connection, the anticipated LOS of the east leg is LOS B through Year 2045 total traffic conditions. Without the Front Street connection, the anticipated LOS of the east leg is LOS C during the morning peak hour through Year 2045 total traffic conditions.



These results are comparable to the anticipated operations with or without the addition of the Coal Creek Village traffic. The additional traffic is anticipated to have a nominal impact on the intersection delay with or without the Front Street connection.

Intersection #10 – Front Street and Harper Street intersection: This is currently a free-flowing intersection. There is an unimproved alley access as a third, north leg. Scenarios E and F analyze total traffic conditions without the Front Street connection.

With the buildout of Coal Creek Village and with or without the connection of Front Street, all legs of this intersection are anticipate to operate at a LOS A.

Intersection #11 – SH 42 and Harper Street intersection: Both with and without the construction of Coal Creek Village, left turns at this intersection currently experience delay into and out of the site during peak traffic on SH 42. Currently, through movements on SH 42 are operating at a LOS A. Eastbound Harper Street is operating at a LOS F during the evening peak hour.

Per the *Future 42* Plan, the Harper Street access will be restricted to right-in, right-out movements by the Year 2045 total traffic conditions. With this scenario, the eastbound movement is anticipated to improve to a LOS C.

**Table 9: Total Traffic LOS (with the Front Street Connection)**

| #  | Intersection                               | Traffic Control | Approach | Year 2026 Total with Front Street Level of Service (Delay in Seconds) |            |            | Year 2045 Total with Front Street Level of Service (Delay in Seconds) |             |            |
|----|--------------------------------------------|-----------------|----------|-----------------------------------------------------------------------|------------|------------|-----------------------------------------------------------------------|-------------|------------|
|    |                                            |                 |          | AM                                                                    | PM         | SAT        | AM                                                                    | PM          | SAT        |
| 1  | South Boulder Road & Main Street           | Signal          | EBT      | A (8.2)                                                               | A (10.0)   | A (7.0)    | A (9.4)                                                               | B (13.1)    | A (7.7)    |
|    |                                            |                 | EBR      | A (1.4)                                                               | A (2.5)    | A (1.5)    | A (2.2)                                                               | A (3.3)     | A (1.5)    |
|    |                                            |                 | WBL      | A (5.2)                                                               | A (9.3)    | A (3.4)    | A (4.9)                                                               | B (12.8)    | A (3.5)    |
|    |                                            |                 | WBT      | A (5.8)                                                               | A (6.2)    | A (3.3)    | A (7.0)                                                               | A (7.6)     | A (3.4)    |
|    |                                            |                 | NBL      | E (58.4)                                                              | E (61.8)   | D (48.4)   | E (56.2)                                                              | E (59.2)    | D (47.7)   |
| 2  | South Boulder Road & Front Street          | 3/4, NB/SB Stop | NBR      | B (13.7)                                                              | C (32.8)   | B (13.9)   | B (13.8)                                                              | D (49.3)    | B (14.3)   |
|    |                                            |                 | WBL      | B (11.6)                                                              | C (18.5)   | B (12.1)   | B (13.3)                                                              | D (26.8)    | B (14.2)   |
|    |                                            |                 | NB       | B (12.4)                                                              | C (16.9)   | B (12.7)   | B (14.1)                                                              | C (22.1)    | B (14.5)   |
| 3  | South Boulder Road & Cannon Circle         | 3/4 NB/SB Stop  | SB       | C (15.5)                                                              | B (13.6)   | B (12.2)   | C (19.4)                                                              | C (16.0)    | B (13.9)   |
|    |                                            |                 | EBL      | C (17.1)                                                              | C (18.0)   | B (13.0)   | D (26.0)                                                              | D (29.8)    | C (16.7)   |
|    |                                            |                 | WBL      | B (10.7)                                                              | C (16.8)   | B (10.9)   | B (12.3)                                                              | D (25.4)    | B (12.6)   |
|    |                                            |                 | NB       | B (12.6)                                                              | C (19.2)   | B (12.9)   | B (14.5)                                                              | D (26.6)    | B (15.0)   |
| 4  | SH 42 (Courtesy Road) & South Boulder Road | Signal          | SB       | C (16.1)                                                              | C (15.3)   | B (13.2)   | C (20.8)                                                              | C (19.4)    | C (15.4)   |
|    |                                            |                 | EBL      | F (545.3)*                                                            | F (953.6)* | F (596.3)* | F (953.0)*                                                            | F (1559.4)* | F (964.2)* |
|    |                                            |                 | EBT      | C (30.5)                                                              | D (45.8)*  | C (25.7)   | C (29.3)                                                              | D (41.9)*   | C (26.1)   |
|    |                                            |                 | EBR      | -                                                                     | -          | -          | A (9.8)                                                               | A (6.7)     | A (1.2)    |
|    |                                            |                 | WBL      | E (61.5)                                                              | F (109.4)* | E (75.6)*  | E (65.1)*                                                             | F (167.8)*  | F (99.5)*  |
|    |                                            |                 | WBT      | D (42.8)                                                              | D (48.1)   | C (33.8)   | D (49.0)*                                                             | E (58.5)*   | D (35.1)   |
|    |                                            |                 | WBR      | A (4.9)                                                               | A (7.8)    | A (1.8)    | A (8.5)                                                               | B (14.5)    | A (3.7)    |
|    |                                            |                 | NBL      | E (63.3)                                                              | F (191.3)* | F (187.7)* | F (568.5)*                                                            | F (379.1)*  | F (341.8)* |
|    |                                            |                 | NBT      | C (32.6)                                                              | E (76.8)*  | C (26.6)   | D (36.8)                                                              | D (48.2)*   | C (24.9)   |
|    |                                            |                 | NBR      | -                                                                     | -          | -          | B (10.1)                                                              | B (13.2)    | A (7.4)    |
| 5  | SH 42 (Courtesy Rd) & Cannon Circle        | EB Stop         | SBL      | F (193.3)*                                                            | F (240.4)* | F (94.1)*  | F (321.4)*                                                            | F (372.3)*  | F (152.0)* |
|    |                                            |                 | SBT      | D (37.0)                                                              | D (38.6)   | C (29.2)   | D (39.2)                                                              | D (40.2)    | C (29.1)   |
| 6  | SH 42 (Courtesy Road) & Griffith Street    | EB/WB Stop      | SBR      | C (22.3)                                                              | A (8.2)    | A (6.0)    | D (40.4)*                                                             | B (16.4)    | B (11.1)   |
|    |                                            |                 | EB       | B (12.6)                                                              | B (13.1)   | B (11.2)   | B (14.6)                                                              | C (15.3)    | B (12.3)   |
|    |                                            |                 | NBL      | B (11.6)                                                              | B (11.1)   | B (10.1)   | -                                                                     | -           | -          |
|    |                                            |                 | EB       | F (81.6)                                                              | F (96.8)   | E (35.4)   | -                                                                     | -           | -          |
| 7  | Griffith Street & Cannon Street            | NB/SB Stop      | WB       | F (77.4)                                                              | F (137.2)  | D (27.7)   | -                                                                     | -           | -          |
|    |                                            |                 | NB       | A (0.5)                                                               | A (0.3)    | A (0.3)    | -                                                                     | -           | -          |
|    |                                            |                 | SB       | A (0.0)                                                               | A (0.0)    | A (0.1)    | -                                                                     | -           | -          |
|    |                                            |                 | EB       | A (0.0)                                                               | A (0.2)    | A (0.0)    | A (0.0)                                                               | A (7.5)     | A (0.0)    |
| 8  | Griffith Street & Front Street             | NB/SB Stop      | WB       | A (1.0)                                                               | A (0.0)    | A (1.4)    | A (1.0)                                                               | A (0.0)     | A (1.4)    |
|    |                                            |                 | NB       | B (10.1)                                                              | B (10.6)   | A (9.6)    | A (9.7)                                                               | B (10.2)    | A (9.3)    |
|    |                                            |                 | SB       | A (8.9)                                                               | B (11.0)   | A (9.2)    | A (8.9)                                                               | B (11.1)    | A (9.3)    |
|    |                                            |                 | EB       | A (0.5)                                                               | A (1.3)    | A (1.2)    | A (0.6)                                                               | A (1.3)     | A (1.3)    |
|    |                                            |                 | WB       | A (0.2)                                                               | A (0.2)    | A (0.1)    | A (0.2)                                                               | A (0.2)     | A (0.1)    |
|    |                                            |                 | NB       | B (10.3)                                                              | B (10.4)   | B (10.1)   | B (10.2)                                                              | B (10.3)    | A (10.0)   |
|    |                                            |                 | SB       | A (9.9)                                                               | B (10.4)   | A (9.4)    | A (9.9)                                                               | B (10.5)    | A (9.5)    |
|    |                                            |                 | WB       | C (15.2)                                                              | B (13.7)   | B (11.6)   | B (14.8)                                                              | B (13.6)    | B (11.5)   |
| 9  | Griffith Street & Main Street              | WB Stop         | SB       | A (1.2)                                                               | A (0.0)    | A (0.9)    | A (1.2)                                                               | A (0.0)     | A (0.7)    |
|    |                                            |                 | WB       | A (9.6)                                                               | A (9.7)    | A (9.5)    | A (9.7)                                                               | A (9.7)     | A (9.6)    |
| 10 | Harper Street & Front Street               | WB Stop         | SB       | A (0.0)                                                               | A (0.0)    | A (0.0)    | A (0.0)                                                               | A (0.0)     | A (0.0)    |
|    |                                            |                 | EB       | D (33.7)                                                              | F (118.0)  | E (40.9)   | B (14.5)                                                              | C (17.7)    | B (12.7)   |
| 11 | SH 42 (Courtesy Rd) & Harper Street        | EB Stop         | NBL      | B (10.4)                                                              | B (10.7)   | A (9.3)    | -                                                                     | -           | -          |

\* Indicates LOS F with volume exceeding capacity (delays in seconds likely not accurate due to modelling method limitations)



**Table 10: Total Traffic LOS (without the Front Street Connection)**

| #  | Intersection                               | Traffic Control | Approach | Year 2026 Total without Front Street Level of Service (Delay in Seconds) |            |            | Year 2045 Total without Front Street Level of Service (Delay in Seconds) |             |            |
|----|--------------------------------------------|-----------------|----------|--------------------------------------------------------------------------|------------|------------|--------------------------------------------------------------------------|-------------|------------|
|    |                                            |                 |          | AM                                                                       | PM         | SAT        | AM                                                                       | PM          | SAT        |
| 1  | South Boulder Road & Main Street           | Signal          | EBT      | A (8.0)                                                                  | A (9.7)    | A (6.8)    | A (9.2)                                                                  | B (13.6)    | A (7.5)    |
|    |                                            |                 | EBR      | A (1.4)                                                                  | A (2.4)    | A (1.4)    | A (2.3)                                                                  | A (3.3)     | A (1.5)    |
|    |                                            |                 | WBL      | A (5.0)                                                                  | A (8.4)    | A (3.2)    | A (4.7)                                                                  | B (11.6)    | A (3.2)    |
|    |                                            |                 | WBT      | A (5.5)                                                                  | A (6.1)    | A (3.1)    | A (6.8)                                                                  | A (7.7)     | A (3.3)    |
|    |                                            |                 | NBL      | D (55.0)                                                                 | E (59.9)   | D (47.5)   | D (53.1)                                                                 | E (55.1)    | D (47.0)   |
| 2  | South Boulder Road & Front Street          | 3/4, NB/SB Stop | NBR      | B (13.9)                                                                 | D (38.7)   | B (14.4)   | B (14.0)                                                                 | E (55.7)    | B (15.0)   |
|    |                                            |                 | WBL      | B (11.9)                                                                 | C (19.5)   | B (12.3)   | B (13.4)                                                                 | D (29.7)    | B (14.6)   |
|    |                                            |                 | NB       | B (13.0)                                                                 | C (18.3)   | B (13.1)   | B (14.8)                                                                 | D (26.6)    | C (15.2)   |
| 3  | South Boulder Road & Cannon Circle         | 3/4 NB/SB Stop  | SB       | C (15.6)                                                                 | B (13.6)   | B (12.3)   | C (19.5)                                                                 | C (16.2)    | B (13.9)   |
|    |                                            |                 | EBL      | C (17.4)                                                                 | C (18.3)   | B (13.2)   | D (26.5)                                                                 | D (31.2)    | C (16.9)   |
|    |                                            |                 | WBL      | B (11.0)                                                                 | C (17.4)   | B (11.0)   | B (12.7)                                                                 | D (28.8)    | B (13.0)   |
|    |                                            |                 | NB       | B (13.2)                                                                 | C (20.3)   | B (13.2)   | B (15.0)                                                                 | D (32.3)    | C (15.6)   |
| 4  | SH 42 (Courtesy Road) & South Boulder Road | Signal          | SB       | C (16.4)                                                                 | C (15.4)   | B (13.3)   | C (21.0)                                                                 | C (19.6)    | C (15.5)   |
|    |                                            |                 | EBL      | F (597.4)*                                                               | F (969.9)* | F (615.7)* | F (977.5)*                                                               | F (1631.4)* | F (990.3)* |
|    |                                            |                 | EBT      | C (30.9)                                                                 | D (52.9)*  | C (25.8)   | C (29.6)                                                                 | D (42.6)*   | C (26.2)   |
|    |                                            |                 | EBR      | -                                                                        | -          | -          | B (11.9)                                                                 | A (9.6)     | A (2.6)    |
|    |                                            |                 | WBL      | E (61.5)                                                                 | F (109.4)* | E (75.6)*  | E (65.1)*                                                                | F (167.8)*  | F (99.5)*  |
|    |                                            |                 | WBT      | D (42.8)                                                                 | D (48.1)   | C (33.8)   | D (49.2)*                                                                | E (58.8)*   | D (35.2)   |
|    |                                            |                 | WBR      | A (4.9)                                                                  | A (7.8)    | A (1.8)    | A (8.5)                                                                  | B (14.5)    | A (3.7)    |
|    |                                            |                 | NBL      | E (63.3)                                                                 | F (191.3)* | F (187.7)* | F (597.5)*                                                               | F (421.6)*  | F (356.1)* |
|    |                                            |                 | NBT      | C (32.6)                                                                 | E (76.8)*  | C (26.6)   | D (35.5)                                                                 | D (48.6)*   | C (25.0)   |
|    |                                            |                 | NBR      | -                                                                        | -          | -          | A (9.4)                                                                  | B (12.1)    | A (7.4)    |
| 5  | SH 42 (Courtesy Rd) & Cannon Circle        | EB Stop         | SBL      | F (193.3)*                                                               | F (240.4)* | F (94.1)*  | F (321.4)*                                                               | F (372.3)*  | F (152.0)* |
|    |                                            |                 | SBT      | D (37.1)                                                                 | D (38.8)   | C (29.3)   | D (39.4)                                                                 | D (40.6)    | C (29.2)   |
|    |                                            |                 | SBR      | C (27.1)                                                                 | A (8.8)    | A (6.9)    | D (45.7)                                                                 | B (19.9)    | B (12.5)   |
| 6  | SH 42 (Courtesy Road) & Griffith Street    | EB/WB Stop      | EB       | B (12.9)                                                                 | B (13.5)   | B (11.3)   | B (14.9)                                                                 | C (16.3)    | B (12.5)   |
|    |                                            |                 | NBL      | B (11.7)                                                                 | B (11.5)   | B (10.2)   | -                                                                        | -           | -          |
|    |                                            |                 | EB       | F (85.8)                                                                 | F (110.3)  | E (41.9)   | -                                                                        | -           | -          |
|    |                                            |                 | WB       | A (0.0)                                                                  | A (0.0)    | D (27.3)   | -                                                                        | -           | -          |
| 6  | SH 42 (Courtesy Road) & Griffith Street    | Signal          | NB       | A (0.5)                                                                  | A (0.2)    | A (0.3)    | -                                                                        | -           | -          |
|    |                                            |                 | SB       | A (0.0)                                                                  | A (0.0)    | A (0.1)    | -                                                                        | -           | -          |
|    |                                            |                 | EBL      | -                                                                        | -          | -          | C (26.7)                                                                 | C (24.9)    | C (20.4)   |
|    |                                            |                 | EBT      | -                                                                        | -          | -          | A (0.7)                                                                  | A (0.5)     | B (11.0)   |
|    |                                            |                 | WBL      | -                                                                        | -          | -          | C (24.0)                                                                 | C (24.0)    | B (18.5)   |
|    |                                            |                 | WBT      | -                                                                        | -          | -          | C (21.0)                                                                 | C (21.0)    | B (13.3)   |
|    |                                            |                 | NBL      | -                                                                        | -          | -          | C (26.5)                                                                 | C (25.1)    | B (17.7)   |
|    |                                            |                 | NBT      | -                                                                        | -          | -          | A (3.9)                                                                  | A (5.0)     | A (4.8)    |
| 7  | Griffith Street & Cannon Street            | NB/SB Stop      | SBL      | -                                                                        | -          | -          | C (29.0)                                                                 | C (32.0)    | B (17.8)   |
|    |                                            |                 | SBT      | -                                                                        | -          | -          | A (4.4)                                                                  | A (5.2)     | A (4.7)    |
|    |                                            |                 | SBR      | -                                                                        | -          | -          | A (0.6)                                                                  | A (1.7)     | A (0.8)    |
|    |                                            |                 | EB       | A (0.0)                                                                  | A (0.2)    | A (0.0)    | A (0.0)                                                                  | A (0.3)     | A (0.0)    |
| 8  | Griffith Street & Front Street             | NB/SB Stop      | WB       | A (0.9)                                                                  | A (0.0)    | A (1.4)    | A (0.9)                                                                  | A (0.0)     | A (1.4)    |
|    |                                            |                 | NB       | A (10.0)                                                                 | B (10.4)   | A (9.4)    | A (9.6)                                                                  | A (10.0)    | A (9.2)    |
|    |                                            |                 | SB       | A (8.9)                                                                  | B (10.8)   | A (9.2)    | A (8.9)                                                                  | B (10.8)    | A (9.2)    |
|    |                                            |                 | EB       | A (0.2)                                                                  | A (0.4)    | A (0.7)    | A (0.2)                                                                  | A (0.4)     | A (0.7)    |
| 9  | Griffith Street & Main Street              | WB Stop         | WB       | A (0.1)                                                                  | A (0.2)    | A (0.1)    | A (0.2)                                                                  | A (0.2)     | A (0.1)    |
|    |                                            |                 | NB       | A (10.0)                                                                 | A (10.0)   | A (9.8)    | A (9.9)                                                                  | A (10.0)    | A (9.7)    |
|    |                                            |                 | SB       | A (9.4)                                                                  | A (9.3)    | A (8.8)    | A (9.3)                                                                  | A (9.3)     | A (8.8)    |
|    |                                            |                 | WB       | B (14.4)                                                                 | B (13.6)   | B (11.6)   | B (14.0)                                                                 | B (13.7)    | B (11.5)   |
| 10 | Harper Street & Front Street               | None            | SB       | A (1.3)                                                                  | A (0.0)    | A (0.9)    | A (1.2)                                                                  | A (0.0)     | A (0.7)    |
|    |                                            |                 | WB       | -                                                                        | -          | -          | -                                                                        | -           | -          |
| 11 | SH 42 (Courtesy Rd) & Harper Street        | EB Stop         | SB       | -                                                                        | -          | -          | -                                                                        | -           | -          |
|    |                                            |                 | EB       | D (33.7)                                                                 | F (118.0)  | E (40.9)   | B (14.7)                                                                 | C (18.2)    | B (12.9)   |
| 11 | SH 42 (Courtesy Rd) & Harper Street        | EB Stop         | NBL      | B (10.4)                                                                 | B (10.7)   | A (9.3)    | -                                                                        | -           | -          |

\* Indicates LOS F with volume exceeding capacity (delays in seconds likely not accurate due to modelling method limitations)

## 6.2 Intersection Queues

Synchro's HCM modeling software was used to analyze intersection operations, including estimated 95<sup>th</sup> Percentile Queues for each scenario. A table detailing the traffic queues is included in the **Appendix**.

Intersection #1 - South Boulder Road and Main Street Intersection: This signalized intersection has excessive queues. The eastbound queues are anticipated to back up past Centennial Drive. Westbound queues can reach Steele Street. Northbound queues can exceed 500 feet, but are rarely anticipated to impact the private driveway to the south of the signal.

Train crossing events will increase these anticipated queues.

The City's proposed future pedestrian underpass of South Boulder Road should allow for better signal timing at this intersection. It is recommended that the City update the corridor's signal timing plans every five years. The future pedestrian underpass will increase the mainline efficiency by eliminating pedestrian signal calls.

Intersection #2 - South Boulder Road and Front Street Intersection: Intersection queues are anticipated to be less than two vehicles. The queues are accommodated by existing infrastructure.

Intersection #3 - South Boulder Road and Cannon Circle intersection: This intersection is currently experiencing a 75 feet northbound queue and 250 feet southbound queues. With Coal Creek Village's conversion of this access to  $\frac{3}{4}$  movement, the left turn is restricted and all queues are anticipated to be less than two vehicles.

Intersection #4 - South Boulder Road and SH 42 intersection: Existing conditions at this signal are currently experiencing left turn movement volumes that exceed the intersection's capacity.

Currently, eastbound queues reach 350 feet. In the future, it is anticipated that the queues could reach 750 feet. The westbound left queue is anticipated to reach approximately 550 feet.

The northbound queue is anticipated to reach 500 feet during evening peak traffic. Southbound queues are anticipated to reach 500 feet during the morning peak hour.

The *Future 42* plan depicts intersection improvements that include northbound and eastbound channelized right turn lanes that will improve operations at the intersection.

Intersection #5 - SH 42 and Cannon Circle intersection: All queues are anticipated to be less than one vehicle.



Intersection #6 - SH 42 and Griffith Street intersection: This is currently a stop-controlled, full-movement intersection. The eastbound queue reaches five vehicles during the evening peak hour.

Signalization of the SH 42 and Griffith Street intersection will improve the side street queues. The added mainline delay on SH 42 will create a queue of 275 feet for the northbound left turn during the evening peak hour. Dependent upon the signal timing implemented when the signal is constructed, the queue associated with the Louisville Sports Complex could reach 250 feet.

Intersection #7 – Griffith Street and Cannon Street intersection: With all scenarios, the northbound queue is anticipated to be less than one vehicle.

Intersection #8 – Griffith Street and Front Street intersection: With the front street connection, the southbound queue is anticipated to be one vehicle or less. Without the Front Street connection, the southbound queue is minimal.

Intersection #9 – Griffith Street and Main Street intersection: The southbound left turn can anticipate a queue of less than one vehicle in all scenarios. During school pick up and drop off or train crossings, the queues can be anticipated to be longer. Refer to the additional train analysis in **Section 6.6**.

Intersection #10 – Front Street and Harper Street intersection: With all scenarios, the northbound queue is anticipated to be less than one vehicle.

Intersection #11 – SH 42 and Harper Street intersection: Under current conditions, queues are anticipated for the eastbound left movement. With the Future 42 access restriction implemented, the eastbound queue is anticipated to be less than one vehicle.

### 6.3 Site Design and Traffic Circulation Evaluation

The proposed street configuration for Coal Creek Village provides good internal circulation and alternate routes to access adjacent arterial streets. Access restrictions will require that drivers wanting to go west on South Boulder Road or north on SH 42 may need to adjust their travel routes, as left turns out of the site are prohibited onto these two roadways.

Analysis Scenario with the Front Street Connection: The current site plan includes a Front Street connection. This connection aligns with the City of Louisville’s previous *The Highway 42 Revitalization Area Framework Plan*<sup>14</sup> and *42 Gateway Alternative Analysis Report*<sup>15</sup> plans to connect South Boulder Road and Griffith Street via Front Street. Excerpts from these reports are included in the **Appendix**.

The Front Street connection will allow for transportation redundancy as part of a gridded street network. Gridded networks have more capacity with narrower roadways that are safer for pedestrians and other multimodal traffic.

In the Year 2026 and Year 2045 total traffic scenarios with the Front Street connection, it is recommended that Front Street becomes the through street, resulting in the installation of westbound stop-control on Harper Street.

With the Front Street connection, it is recommended that traffic calming measures are constructed to attenuate operations on Front Street. Several measures that may be considered are described in the City of Louisville's *Transportation Master Plan*. This document's Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City's family-friendly small-town character. Examples of tools utilized within an NTMP include, but are not limited to the following.

- Enhanced or raised pedestrian crossings
- Medians and/or entry islands
- Curb extensions
- Speed humps or cushions
- Speed monitoring and enforcement campaigns
- Education campaigns

Analysis Scenario without the Front Street Connection: A second scenario does not include vehicular access from the proposed Coal Creek Village to Front Street. With this option, pedestrian and multimodal connectivity are still encouraged.

In the Year 2026 and Year 2045 total traffic scenarios without the Front Street connection, no changes from the current conditions are considered. Therefore, there no additional vehicular traffic is anticipated without the Front Street connection.

Without the Front Street connection, both Coal Creek Village and other surrounding background traffic will have travel paths impacted by the access control on South Boulder Road and SH 42. Drivers are more likely to make weave movements egressing the South Boulder Road accesses to reach the eastbound left turn lane at the signalized intersection of South Boulder Road and SH 42. Without the Front Street connection, there is anticipated to be 45% more eastbound U-turn movements on South Boulder Road. This includes a weave movement from the northern site accesses to the eastbound left turn lane at the signalized intersection.



*Table 11: Anticipated Front Street Traffic Volumes with and without the Connection between South Boulder Road and Griffith Street*

| Scenario                                      | Traffic Volume in vph<br>(vehicle trips per hour) |        |        | Time between vehicles<br>(average gap time) |                                          |                                          |
|-----------------------------------------------|---------------------------------------------------|--------|--------|---------------------------------------------|------------------------------------------|------------------------------------------|
|                                               | AM                                                | PM     | SAT    | AM                                          | PM                                       | SAT                                      |
| <b>Total 2045 With Front St Connection</b>    | 79 vph                                            | 93 vph | 67 vph | 1 car every 45 seconds                      | 1 car every 38 seconds                   | 1 car every 53 seconds                   |
| <b>Total 2045 Without Front St Connection</b> | 9 vph                                             | 13 vph | 13 vph | 1 car every 400 seconds<br>(6.5 minutes)    | 1 car every 276 seconds<br>(4.6 minutes) | 1 car every 276 seconds<br>(4.6 minutes) |

The anticipated total Year 2045 daily traffic volume on Front Street was calculated at a location directly north of Griffith Street. The same methodology graphically represented in

Figure 8 and **Figure 10** was used for the scenarios with and without the Front Street connection, respectively.

Front Street is anticipated to have less than 1,000vpd, which is considered the local residential roadway capacity for livability. In actuality, the roadway can technically handle a much larger volume of vehicles. Different municipalities typically use 1,000 – 1,500vpd as the capacity of a local residential roadway. This analysis conservatively uses the 1,000vpd capacity.

The following figures provide a breakdown of the anticipated future Year 2045 traffic volumes on Front Street with and without the Front Street connection. The total daily capacity is considered to be a conservative 1,000vpd. The total hourly capacity, using a design hourly volume of 10%, is considered to be 100vph.

Figure 27: Year 2045 Total Daily Traffic (vpd) (With Front Street Connection)

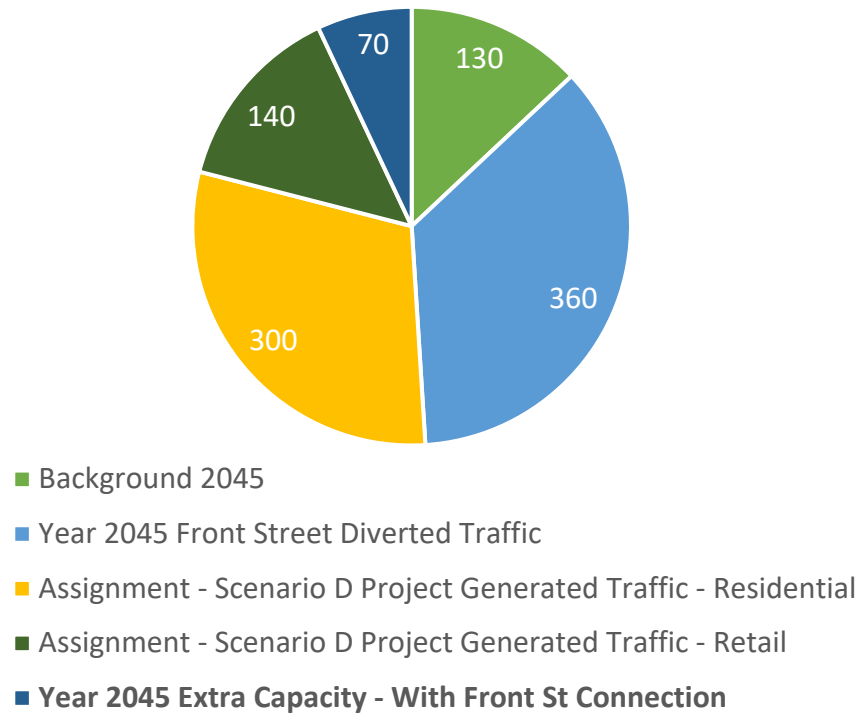
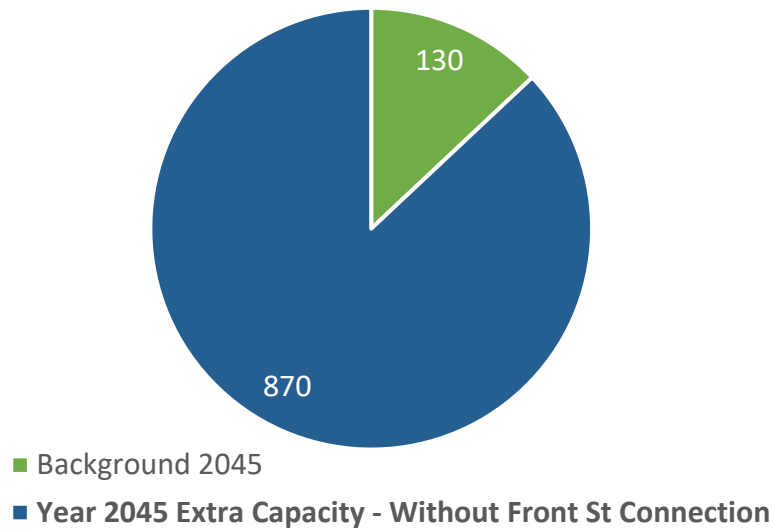


Figure 28: Year 2045 Total Daily Traffic (vpd) (Without Front Street Connection)



The excess capacity on Front Street in each of these scenarios is depicted in bold and dark blue.



Similarly, the anticipated total Year 2045 hourly peak traffic volumes were calculated at a location directly north of Griffith Street. Front Street is anticipated to have less than 100vph, which is considered the local residential roadway capacity for livability.

Figure 29: Year 2045  
Total Morning Peak Hour  
Traffic (vph) (With Front  
Street Connection)

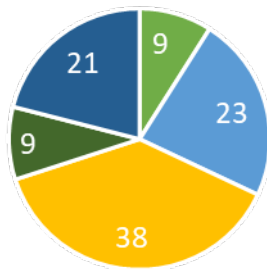


Figure 30: Year 2045  
Total Evening Peak Hour  
Traffic (vph) (With Front  
Street Connection)

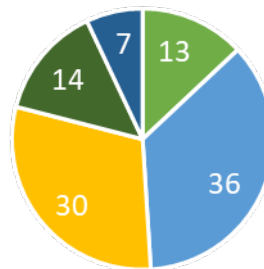
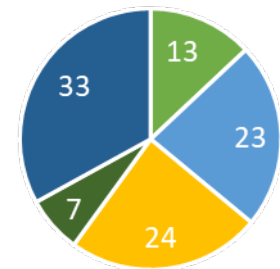


Figure 31: Year 2045  
Total Saturday Peak Hour  
Traffic (vph) (With Front  
Street Connection)



- Background 2045
- Year 2045 Front Street Diverted Traffic
- Assignment - Scenario D Project Generated Traffic - Residential
- Assignment - Scenario D Project Generated Traffic - Retail
- Year 2045 Extra Capacity - With Front St Connection

Cannon Circle Access: Cannon Circle will also provide two of the accesses to the development. Cannon Circle is platted as an L-shaped City street. The north-south leg intersects South Boulder Road one block west of SH 42. The east-west leg intersects SH 42 one block south of South Boulder Road.

Canon Circle approaching SH 42 may require access restriction to the adjacent lot. There is a potential corner clearance problem with an existing driveway. The driveway on Cannon Circle to 1110 E South Boulder Road is about 20 feet south of the stop bar. If there are two or more northbound queued up at the stop sign, the southbound left turn into the driveway will be blocked. Someone waiting to make the left turn into the driveway could cause a backup that extends into the eastbound through lanes on South Boulder Road.

The City may want to implement a countermeasure. One option is to install a “Do Not Block Driveway” sign and appropriate lane markings. Another option is to construct a raised median on Cannon Circle, making the driveway a right-in/right-out access. This intersection may have movements restricted in the future at the direction of the City.

Northbound left turns onto South Boulder Road: The City is considering the restriction of the left turns from the side streets at the South Boulder Road and Cannon Circle intersection as mentioned in the *South Boulder Road Corridor Evaluation*. Per the analysis included in this report, McDowell Engineering recommends that the left turn and through movements are restricted at Cannon Street at the time of Coal Creek Village buildout. This can be accomplished with the construction of a raised center median at the intersection.

## 6.4 Turn Lane Requirements

The need for auxiliary turn lanes were assessed per the *State of Colorado State Highway Access Code*<sup>10</sup> (*Access Code*) for CDOT's SH 42. The City of Louisville *Design and Construction Standards* does not have turn lane requirements, so the *Access Code* requirements were compared to the 95<sup>th</sup> Percentile Queue lengths for the Year 2050 total traffic conditions and current site geometric constraints for the turning movements that are not on the State Highway system. Refer to **Table 12** below for the auxiliary turn lane recommendations and details.

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<sup>10</sup> State of Colorado State Highway Access Code, 2002.



Table 12 - Auxiliary Turn Lane Requirements (continued) <sup>1</sup>

| #   | Intersection                          | Mvmt | Accel or Decel | Posted Speed Limit (MPH) | Road Jurisdiction/ CDOT Class | SHAC Trigger Volume (VPH) | Year 2024 Existing |     |     | Year 2026 BG |     |     | Year 2045 BG |     |     | Year 2045 Total with Front Street |     |     | Year 2026 Total without Front Street |     |     | Year 2026 Total with Front Street |     |     | Year 2045 Total without Front Street |      |                                                                                       | Existing Turn Lane     | Trigger Year & Condition                                                                                                                                                                                                                                         |                                                                                                                   |
|-----|---------------------------------------|------|----------------|--------------------------|-------------------------------|---------------------------|--------------------|-----|-----|--------------|-----|-----|--------------|-----|-----|-----------------------------------|-----|-----|--------------------------------------|-----|-----|-----------------------------------|-----|-----|--------------------------------------|------|---------------------------------------------------------------------------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
|     |                                       |      |                |                          |                               |                           | AM                 | PM  | SAT | AM           | PM  | SAT | AM           | PM  | SAT | AM                                | PM  | SAT | AM                                   | PM  | SAT | AM                                | PM  | SAT | AM                                   | PM   | SAT                                                                                   |                        |                                                                                                                                                                                                                                                                  |                                                                                                                   |
| 1   | S. Boulder Road & Main Street         | EBR  | D              | 45                       | Local                         | N/A                       | 109                | 99  | 87  | 112          | 106 | 94  | 111          | 102 | 90  | 112                               | 106 | 94  | 112                                  | 106 | 94  | 111                               | 102 | 90  | 111                                  | 102  | 90                                                                                    | 120' + 90' Taper       | 95th Percentile Queue < 35'. Existing is adequate.                                                                                                                                                                                                               |                                                                                                                   |
|     |                                       | WBL  | D              | 45                       | Local                         | N/A                       | 75                 | 69  | 67  | 75           | 69  | 67  | 75           | 69  | 67  | 79                                | 76  | 70  | 75                                   | 69  | 67  | 79                                | 76  | 70  | 75                                   | 69   | 67                                                                                    | 290' + 40' Bay Taper   | 95th Percentile Queue < 30'. Existing is adequate.                                                                                                                                                                                                               |                                                                                                                   |
|     |                                       | NBL  | D              | 25                       | Local                         | N/A                       | 65                 | 87  | 57  | 81           | 98  | 68  | 67           | 89  | 59  | 103                               | 111 | 79  | 81                                   | 98  | 68  | 89                                | 102 | 70  | 67                                   | 89   | 59                                                                                    | 115' Lane              | Queues of 205'. Approximately blocks 1 residential driveway.                                                                                                                                                                                                     |                                                                                                                   |
|     |                                       | NBR  | D              | 25                       | Local                         | N/A                       | 95                 | 162 | 93  | 95           | 162 | 93  | 95           | 162 | 93  | 104                               | 178 | 100 | 108                                  | 189 | 106 | 104                               | 178 | 100 | 113                                  | 194  | 107                                                                                   | 115' + 75' Taper       | Queues of 205'. Approximately blocks 1 residential driveway.                                                                                                                                                                                                     |                                                                                                                   |
| 2   | S. Boulder Road & Front Street        | EBL  | D              |                          | Local                         | N/A                       | 0                  | 0   | 0   | 0            | 0   | 0   | 0            | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0    | 0                                                                                     | None                   |                                                                                                                                                                                                                                                                  |                                                                                                                   |
|     |                                       | EBR  | D              | 45                       | Local                         | N/A                       | 0                  | 1   | 3   | 0            | 1   | 3   | 0            | 1   | 3   | 36                                | 65  | 38  | 24                                   | 53  | 28  | 41                                | 73  | 43  | 34                                   | 63   | 30                                                                                    | 50' + 75' Taper        | Assume NR-B Equivalent. 73vph. 75' storage + 10' lane @ 13.5:1 (135' taper). Need to extend turn lane.                                                                                                                                                           |                                                                                                                   |
|     |                                       | WBL  | D              | 45                       | Local                         | N/A                       | 0                  | 2   | 4   | 0            | 2   | 4   | 0            | 2   | 4   | 7                                 | 16  | 11  | 7                                    | 16  | 11  | 12                                | 27  | 16  | 16                                   | 30   | 16                                                                                    | 90' + 75' Taper        | Assume NR-B Equivalent. 30vph. 50' storage + 10' lane @ 13.5:1 (135' taper) Constrained with adjacent access turn lane. Existing bay taper acceptable.                                                                                                           |                                                                                                                   |
|     |                                       | WBR  | D              | 45                       | Local                         | N/A                       | 5                  | 5   | 4   | 5            | 5   | 4   | 5            | 5   | 4   | 5                                 | 5   | 4   | 5                                    | 5   | 4   | 5                                 | 5   | 4   | 5                                    | 5    | 4                                                                                     | None                   | Private Access not applicable to this project.                                                                                                                                                                                                                   |                                                                                                                   |
|     |                                       | NBL  | D              |                          | Local                         | N/A                       | 0                  | 0   | 0   | 0            | 0   | 0   | 0            | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0    | 0                                                                                     | None                   |                                                                                                                                                                                                                                                                  |                                                                                                                   |
|     |                                       | NBR  | D              | 20                       | Local                         | N/A                       | 0                  | 3   | 5   | 0            | 3   | 5   | 0            | 3   | 5   | 22                                | 29  | 20  | 48                                   | 50  | 34  | 22                                | 29  | 20  | 40                                   | 64   | 36                                                                                    | None                   | NB Front Street constrained to NBR movements. Lane is continuous, no decel lane needed.                                                                                                                                                                          |                                                                                                                   |
|     |                                       | NBR  | A              | 45                       | Local                         | N/A                       | 0                  | 3   | 5   | 0            | 3   | 5   | 0            | 3   | 5   | 22                                | 29  | 20  | 48                                   | 50  | 34  | 22                                | 29  | 20  | 40                                   | 64   | 36                                                                                    | None                   | Assume NR-B Equivalent. 64vph. No safety/operational concerns, therefore accel lanes is not required.                                                                                                                                                            |                                                                                                                   |
|     |                                       | SBL  | D              |                          | Local                         | N/A                       | 0                  | 0   | 0   | 0            | 0   | 0   | 0            | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0    | 0                                                                                     | None                   |                                                                                                                                                                                                                                                                  |                                                                                                                   |
| 3   | S. Boulder Road & Cannon Circle       | SBR  | D              | 20                       | Local                         | N/A                       | 11                 | 5   | 1   | 11           | 5   | 1   | 11           | 5   | 1   | 11                                | 5   | 1   | 11                                   | 5   | 1   | 11                                | 5   | 1   | 11                                   | 5    | 1                                                                                     |                        | Private Access not applicable to this project.                                                                                                                                                                                                                   |                                                                                                                   |
|     |                                       | EBL  | D              |                          | Local                         | N/A                       | 21                 | 48  | 28  | 21           | 48  | 28  | 21           | 48  | 28  | 21                                | 48  | 28  | 21                                   | 48  | 28  | 21                                | 48  | 28  | 21                                   | 48   | 28                                                                                    | 90' + 65' Taper        | Project to construct median extension to restrict to 3/4 movement. EBL at private access not applicable to this project.                                                                                                                                         |                                                                                                                   |
|     |                                       | EBR  | D              |                          | Local                         | N/A                       | 0                  | 27  | 15  | 0            | 27  | 15  | 0            | 27  | 15  | 11                                | 49  | 28  | 9                                    | 45  | 26  | 11                                | 49  | 28  | 12                                   | 47   | 27                                                                                    | None                   | Assume NR-B Equivalent. 49vph. 50' storage + 10' lane @ 13.5:1 (135' taper). Need to construct turn lane.                                                                                                                                                        |                                                                                                                   |
|     |                                       | WBL  | D              |                          | Local                         | N/A                       | 6                  | 18  | 34  | 6            | 18  | 34  | 8            | 21  | 34  | 21                                | 50  | 49  | 17                                   | 40  | 44  | 25                                | 59  | 52  | 31                                   | 62   | 52                                                                                    | 75' + 75' Taper        | Assume NR-B Equivalent. 62vph. 55' storage + 10' lane @ 13.5:1 (135' taper) Constrained with adjacent access turn lane. Existing bay taper acceptable.                                                                                                           |                                                                                                                   |
|     |                                       | WBR  | D              |                          | Local                         | N/A                       | 8                  | 12  | 12  | 8            | 12  | 12  | 8            | 12  | 12  | 8                                 | 12  | 12  | 8                                    | 12  | 12  | 8                                 | 12  | 12  | 8                                    | 12   | 12                                                                                    | None                   | Private Access not applicable to this project.                                                                                                                                                                                                                   |                                                                                                                   |
|     |                                       | NBL  | D              |                          | Local                         | N/A                       | 0                  | 2   | 8   | 0            | 2   | 8   | 0            | 2   | 8   | 0                                 | 0   | 0   | 0                                    | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0    | 0                                                                                     | 0                      | None                                                                                                                                                                                                                                                             | Project to construct median extension to restrict to 3/4 movement. NBL to be removed in total traffic conditions. |
|     |                                       | NBR  | D              |                          | Local                         | N/A                       | 1                  | 23  | 13  | 1            | 23  | 13  | 2            | 24  | 21  | 32                                | 58  | 42  | 45                                   | 65  | 48  | 33                                | 59  | 50  | 38                                   | 80   | 58                                                                                    | None                   | Project to construct median extension to restrict to 3/4 movement. NB Cannon Circle is constrained to NBR movements. Lane is continuous, no decel lane needed.                                                                                                   |                                                                                                                   |
|     |                                       | SBL  | D              |                          | Local                         | N/A                       | 8                  | 21  | 23  | 8            | 21  | 23  | 8            | 21  | 23  | 0                                 | 0   | 0   | 0                                    | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0    | 0                                                                                     | 45' Lane               | Project to construct median extension to restrict to 3/4 movement. SBL to be removed in total traffic conditions.                                                                                                                                                |                                                                                                                   |
| 4   | Courtesy Road (SH42) & S Boulder Road | SBR  | D              |                          | Local                         | N/A                       | 28                 | 45  | 56  | 28           | 45  | 56  | 28           | 45  | 56  | 36                                | 66  | 82  | 36                                   | 66  | 82  | 36                                | 66  | 82  | 36                                   | 66   | 82                                                                                    | 45' Lane               | Assume NR-B Equivalent. 82vph. No safety/operational concerns, therefore accel lanes is not required.                                                                                                                                                            |                                                                                                                   |
|     |                                       | EBL  | D              | 45                       | Local                         | N/A                       | 281                | 554 | 372 | 288          | 568 | 382 | 369          | 727 | 492 | 312                               | 591 | 397 | 312                                  | 591 | 397 | 393                               | 750 | 507 | 389                                  | 757  | 508                                                                                   | 160' Dual              | 95th percentile queue >766'. Existing queue length exceeds current storage capacity. EBL lanes are constrained from back to back left turns of adjacent intersection.                                                                                            |                                                                                                                   |
|     |                                       | EBR  | D              | 45                       | Local                         | N/A                       | 145                | 163 | 99  | 149          | 167 | 102 | 190          | 214 | 130 | 135                               | 146 | 87  | 175                                  | 193 | 118 | 171                               | 185 | 110 | 212                                  | 247  | 147                                                                                   | None                   | 435' decel including 13.5:1 taper. Proposed with Future 42 Plan implementation.                                                                                                                                                                                  |                                                                                                                   |
|     |                                       | EBR  | A              | 45                       | NR-A                          | > 50                      | 145                | 163 | 99  | 149          | 167 | 102 | 190          | 214 | 130 | 135                               | 146 | 87  | 175                                  | 193 | 118 | 171                               | 185 | 110 | 212                                  | 247  | 147                                                                                   | None                   | 247vph. Accel lane per CDOT 550' lane including 13.5:1 taper. To be coordinated in Future 42 Plan.                                                                                                                                                               |                                                                                                                   |
|     |                                       | WBL  | D              | 45                       | Local                         | N/A                       | 250                | 336 | 236 | 261          | 355 | 252 | 332          | 453 | 322 | 261                               | 355 | 252 | 261                                  | 355 | 252 | 332                               | 453 | 322 | 332                                  | 453  | 322                                                                                   | 220' Dual              | 95th percentile queue >362'. Existing queue length may exceed current storage capacity. WBL lanes are constrained from back to back left turns of adjacent intersection.                                                                                         |                                                                                                                   |
|     |                                       | WBR  | D              | 45                       | Local                         | N/A                       | 149                | 197 | 132 | 153          | 202 | 135 | 195          | 258 | 173 | 153                               | 202 | 135 | 153                                  | 202 | 135 | 195                               | 258 | 173 | 195                                  | 258  | 173                                                                                   | Continuous Channelized | WBR Lane is a continuous right turn lane for multiple accesses. 435' decel including 13.5:1 taper. To be coordinated with Future 42 Plan implementation.                                                                                                         |                                                                                                                   |
|     |                                       | WBR  | A              | 45                       | NR-A                          | > 50                      | 149                | 197 | 132 | 153          | 202 | 135 | 195          | 258 | 173 | 153                               | 202 | 135 | 153                                  | 202 | 135 | 195                               | 258 | 173 | 195                                  | 258  | 173                                                                                   | None                   | 258vph. Accel lane per CDOT 550' lane including 13.5:1 taper. To be coordinated with Future 42 Plan implementation.                                                                                                                                              |                                                                                                                   |
|     |                                       | NBL  | D              | 45                       | NR-A                          | > 10                      | 171                | 125 | 154 | 175          | 128 | 158 | 226          | 167 | 202 | 177                               | 132 | 160 | 177                                  | 132 | 160 | 236                               | 188 | 212 | 244                                  | 199  | 216                                                                                   | 220' Dual              | 244vph. 435' decel + 245' storage including 13.5:1 taper. To be coordinated with Future 42 Plan implementation.                                                                                                                                                  |                                                                                                                   |
|     |                                       | NBR  | D              | 45                       | NR-A                          | > 25                      | 190                | 245 | 190 | 198          | 255 | 199 | 258          | 328 | 253 | 198                               | 255 | 199 | 198                                  | 255 | 199 | 258                               | 328 | 253 | 258                                  | 328  | 253                                                                                   | None                   | 435' decel including 13.5:1 taper. Proposed with Future 42 Plan implementation.                                                                                                                                                                                  |                                                                                                                   |
|     |                                       | NBR  | A              | 45                       | NR-A                          | > 50                      | 190                | 245 | 190 | 198          | 255 | 199 | 258          | 328 | 253 | 198                               | 255 | 199 | 198                                  | 255 | 199 | 258                               | 328 | 253 | 258                                  | 328  | 253                                                                                   | None                   | 328vph. Accel lane per CDOT 550' lane including 13.5:1 taper. To be coordinated with Future 42 Plan implementation.                                                                                                                                              |                                                                                                                   |
|     |                                       | SBL  | D              | 45                       | NR-A                          | > 10                      | 125                | 135 | 107 | 128          | 139 | 110 | 164          | 177 | 140 | 128                               | 139 | 110 | 128                                  | 139 | 110 | 164                               | 177 | 140 | 164                                  | 177  | 140                                                                                   | 185' Dual              | 177vph. 435' decel + 180' storage including 13.5:1 taper. To be coordinated with Future 42 Plan implementation.                                                                                                                                                  |                                                                                                                   |
|     |                                       | SBR  | D              | 45                       | NR-A                          | > 25                      | 420                | 307 | 253 | 431          | 315 | 260 | 551          | 403 | 332 | 444                               | 342 | 273 | 440                                  | 333 | 268 | 564                               | 430 | 345 | 563                                  | 423  | 341                                                                                   | 300' Channelized       | 564vph. 435' decel including 13.5:1 taper. To be coordinated with Future 42 Plan implementation.                                                                                                                                                                 |                                                                                                                   |
| SBR | A                                     | 45   | Local          | N/A                      | 420                           | 307                       | 253                | 431 | 315 | 260          | 551 | 403 | 332          | 444 | 342 | 273                               | 440 | 333 | 268                                  | 564 | 430 | 345                               | 563 | 423 | 341                                  | None | Assume NR-B Equivalent. 564vph. To be coordinated with Future 42 Plan implementation. |                        |                                                                                                                                                                                                                                                                  |                                                                                                                   |
| 5   | Courtesy Road (SH42) & Cannon Circle  | EBL  | D              | 20                       | Local                         | N/A                       | 1                  | 1   | 8   | 1            | 1   | 8   | 0            | 0   | 0   | 1                                 | 1   | 8   | 1                                    | 1   | 8   | 0                                 | 0   | 0   | 0                                    | 0    | 0                                                                                     | None                   | Project to construct median extension to restrict to 3/4 movement. Future 42 Plan will restrict to RIRO movements only. EBL to be removed with project construction.                                                                                             |                                                                                                                   |
|     |                                       | EBR  | D              | 20                       | Local                         | N/A                       | 0                  | 6   | 1   | 0            | 6   | 1   | 0            | 6   | 1   | 17                                | 19  | 10  | 17                                   | 19  | 10  | 17                                | 19  | 10  | 13                                   | 26   | 11                                                                                    | None                   | Project to construct median extension to restrict to 3/4 movement. EB Cannon Circle is constrained to EBR movements. Lane is continuous, no decel lane needed.                                                                                                   |                                                                                                                   |
|     |                                       | EBR  | A              | 45                       | NR-A                          | > 50                      | 0                  | 6   | 1   | 0            | 6   | 1   | 0            | 6   | 1   | 17                                | 19  | 10  | 17                                   | 19  | 10  | 17                                | 19  | 10  | 13                                   | 26   | 11                                                                                    | None                   | 26vph. Does not meet Access Code requirements for construction of an accel lane.                                                                                                                                                                                 |                                                                                                                   |
|     |                                       | NBL  | D              | 45                       | NR-A                          | > 10                      | 2                  | 3   | 0   | 2            | 3   | 0   | 0            | 0   | 0   | 10                                | 20  | 9   | 13                                   | 26  | 11  | 0                                 | 0   | 0   | 0                                    | 0    | 0                                                                                     | 135' + 100' Taper      | NBL to remain until Future 42 Plan implementation. 26vph. 435' decel including 13.5:1 taper. Turn lane extension to be coordinated with CDOT due to back to back left turns at the Louisville Sports Complex access. NBL will be restricted with Future 42 Plan. |                                                                                                                   |
|     |                                       | SBR  | D              | 45                       | NR-A                          | > 25                      | 1                  | 9   | 10  | 1            | 9   | 10  | 1            | 9   | 10  | 1                                 | 9   | 10  | 5                                    | 19  | 15  | 1                                 | 9   | 10  | 8                                    | 21   | 16                                                                                    | None                   | 21vph. Does not meet Access Code requirements for construction of a decel lane.                                                                                                                                                                                  |                                                                                                                   |

Table 13 - Auxiliary Turn Lane Requirements (continued) <sup>1</sup>

| #  | Intersection                           | Mvmt | Accel or Decel | Posted Speed Limit (MPH) | Road Jurisdiction/ CDOT Class | SHAC Trigger Volume (VPH) | Year 2024 Existing |     |     | Year 2026 BG |     |     | Year 2045 BG |     |     | Year 2045 Total with Front Street |     |     | Year 2026 Total without Front Street |     |     | Year 2026 Total with Front Street |     |     | Year 2045 Total without Front Street |     |     | Existing Turn Lane | Trigger Year & Condition                                                                                                                                                                                                                                                                                                                                               |
|----|----------------------------------------|------|----------------|--------------------------|-------------------------------|---------------------------|--------------------|-----|-----|--------------|-----|-----|--------------|-----|-----|-----------------------------------|-----|-----|--------------------------------------|-----|-----|-----------------------------------|-----|-----|--------------------------------------|-----|-----|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    |                                        |      |                |                          |                               |                           | AM                 | PM  | SAT | AM           | PM  | SAT | AM           | PM  | SAT | AM                                | PM  | SAT | AM                                   | PM  | SAT | AM                                | PM  | SAT | AM                                   | PM  | SAT |                    |                                                                                                                                                                                                                                                                                                                                                                        |
| 6  | Courtesy Road (SH42) & Griffith Street | EBL  | D              | 25                       | Local                         | N/A                       | 15                 | 7   | 10  | 19           | 11  | 14  | 29           | 17  | 20  | 19                                | 11  | 14  | 19                                   | 11  | 14  | 29                                | 17  | 20  | 29                                   | 17  | 20  | None               | In the short term the anticipated 95th percentile queue length is 75'. Future 42 Plan implementation in the future will signalize this intersection. A future EBL turn should have 50' of storage + taper to contain the 95th percentile queue with the signal. EBL construction to be coordinated with the Future 42 plan implementation.                             |
|    |                                        | EBR  | D              | 25                       | Local                         | N/A                       | 54                 | 39  | 21  | 54           | 39  | 21  | 54           | 39  | 21  | 72                                | 67  | 39  | 54                                   | 39  | 21  | 77                                | 75  | 44  | 54                                   | 39  | 21  | None               | Future 42 Plan implementation in the future will signalize this intersection. A future EBTR to be coordinated with the Future 42 plan implementation.                                                                                                                                                                                                                  |
|    |                                        | EBR  | A              | 45                       | NR-A                          | > 50                      | 54                 | 39  | 21  | 54           | 39  | 21  | 54           | 39  | 21  | 72                                | 67  | 39  | 54                                   | 39  | 21  | 77                                | 75  | 44  | 54                                   | 39  | 21  | None               | 77vph. Accel lane per CDOT 550' lane including 13.5:1 taper. To be coordinated with Future 42 Plan implementation.                                                                                                                                                                                                                                                     |
|    |                                        | WBL  | D              | 45                       | Local                         | N/A                       | 0                  | 0   | 2   | 0            | 0   | 2   | 0            | 0   | 2   | 0                                 | 0   | 2   | 0                                    | 0   | 2   | 0                                 | 0   | 2   | 0                                    | 0   | 2   | None               | Private Access not applicable to this project.                                                                                                                                                                                                                                                                                                                         |
|    |                                        | WBR  | D              | 45                       | Local                         | N/A                       | 0                  | 0   | 6   | 0            | 0   | 6   | 0            | 0   | 6   | 0                                 | 0   | 6   | 0                                    | 0   | 6   | 0                                 | 0   | 6   | 0                                    | 0   | 6   | 50' Lane           | Private Access not applicable to this project.                                                                                                                                                                                                                                                                                                                         |
|    |                                        | WBR  | A              | 45                       | NR-A                          | > 50                      | 0                  | 0   | 6   | 0            | 0   | 6   | 0            | 0   | 6   | 0                                 | 0   | 6   | 0                                    | 0   | 6   | 0                                 | 0   | 6   | 0                                    | 0   | 6   | None               | Private Access not applicable to this project.                                                                                                                                                                                                                                                                                                                         |
|    |                                        | NBL  | D              | 45                       | NR-A                          | > 10                      | 37                 | 19  | 21  | 37           | 19  | 21  | 37           | 19  | 21  | 40                                | 26  | 25  | 37                                   | 19  | 21  | 40                                | 26  | 25  | 37                                   | 19  | 21  | 225' + 150' Taper  | In the short term the anticipated 95th percentile queue length is 25'. Future 42 Plan implementation in the future will signalize this intersection. A future NBL turn should have 435' of decel + 45' of storage including a 13.5:1 taper. EBL construction to be coordinated with the Future 42 plan implementation.                                                 |
|    |                                        | NBR  | D              | 45                       | NR-A                          | > 25                      | 4                  | 2   | 43  | 4            | 2   | 43  | 4            | 2   | 43  | 4                                 | 2   | 43  | 4                                    | 2   | 43  | 4                                 | 2   | 43  | 4                                    | 2   | 43  | None               | Existing volumes require the construction of a NBR turn lane of 435' length including a 13.5:1 taper. Private access not applicable to this project.                                                                                                                                                                                                                   |
|    |                                        | NBR  | A              | 25                       | Local                         | N/A                       | 4                  | 2   | 43  | 4            | 2   | 43  | 4            | 2   | 43  | 4                                 | 2   | 43  | 4                                    | 2   | 43  | 4                                 | 2   | 43  | 4                                    | 2   | 43  |                    |                                                                                                                                                                                                                                                                                                                                                                        |
|    |                                        | SBL  | D              | 45                       | NR-A                          | > 10                      | 5                  | 1   | 11  | 5            | 1   | 11  | 5            | 1   | 11  | 5                                 | 1   | 11  | 5                                    | 1   | 11  | 5                                 | 1   | 11  | 5                                    | 1   | 11  | 505' + 135' Taper  | In the short term the anticipated 95th percentile queue length is 25'. Future 42 Plan implementation in the future will signalize this intersection. A future SBL turn should have 435' of decel + 200' of storage including a 13.5:1 taper. SBL construction to be coordinated with the Future 42 plan implementation. Private access not applicable to this project. |
|    |                                        | SBR  | D              | 45                       | NR-A                          | > 25                      | 81                 | 117 | 38  | 83           | 123 | 44  | 83           | 123 | 44  | 83                                | 123 | 44  | 94                                   | 133 | 50  | 83                                | 123 | 44  | 91                                   | 137 | 50  | 175' (Continuous)  | 137vph. 435' decel including 13.5:1 taper. Turn lane design to be coordinated with CDOT due to adjacent accesses. Future SBR design to be coordinated with the Future 42 plan implementation.                                                                                                                                                                          |
|    |                                        | SBR  | A              | 25                       | Local                         | N/A                       | 81                 | 117 | 38  | 83           | 123 | 44  | 83           | 123 | 44  | 83                                | 123 | 44  | 94                                   | 133 | 50  | 83                                | 123 | 44  | 91                                   | 137 | 50  |                    |                                                                                                                                                                                                                                                                                                                                                                        |
| 7  | Griffith Street & Cannon Street        | EBL  | D              | 25                       | Local                         | N/A                       | 0                  | 2   | 0   | 0            | 2   | 0   | 0            | 2   | 0   | 0                                 | 2   | 0   | 0                                    | 2   | 0   | 0                                 | 2   | 0   | 0                                    | 2   | 0   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | EBR  | D              | 25                       | Local                         | N/A                       | 7                  | 10  | 8   | 13           | 26  | 24  | 12           | 22  | 20  | 13                                | 26  | 24  | 13                                   | 26  | 24  | 12                                | 22  | 20  | 12                                   | 22  | 20  | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | WBL  | D              | 25                       | Local                         | N/A                       | 12                 | 21  | 9   | 14           | 27  | 15  | 14           | 27  | 15  | 14                                | 27  | 15  | 14                                   | 27  | 15  | 14                                | 27  | 15  | 14                                   | 27  | 15  | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | WBR  | D              | 25                       | Local                         | N/A                       | 2                  | 1   | 1   | 2            | 1   | 1   | 2            | 1   | 1   | 2                                 | 1   | 1   | 2                                    | 1   | 1   | 2                                 | 1   | 1   | 2                                    | 1   | 1   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | NBL  | D              | 20                       | Local                         | N/A                       | 10                 | 11  | 6   | 32           | 28  | 23  | 19           | 19  | 14  | 32                                | 28  | 23  | 32                                   | 28  | 23  | 19                                | 19  | 14  | 19                                   | 19  | 14  | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | NBR  | D              | 20                       | Local                         | N/A                       | 5                  | 1   | 6   | 9            | 5   | 10  | 19           | 11  | 16  | 9                                 | 5   | 10  | 9                                    | 5   | 10  | 19                                | 11  | 16  | 19                                   | 11  | 16  | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | SBL  | D              | 20                       | Local                         | N/A                       | 0                  | 0   | 1   | 0            | 0   | 1   | 0            | 0   | 1   | 0                                 | 0   | 1   | 0                                    | 0   | 1   | 0                                 | 0   | 1   | 0                                    | 0   | 1   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | SBR  | D              | 20                       | Local                         | N/A                       | 1                  | 0   | 1   | 1            | 0   | 1   | 1            | 0   | 1   | 1                                 | 0   | 1   | 1                                    | 0   | 1   | 1                                 | 0   | 1   | 1                                    | 0   | 1   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
| 8  | Griffith Street & Front Street         | EBL  | D              | 25                       | Local                         | N/A                       | 2                  | 4   | 6   | 2            | 4   | 6   | 2            | 4   | 6   | 6                                 | 15  | 12  | 2                                    | 4   | 6   | 6                                 | 15  | 12  | 2                                    | 4   | 6   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | EBR  | D              | 25                       | Local                         | N/A                       | 2                  | 6   | 3   | 2            | 6   | 3   | 2            | 6   | 3   | 2                                 | 6   | 3   | 2                                    | 6   | 3   | 2                                 | 6   | 3   | 2                                    | 6   | 3   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | WBL  | D              | 25                       | Local                         | N/A                       | 3                  | 5   | 1   | 3            | 5   | 1   | 3            | 5   | 1   | 3                                 | 5   | 1   | 3                                    | 5   | 1   | 3                                 | 5   | 1   | 3                                    | 5   | 1   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | WBR  | D              | 25                       | Local                         | N/A                       | 1                  | 0   | 3   | 1            | 0   | 3   | 1            | 0   | 3   | 4                                 | 7   | 7   | 1                                    | 0   | 3   | 4                                 | 7   | 7   | 1                                    | 0   | 3   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | NBL  | D              | 20                       | Local                         | N/A                       | 6                  | 2   | 8   | 6            | 2   | 8   | 6            | 2   | 8   | 6                                 | 2   | 8   | 6                                    | 2   | 8   | 6                                 | 2   | 8   | 6                                    | 2   | 8   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | NBR  | D              | 20                       | Local                         | N/A                       | 3                  | 1   | 0   | 3            | 1   | 0   | 3            | 1   | 0   | 3                                 | 1   | 0   | 3                                    | 1   | 0   | 3                                 | 1   | 0   | 3                                    | 1   | 0   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | SBL  | D              | 20                       | Local                         | N/A                       | 1                  | 0   | 0   | 1            | 0   | 0   | 1            | 0   | 0   | 19                                | 28  | 18  | 1                                    | 0   | 0   | 24                                | 36  | 23  | 1                                    | 0   | 0   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | SBR  | D              | 20                       | Local                         | N/A                       | 5                  | 3   | 4   | 5            | 3   | 4   | 5            | 3   | 4   | 45                                | 29  | 25  | 5                                    | 3   | 4   | 45                                | 29  | 25  | 5                                    | 3   | 4   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
| 9  | Griffith St & Main St                  | WBL  | D              | 25                       | Local                         | N/A                       | 35                 | 74  | 51  | 42           | 80  | 57  | 42           | 80  | 57  | 59                                | 93  | 66  | 53                                   | 90  | 63  | 59                                | 93  | 66  | 50                                   | 94  | 63  | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | WBR  | D              | 25                       | Local                         | N/A                       | 57                 | 46  | 25  | 73           | 57  | 36  | 59           | 48  | 27  | 95                                | 70  | 47  | 73                                   | 57  | 36  | 81                                | 61  | 38  | 59                                   | 48  | 27  | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | NBR  | D              | 25                       | Local                         | N/A                       | 57                 | 31  | 38  | 60           | 39  | 46  | 60           | 39  | 46  | 64                                | 50  | 52  | 60                                   | 39  | 46  | 64                                | 50  | 52  | 60                                   | 39  | 46  | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | SBL  | D              | 25                       | Local                         | N/A                       | 18                 | 32  | 11  | 21           | 39  | 18  | 20           | 35  | 14  | 21                                | 39  | 18  | 21                                   | 39  | 18  | 20                                | 35  | 14  | 20                                   | 35  | 14  | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
| 10 | Front St & Harper St                   | WBL  | D              | 25                       | Local                         | N/A                       | 6                  | 6   | 4   | 6            | 6   | 4   | 6            | 6   | 4   | 6                                 | 6   | 4   | 6                                    | 6   | 4   | 6                                 | 6   | 4   | 6                                    | 6   | 4   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | WBR  | D              | 25                       | Local                         | N/A                       | 0                  | 0   | 0   | 0            | 0   | 0   | 0            | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0   | 0   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | NBR  | D              | 25                       | Local                         | N/A                       | 3                  | 7   | 9   | 3            | 7   | 9   | 3            | 7   | 9   | 3                                 | 7   | 9   | 3                                    | 7   | 9   | 3                                 | 7   | 9   | 3                                    | 7   | 9   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | SBL  | D              | 25                       | Local                         | N/A                       | 0                  | 0   | 0   | 0            | 0   | 0   | 0            | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0   | 0   | 0                                 | 0   | 0   | 0                                    | 0   | 0   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
| 11 | Courtesy Road (SH42) & Harper Street   | EBL  | D              | 20                       | Local                         | N/A                       | 7                  | 26  | 38  | 7            | 26  | 38  | 0            | 0   | 0   | 7                                 | 26  | 38  | 7                                    | 26  | 38  | 0                                 | 0   | 0   | 0                                    | 0   | 0   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | EBR  | D              | 20                       | Local                         | N/A                       | 12                 | 61  | 11  | 12           | 61  | 11  | 19           | 87  | 49  | 12                                | 61  | 11  | 12                                   | 61  | 11  | 19                                | 87  | 49  | 19                                   | 87  | 49  | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | EBR  | A              | 45                       | NR-A                          | > 50                      | 12                 | 61  | 11  | 12           | 61  | 11  | 19           | 87  | 49  | 12                                | 61  | 11  | 12                                   | 61  | 11  | 19                                | 87  | 49  | 19                                   | 87  | 49  | None               | 87vph. Accel lane per CDOT 550' lane including 13.5:1 taper. To be coordinated with the Future 42 plan implementation.                                                                                                                                                                                                                                                 |
|    |                                        | NBL  | D              | 45                       | NR-A                          | > 10                      | 7                  | 7   | 6   | 7            | 7   | 6   | 0            | 0   | 0   | 7                                 | 7   | 6   | 7                                    | 7   | 6   | 0                                 | 0   | 0   | 0                                    | 0   | 0   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |
|    |                                        | SBR  | D              | 45                       | NR-A                          | > 25                      | 2                  | 8   | 6   | 2            | 8   | 6   | 2            | 8   | 6   | 2                                 | 8   | 6   | 2                                    | 8   | 6   | 2                                 | 8   | 6   | 2                                    | 8   | 6   | None               | Volume does not meet requirements for construction of a decel lane.                                                                                                                                                                                                                                                                                                    |

<sup>1</sup>Based upon *State Highway Access Code* requirements for an NR-A roadway with posted speed of 45mph.

Triggered by State Highway Access Code Volumes

Triggered by State Highway Access Code Safety and Operations



Intersection #1 - South Boulder Road and Main Street Intersection: This existing signalized intersection has adequate eastbound right and westbound left turn lanes for normal operations through Year 2045 total traffic operations. The northbound movement on Main Street can be anticipated to queue up to over 200' at the signal. This queue is anticipated to block approximately one residential driveway during peak traffic operations.

During railroad crossings at this intersection, longer queues occur. It takes a few minutes for the queues to dissipate.

These conditions occur with or without the addition of the Coal Creek Village project-generated traffic.

Intersection #2 - South Boulder Road and Front Street Intersection: Mainline South Boulder Road operates at an equivalent classification as a CDOT NRB roadway. It has a posted speed limit of 45mph.

With the development of Coal Creek Village, the eastbound right turn lane needs to be extended to include 75' of storage and a 13.5:1 taper to accommodate the anticipated site-generated traffic. The westbound left turn lane is constrained by the back-to-back turn lane to the adjacent access.

The northbound movement is restricted to right turn movements. Therefore, the northbound movement out of the site does not require a separate turn lane. No acceleration lane is required for this movement onto South Boulder Road.

Intersection #3 - South Boulder Road and Cannon Circle intersection: With the construction of Coal Creek Village, this access will be further restricted from to a  $\frac{3}{4}$  movement access, prohibiting the northbound and southbound through and left turn movements.

Mainline South Boulder Road operates at an equivalent classification as a CDOT NRB roadway. It has a posted speed limit of 45mph.

With the development of Coal Creek Village, an eastbound right turn lane needs to be constructed to include 50' of storage and a 13.5:1 taper to accommodate the anticipated site-generated traffic. The westbound left turn lane is constrained by the back-to-back turn lane to the adjacent access. The 95<sup>th</sup> percentile queue for this movement is less than the available storage length + taper length. Therefore, no changes are recommended to the westbound left deceleration lanes.

The northbound movement is restricted to right turn movements. Therefore, the northbound movement out of the site does not require a separate turn lane.

Intersection #4 - South Boulder Road and SH 42 intersection: This is a full-movement, signalized intersection. The *Future 42* plan depicts intersection improvements that

include the construction of channelized northbound and eastbound right turn lanes. The Year 2045 total traffic scenario is modeled assuming the westbound and southbound right turn lanes are constructed. Even with these future improvements, this intersection has movements that are anticipated to operate at a failing LOS F for both Year 2026 and Year 2045 background and total traffic conditions.

The existing eastbound and westbound left turn lane queues exceed the available capacity. Both of the median islands are constrained by a back-to-back left turn lane at the adjacent access.

The northbound and southbound left turn lanes also need to be extended to accommodate the existing queue lengths. All of the turn lane and intersection improvements should be coordinated with the implementation of the City's *Future 42* plan.

Intersection #5 - SH 42 and Cannon Circle intersection: This is currently a full-movement "T" intersection. With the buildout of Coal Creek Village, this intersection will be restricted to a ¾ movement by extending the existing center median in SH 42.

The eastbound movement will be restricted to right turn only movements. Therefore, no deceleration lane is needed for this movement.

The northbound left turn movement will remain until the *Future 42* plan is implemented. Per the Access Code, this movement should have a deceleration lane that is 435' in length, including a 13.5:1 taper. Any modifications to the turn lane need to be coordinated with CDOT, as the movement is temporary and the associated median is back-to-back with the southbound left turn lane into the Louisville Sports Complex.

The southbound right turn lane is not required per CDOT's *Access Code* based upon the anticipated traffic volumes at this access.

Intersection #6 - SH 42 and Griffith Street intersection: This is currently a full-movement intersection. It is planned to be signalized with the implementation of the *Future 42* plan. Upon signalization, it is anticipated that separate eastbound and westbound left turn lanes will need to be constructed. The existing southbound right turn lane should remain. The northbound left turn lane is anticipated to require 435' of deceleration length with 45' of storage. The southbound left turn lane is anticipated to require 435' of deceleration length with 50' of storage. Additional length may be required for the traffic queues associated with the Louisville Sports Complex. These improvements are required with or without the addition of Coal Creek Village's project-generated traffic.



Intersection #7 – Griffith Street and Cannon Street intersection: This is a full-movement intersection with stop-control on the north and south legs. No additional turn lanes are required.

Intersection #8 – Griffith Street and Front Street intersection: This is a full-movement intersection with stop-control on the north and south legs. No additional turn lanes are required.

Intersection of Griffith Street and the BNSF Railroad: This at-grade railroad crossing sees multiple trains crossings per day, with each impacting the crossing for three to five minutes at a time. During the crossing, traffic queues on Griffith Street back up in either direction. Refer to **Section 6.6** for analysis of the crossing impacts.

It is recommended that the intersection of Griffith Street and Front Street is signed and striped with “Do not block intersection” to allow for ingress and egress movements at the Griffith Street and Front Street intersection during train crossings.

Intersection #9 – Griffith Street and Main Street intersection: This is a full-movement “T” intersection. The east leg is stop-controlled. This is a full-movement intersection with stop-control on the north and south legs. No additional turn lanes are required.

Intersection #10 – Front Street and Harper Street intersection with the Front Street Connection: This is currently a free-flowing intersection. There is an unimproved alley access as a third, north leg. With the buildout of Coal Creek Village and a connection of Front Street from South Boulder Road to Griffith Street, it is recommended that Front Street is designed as the through street and Harper Street is stop-controlled with a stop sign. The installation of a stop sign, stop bar, and painted pedestrian crosswalk should be included on the north leg of Front Street.

It is recommended that traffic calming is implemented along Front Street to encourage slower and safer travel speeds.

Intersection #10 – Front Street and Harper Street intersection without the Front Street Connection: This is currently a free-flowing intersection. There is an unimproved alley access as a third, north leg. Without the construction of a Front Street connection from South Boulder Road to Griffith Street, the existing conditions of this intersection would remain in place.

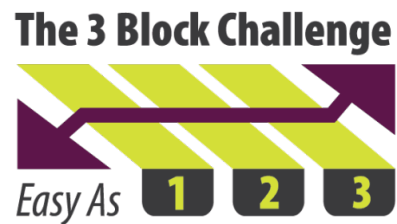
Intersection #11 – SH 42 and Harper Street intersection: The existing volume of eastbound right turns from Harper Street onto SH 42 exceeds the *Access Code*’s requirement to construct an acceleration lane for this movement. With the implementation of the *Future 42* Plan, this volume is anticipated to increase because current traffic making the eastbound left movement will likely make a right turn instead. Coal Creek Village’s site traffic is not anticipated to impact this movement.

At a minimum, the construction of an acceleration lane should be incorporated into the implementation of Future 42 plans.

## 6.5 SH 42 and Cannon Circle State Highway Access Permit

Per Section 2.6(3) of the Access Code, a new access permit is required by CDOT when the traffic volume is anticipated to increase by 20%. The additional site traffic associated with the proposed Coal Creek Village project is anticipated to double traffic at the Cannon Circle access with the Front Street connection. Without the Front Street connection, the project is anticipated to approximately triple traffic on the Cannon Circle Access. Therefore, a new State Highway Access Permit will be required for this intersection. Louisville Middle School

Louisville Middle School is located directly west of the Griffith Street and Main Street intersection. Middle school students are not old enough to drive themselves to school. The school day runs from 8:45am to 3:45pm. Wednesday's schedule runs from 9:45am to 3:45pm. Main Street experiences high traffic congestion during peak dropoff and pickup periods. The Boulder Valley School District has published a *Louisville Middle School Travel Map*<sup>16</sup> encouraging students to walk within a three-block and ½ mile radius of the school. This map is included in the **Appendix**. This traffic impacts traffic queues on Griffith Street. Hug n' Go Lanes are located on the south and west sides of the school.



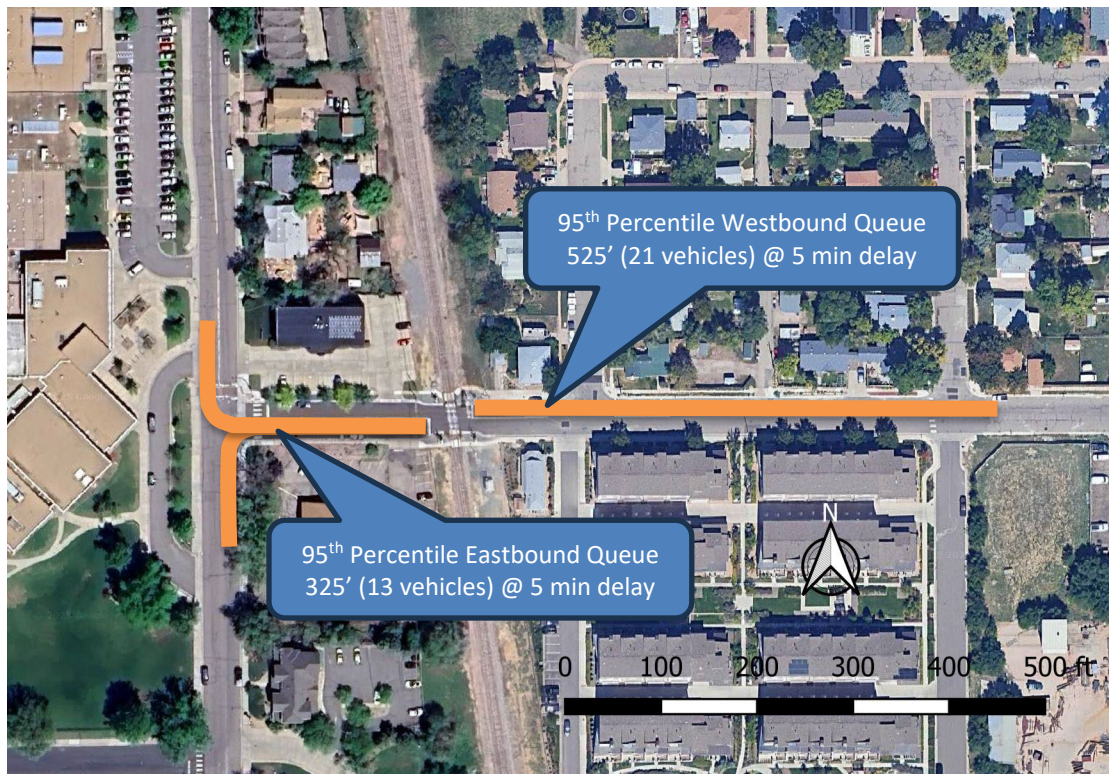
The recommended improvements at the intersection of Griffith Street and Front Street should assist with school queues impacting Griffith Street. The pedestrian crosswalk will facilitate pedestrian access across Griffith Street. The 'Do Not Block Intersection' signing and striping improvements will also assist with Front Street egress onto Griffith Street.

## 6.6 Griffith Street Queuing Analysis for Railroad

The railroad that runs parallel to Main Street between Main Street and Front Street is anticipated to have delays between three and five minutes when trains are crossing Griffith Street. A queuing analysis was performed on Griffith Street at the railroad crossing.



*Figure 32: Anticipated Queue Lengths for Railroad Operations*



Both 50<sup>th</sup> percentile and 95<sup>th</sup> percentile queues were calculated using a cumulative Poisson distribution. Detailed calculations are available in the **Appendix. Table 14** and **Table 15**. summarize the queuing calculations for all the scenarios assuming a 3 minute or 5 minute railroad delay.

The maximum anticipated 50<sup>th</sup> and 95<sup>th</sup> percentile queue lengths occur during the Total 2026 with Front Street PM Peak hour scenario. **Figure 32** shows the 95<sup>th</sup> percentile queue lengths with a 5 minute delay for this scenario. These queues are 525' for the westbound and 325' for the eastbound. It was assumed that each vehicle occupies 25' in the queue, therefore, the 525' westbound queue is anticipated to contain 21 vehicles and the 325' eastbound queue is anticipated to contain 13 vehicles.

*Table 14: Queuing Summary (3 Minute Delay)*

| Scenario                            | Sum of (50th Percentile) |     | Sum of (95th Percentile) |     |
|-------------------------------------|--------------------------|-----|--------------------------|-----|
|                                     | Queue Length (ft.)       |     | Queue Length (ft.)       |     |
|                                     | EB                       | WB  | EB                       | WB  |
| Background 2026 AM                  | 100                      | 150 | 200                      | 250 |
| Background 2026 PM                  | 100                      | 175 | 175                      | 275 |
| Background 2026 SAT                 | 75                       | 100 | 150                      | 200 |
| Background 2045 AM                  | 100                      | 125 | 200                      | 225 |
| Background 2045 PM                  | 100                      | 150 | 175                      | 275 |
| Background 2045 SAT                 | 75                       | 100 | 150                      | 200 |
| Total 2026 With Front Street AM     | 100                      | 200 | 200                      | 325 |
| Total 2026 With Front Street PM     | 100                      | 225 | 200                      | 350 |
| Total 2026 With Front Street SAT    | 75                       | 150 | 175                      | 250 |
| Total 2026 Without Front Street AM  | 100                      | 150 | 200                      | 275 |
| Total 2026 Without Front Street PM  | 100                      | 175 | 175                      | 300 |
| Total 2026 Without Front Street SAT | 75                       | 125 | 150                      | 225 |
| Total 2045 With Front Street AM     | 100                      | 175 | 200                      | 300 |
| Total 2045 With Front Street PM     | 100                      | 200 | 200                      | 350 |
| Total 2045 With Front Street SAT    | 75                       | 125 | 175                      | 250 |
| Total 2045 Without Front Street AM  | 100                      | 125 | 200                      | 250 |
| Total 2045 Without Front Street PM  | 100                      | 175 | 175                      | 300 |
| Total 2045 Without Front Street SAT | 75                       | 100 | 150                      | 200 |

*Table 15: Queuing Summary (5 Minute Delay)*

| Scenario                            | Sum of (50th Percentile) |     | Sum of (95th Percentile) |     |
|-------------------------------------|--------------------------|-----|--------------------------|-----|
|                                     | Queue Length (ft.)       |     | Queue Length (ft.)       |     |
|                                     | EB                       | WB  | EB                       | WB  |
| Background 2026 AM                  | 175                      | 225 | 275                      | 375 |
| Background 2026 PM                  | 150                      | 275 | 275                      | 425 |
| Background 2026 SAT                 | 125                      | 200 | 225                      | 325 |
| Background 2045 AM                  | 175                      | 200 | 275                      | 350 |
| Background 2045 PM                  | 150                      | 250 | 250                      | 400 |
| Background 2045 SAT                 | 125                      | 175 | 225                      | 300 |
| Total 2026 With Front Street AM     | 175                      | 350 | 300                      | 500 |
| Total 2026 With Front Street PM     | 200                      | 375 | 325                      | 550 |
| Total 2026 With Front Street SAT    | 150                      | 250 | 250                      | 400 |
| Total 2026 Without Front Street AM  | 175                      | 250 | 275                      | 400 |
| Total 2026 Without Front Street PM  | 150                      | 300 | 275                      | 450 |
| Total 2026 Without Front Street SAT | 125                      | 200 | 225                      | 325 |
| Total 2045 With Front Street AM     | 175                      | 325 | 300                      | 475 |
| Total 2045 With Front Street PM     | 175                      | 350 | 300                      | 525 |
| Total 2045 With Front Street SAT    | 125                      | 225 | 250                      | 375 |
| Total 2045 Without Front Street AM  | 175                      | 225 | 275                      | 350 |
| Total 2045 Without Front Street PM  | 150                      | 300 | 250                      | 450 |
| Total 2045 Without Front Street SAT | 125                      | 175 | 225                      | 300 |

Note: Highlighted Line represents the longest anticipated queue



It is anticipated that the addition of development-related traffic will increase the 95<sup>th</sup> Percentile queue lengths by a maximum of 3 vehicles (75') per 3 minute delay. When the railroad delay is 5 minutes, the 95<sup>th</sup> Percentile queue lengths are anticipated to be increased by approximately 5 vehicles (125').

## 7.0 Recommendations and Conclusions

Transportation infrastructure recommendations associated with the construction of the Coal Creek Village project are summarized below.

### Front Street Connection:

This TIS includes analysis of scenarios with and without the Front Street connection. Due to the sites' direct access to S. Boulder Road with heavy through volumes, the site accesses will have restricted turning movements. Without the Front Street connection, more vehicles access South Boulder Road from the Cannon Circle access creating additional weave and U-turn movements that present safety concerns. Both the City staff and the TIS recommendations are to include the Front Street connection.

The Front Street connection provides numerous benefits to the Louisville community. The Front Street connection will allow for transportation redundancy as part of a gridded street network. Gridded networks have more capacity and increase circulation with narrower roadways that are safer for pedestrians and other multimodal traffic. It also aligns with the City's previous planning efforts.

Without the Front Street connection, there is anticipated to be an additional 25% of the exiting site distribution that would use the eastbound U-turn, which amounts to between 8 to 18vph. This equates to an anticipated increase of between 40% and 85% for the eastbound U-turn movements on South Boulder Road in the long-term traffic scenarios. This includes a difficult weave movement across two or three lanes of traffic in the 400 feet between the northern site accesses to the eastbound left turn lane at the signalized intersection.

Under both scenarios, Front Street is anticipated to stay within Front Street's local residential street capacity.

With the Front Street connection, it is recommended that traffic calming measures are constructed to attenuate operations on Front Street. Several measures that may be considered are described in the City of Louisville's *Transportation Master Plan*. This document's Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City's family-friendly small-town character. Examples of tools utilized within an NTMP include, but are not limited to the following.

- Enhanced or raised pedestrian crossings
- Medians and/or entry islands
- Curb extensions
- Speed humps or cushions



- Speed monitoring and enforcement campaigns
- Education campaigns

Intersection #2 - South Boulder Road and Front Street Intersection: With the development of Coal Creek Village, the eastbound right turn lane needs to be extended to include 75' of storage and a 13.5:1 taper to accommodate the anticipated site-generated traffic. The westbound left turn lane is constrained by the back-to-back turn lane to the adjacent access.

The northbound movement is restricted to right turn movements. Therefore, the northbound movement out of the site does not require a separate turn lane. No acceleration lane is required for this movement onto South Boulder Road.

Intersection #3 - South Boulder Road and Cannon Circle intersection: With the construction of Coal Creek Village, this access will be further restricted to a  $\frac{3}{4}$  movement access, prohibiting the northbound and southbound through and left turn movements by extending the raised center median.

With the development of Coal Creek Village, an eastbound right turn lane needs to be constructed to include 50' of storage and a 13.5:1 taper to accommodate the anticipated site-generated traffic. The westbound left turn lane is constrained by the back-to-back turn lane to the adjacent access. The 95<sup>th</sup> percentile queue for this movement is less than the available storage length + taper length. Therefore, no changes are recommended to the westbound left deceleration lanes.

The northbound movement is restricted to right turn movements. Therefore, the northbound movement out of the site does not require a separate turn lane.

Intersection #5 - SH 42 and Cannon Circle intersection: With the construction of Coal Creek Village, this intersection will be restricted to a  $\frac{3}{4}$  movement by extending the existing center median in SH 42.

The eastbound movement will be restricted to right turn only movements. Therefore, no deceleration lane is needed for this movement.

Intersection #8 – Griffith Street and Front Street intersection: This is a full-movement intersection with stop-control on the north and south legs. No additional turn lanes are required.

It is recommended that with the Front Street connection, a pedestrian crossing of Griffith Street is installed with a rectangular, rapid flashing beacon (RRFB) to assist pedestrians in crossing Griffith Street.

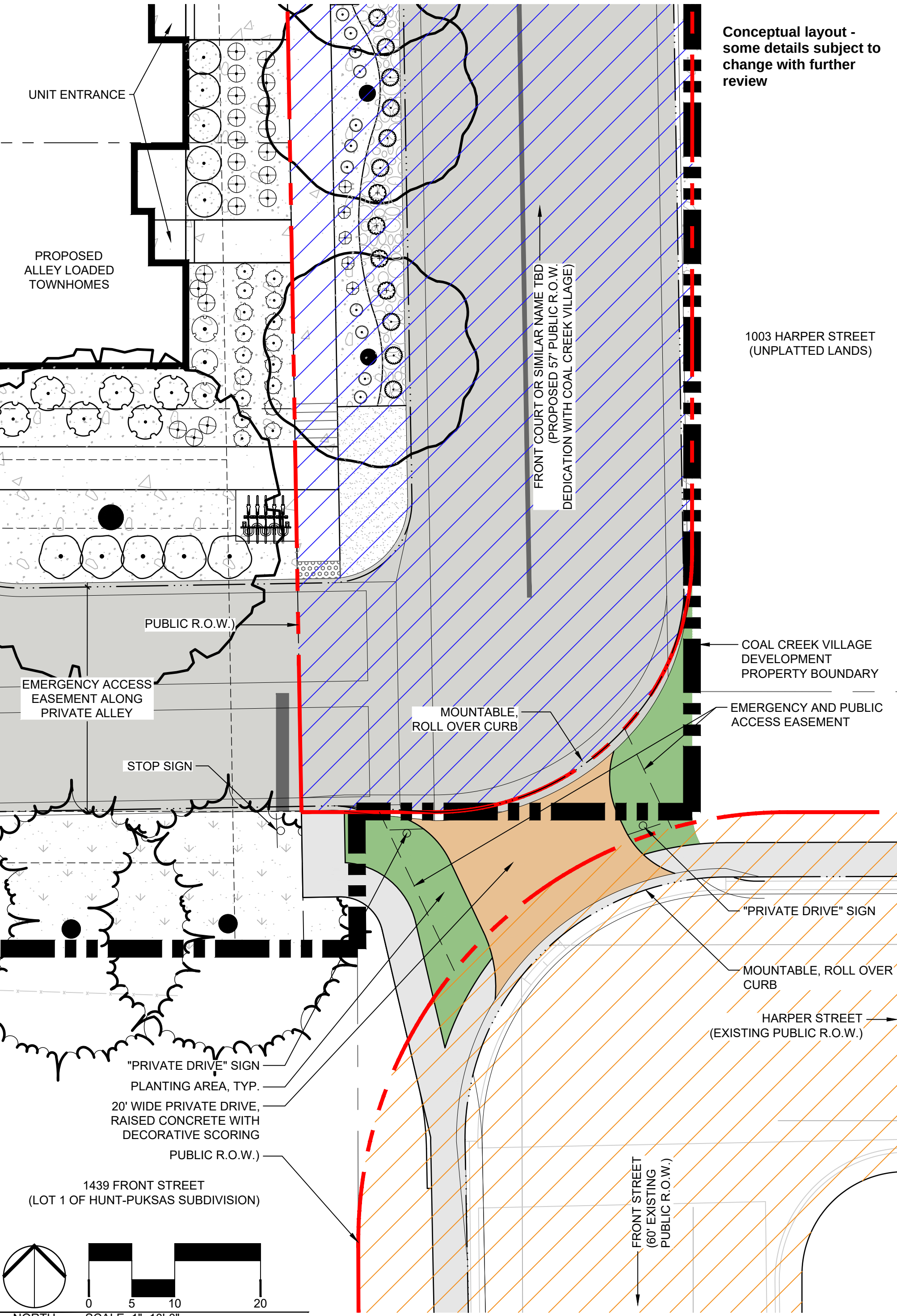
Additionally, with the Front Street connection, this intersection should have 'Do Not Block Intersection' signage and striping added that will assist with traffic accessing Front Street.

Intersection of Griffith Street and the BNSF Railroad: This at-grade railroad crossing sees multiple trains crossings per day, with each impacting the crossing for three to five minutes at a time. During the crossing, traffic queues on Griffith Street back up in either direction. As described above, it is recommended that the intersection of Griffith Street and Front Street has 'Do Not Block Intersection' signage and striping added that will assist with traffic accessing Front Street.

Intersection #10 – Front Street and Harper Street intersection with the Front Street Connection: This is currently a free-flowing intersection. There is an unimproved alley access as a third, north leg. With the buildout of Coal Creek Village and a connection of Front Street from South Boulder Road to Griffith Street, it is recommended that Front Street is designed as the through street and Harper Street is stop-controlled with a stop sign. The installation of a stop sign, stop bar, and painted pedestrian crosswalk should be included on the north leg of Front Street.

Intersection #11 – SH 42 and Harper Street intersection: The existing volume of eastbound right turns from Harper Street onto SH 42 exceeds the *Access Code's* requirement to construct an acceleration lane for this movement. With the implementation of the *Future 42* Plan, this volume is anticipated to increase because current traffic making the eastbound left movement will likely make a right turn instead. Coal Creek Village's site traffic is not anticipated to impact this movement. At a minimum, the construction of an acceleration lane should be incorporated into the implementation of Future 42 plans.





Conceptual layout -  
some details subject to  
change with further  
review

1003 HARPER STREET  
(UNPLATTED LANDS)

COAL CREEK VILLAGE  
DEVELOPMENT  
PROPERTY BOUNDARY

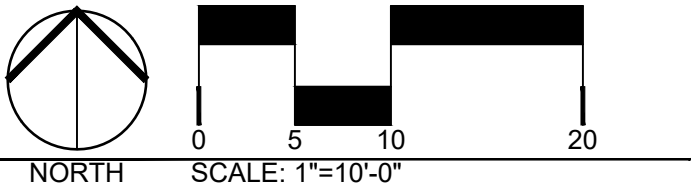
EMERGENCY AND PUBLIC  
ACCESS EASEMENT

"PRIVATE DRIVE" SIGN

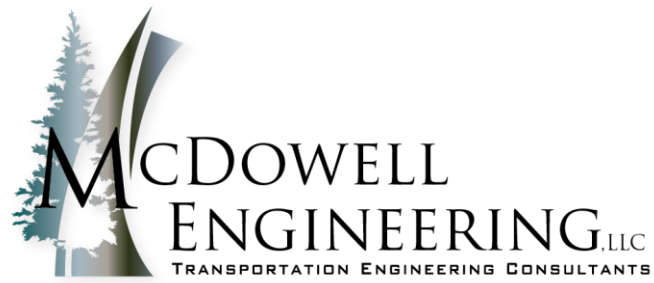
MOUNTABLE, ROLL OVER  
CURB

HARPER STREET  
(EXISTING PUBLIC R.O.W.)

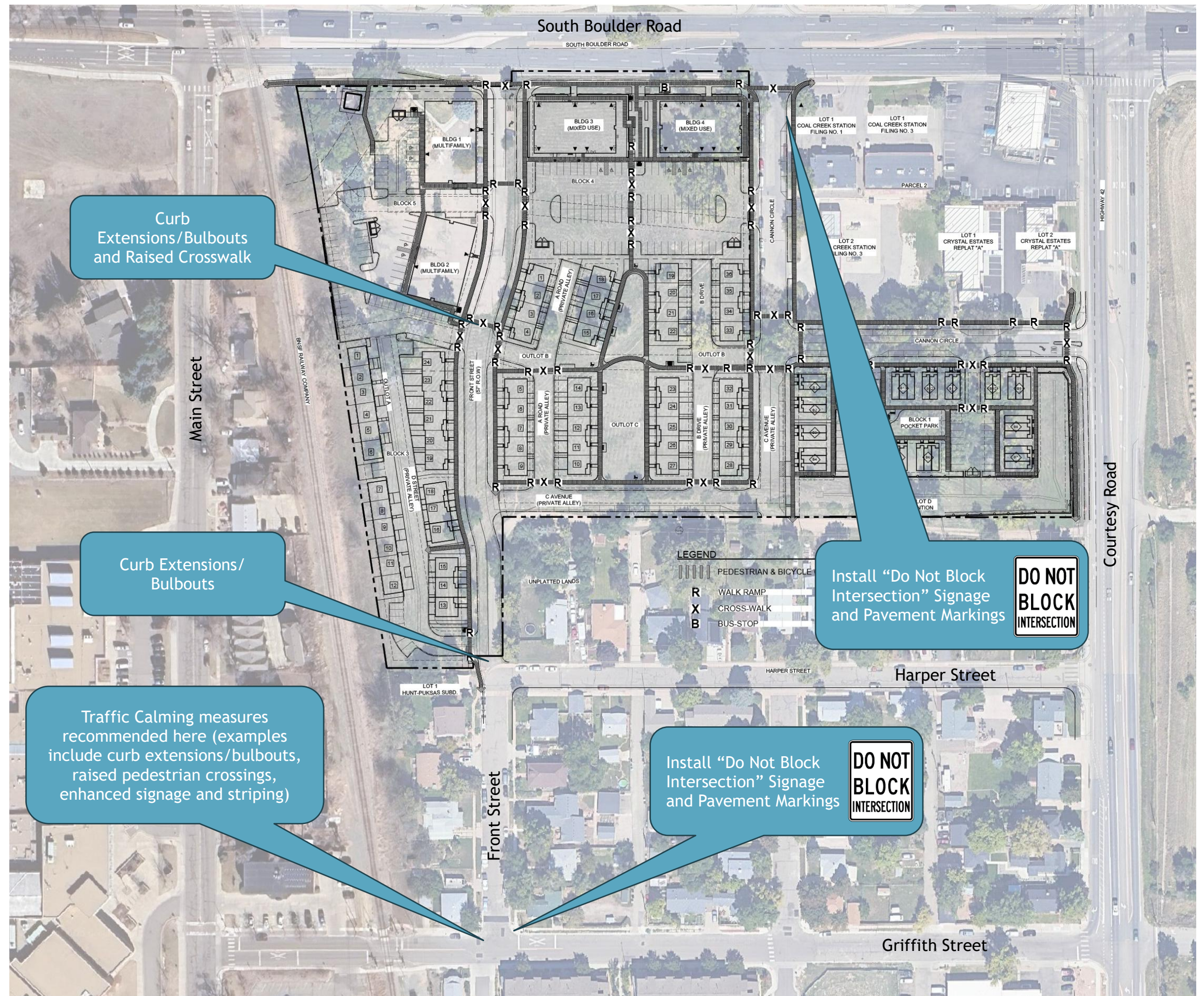
FRONT STREET  
(60' EXISTING  
PUBLIC R.O.W.)







Coal Creek Village  
Traffic Calming Concepts  
June 3, 2025  
Revised July 18, 2025  
Revised August 25, 2025





**From:** [Micah Abram](#)  
**To:** [Matt Post](#)  
**Subject:** Case # PUP-346-201, ZON-347-2021, SRU-520-2024  
**Date:** Tuesday, September 10, 2024 9:12:28 PM

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Dear Planning Commission,

Hi, my name is Annabelle Maass, and I am 12 years old. I live in Little Italy, and I walk to school at Louisville Middle School. I love my neighborhood, but I am really worried about how much more traffic there will be when a new neighborhood is built.

Right now, it's already hard to cross the tracks near my house, and sometimes I feel scared when cars go by really fast. I know it's going to be even harder and scarier if there are more cars. I have to be really careful when walking to school, and I don't think it's safe for kids like me to have even more cars around.

I hope you can help make it safer for kids like me by not letting the new roads have too many cars. Maybe we could just have a path for bikes and people to walk instead of cars everywhere. Please think about how this will make it harder for me and my friends to get to school safely.

Thank you for reading my letter and for helping to keep our neighborhood safe.

Sincerely,  
Annabelle Maass  
Louisville, CO

**==CAUTION: EXTERNAL EMAIL==**

**This email originated from outside the City of Louisville's email environment. Do not click links or open attachments unless you validate the sender and know the content is safe. Please contact IT if you believe this email is suspicious.**

**From:** [Cynthia Corne](#)  
**To:** [Planning](#); [Matt Post](#); [Rob Zuccaro](#)  
**Cc:** [Cynthia Corne](#)  
**Subject:** CC Village: Defer, Not Yet Compliant, Win-Win opportunities for Coal Creek Village  
**Date:** Thursday, September 12, 2024 11:52:58 AM  
**Attachments:** [IMG\\_8755.jpeg](#)  
[IMG\\_8725.jpeg](#)

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Dear Planning Commission,

Thank you for your service.

RE: Coal Creek Village

1) A Supported Development is Possible

As you continue to review opportunities to move the collective community of Louisville forward, I request that you please ensure that developers meet with area communities and do not design at such high densities as to make school routes and small residential streets unsafe. Opposition to development is rare, as you know by the number of developments which go through. Large developments with so many exceptions and changes, need to go through rigorous review, re-design for the benefit of all and to be compliant with code, comprehensive plan, literally and the intentions of those documents.

Not Yet - Come Back to Planning. As a prior commissioner mentioned (now on Council), Planning should not approve plans which require modifications before they go to Council. Planning Commission should require designs and plans to be compliant with Planning Commission before proceeding to Council vote.

2) Criteria Not Met

The proposed Re-Zoning and preliminary plat for Coal Creek Village does not meet the community values nor the municipal code for Safety, traffic safety, nor respect history. In fact, the increased volume of cars down Front Street, will be dangerous to values around walkability and sustainability.

Common sense also indicates this is not what any Urban re-design would have in mind. To subject our citizens to an onslaught of vehicles (construction, then regular traffic) a block from an already busy middle school?

3) Good News

The good news is that a solution is within the developer's reach, as proposed by over 80 concerned residents in Little Italy and beyond.

A) Front Street should be emergency access only - without taking over existing residence's property rights and properties.

B) The applicant can build their own parallel alley to support the volume and density of housing proposed.

4) Let's Get this Right

A) Solutions are possible. The community is supportive - other than accurately pointing out that Front Street and the Alley do not have the infrastructure to support this development nor do those intersections.

And, much has changed since Urban Renewal Designations (over 15 years ago). The history of Little Italy is even more respected. People in this neighborhood have improved their homes like every other part of Old Town Louisville. Respect is needed like any other residential area of



Louisville please.

B) Code NonCompliance - Important: I trust that you all know the code line items well enough in sections 14-17 so that citizens don't have to do the detailed work re: which items are failing (multiple).

So, it is appropriate for Planning Commission to express general support yet indicate the many areas where the PUD, preliminary plat, and rezoning do not meet the criteria to proceed - not even close. Urban Renewal District or not - it still cannot be compliant if it makes local areas unsafe (and this development will). But, it can, if they work with the community. Less density would also be wise with the school routes, high traffic at S.Boulder and 42 and on Main Street (see photo of school release time already at Main and Griffith). Not low density, but less.

C) Less Density: You are not obligated to maximize the applicant Markel's profit. Yes, we need more housing. How about 140 units? How about building in their own alley infrastructure? They are going to make \$.

Please don't sacrifice our good people of Little Italy for a few more \$ for the applicant. Preventing bedlam (not an exaggeration if you know this area) is in front of you.

In conclusion, it is good to review the set of documents, but please indicate appropriately that the complex development and required changes to be code and comprehensive plan compliant are not ready for Council review, especially when subject to referendum.

Thank you.

Respectfully,  
Cynthia Corne

Cynthia Corne  
Jefferson Ave home and owner of property on Cannon St. in Little Italy.



Above1: Flyer celebrating Little Italy this month.

Above2: Traffic lined to S.Boulder Rd and to railroad tracks at Griffith and Main for LMS end of school at 3:49pm Monday, Sept. 10th (normal day). High risk situation already. I stopped a car while I was there to help a student cross.

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**From:** [Sharon Maes](#)  
**To:** [Planning](#)  
**Subject:** Coal creek  
**Date:** Wednesday, September 11, 2024 6:21:33 PM

---

Sent from my iPad I disagree wholeheartedly with this idea of coalcreek unit  
In our already confected part of town surrounded by traffic.  
There must be a better location for this, but not for our area.

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**From:** [Jody Ash](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek development  
**Date:** Saturday, September 7, 2024 5:54:27 PM

---

Case # PUPL-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,  
First, I want to thank you for your service to Louisville!

As a long time resident of Old Town Louisville of 20 years and resident/homeowner of the historic Little Italy neighborhood for 8 years, I am here to voice concerns regarding the Coal Creek development.

While I am supportive of bringing vibrancy, accessibility and financial health to our beloved town, which is inclusive of adding more housing, the Coal Creek development as currently planned is much, much too dense for this area as proposed. This density proposal is unacceptable for Louisville, especially in historic Old Town. A part of this concern is the weight load on top of the shallow mines that exist here. Has this been explored? It could greatly affect the existing historic homes in our neighborhood including many levels of infrastructure. The other very concerning issue is the traffic and parking load. If you have spent time in Little Italy, you would clearly see we have multi-generational households, my home is one of them. We also have 5 rehabilitation homes, which houses many people in these homes. These contribute to more cars than our parking and streets can handle now, let alone overflow parking from the dense proposed development that lacks sufficient parking for the density. Our community cannot absorb that, we are struggling as is.

Front Street and Little Italy will be severely and adversely impacted by the current design. While I support development in general, it needs to be done within the framework of respecting our small town feel and long time residents quality of life. I would also greatly appreciate your consideration of our historic designation as well as our property values being affected.

In light of this, I request that the Planning Commission ask for amendments to the proposed plan:

1. Please, please remove the Front street road thoroughfare, and all motorway connections to Front St. and the Little Italy alley behind Harper Street. Our neighborhood and our streets are wonderfully sleepy now and are not designed for increased traffic and parking, especially with the nearby Middle School. A new design would alter our neighborhood in uncountable ways, including our property we have spent years making beautiful and cherish. These connections should be revised to multi-use pathways with emergency vehicle access and pedestrian traffic only. The Harper Street residents with north garage/property entries will still need access. Please understand, If this moves forward as proposed, it will negatively impact our quality of life and property values. I also want to point out that LMS drop off and pick up should also be considered, as this is currently also a problem with traffic. In light of these points, Please keep the entry/exit for this development to South Boulder Road and Highway 42 only, near the commercial areas.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is much much too high and a special exception to density requirements should NOT be granted. The proposal should be cut by at LEAST half, although we would greatly prefer one quarter.

3. Please, increase green space, tree coverage and ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 1000-yr flood level. Drainage needs to be considered and designed into this space.
4. Please be considerate of the impact on existing birds of prey. We have so much wonderful wildlife that will be affected by this and we lose more of their habitat yearly. Please leave some existing mature trees.

Thank you for your attention and support on this urgent matter.

Sincerely,  
Jody Ash  
Jerrica Ash  
Rebel Bishop  
1430 Front Street  
Little Italy -Ward 1

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**From:** [lauryl danuff](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek Development Comments  
**Date:** Tuesday, September 10, 2024 4:00:13 PM

---

Hello Planning Department,

I am writing to address the possible development of the field near my house on Front Street, the Coal Creek Station on the corner of South Boulder Rd and Highway 42.

I have some serious concerns about the project, as a resident of Little Italy. Also as a citizen and resident of Louisville, I am seriously concerned that this kind of proposal is found acceptable and is recommended for approval by city officials. I would like to start by saying I am NOT opposed to the development of this land, instead quite worried about the inconsistencies and boldness of the plan proposed. It does not feel that it is actually proposed for the good of the community as stated, as it does not comply with Louisville laws and codes, and doesn't reflect the past or current culture, while likely creating safety concerns and hazards.

The most pressing problem for my neighbors and I is the street configuration in the plan and the way it affects Little Italy. Front Street is a small and slow street that cannot and should not take extra traffic. Nor should changes be made to Front Street that would widen the street but negatively impact the yards and houses that border it. The increased traffic and reduced parking impact to the Front Street and surrounding residents could be avoided by keeping the two neighborhoods separate and placing a connection for Front Street that is only useable by pedestrians and emergency vehicles. There is no current need or reason for Front Street to connect directly through to South Boulder Rd. There are multiple other entrances and exits to the proposed development, and many more possibilities for entrances and exits on South Boulder Road and Highway 42 that wouldn't impact anyone living around the proposed building area.- It is unnecessary, unsafe, and unfair for Little Italy to bear the increase in traffic because of this development. These roads are already directly affected by the Louisville Middle School morning and afternoon traffic and a neighborhood that children walk through to get to school and back. Decreasing the safety of our children should be considered in the plans. It is also necessary to preserve the alley behind Harper Street, as many residents use this as access to their properties, to their out buildings, and the residents as well as the city and county use it to access the utilities for the neighborhood. PLEASE ask these developers to alter the plans so that Little Italy's streets are not affected by this new neighborhood!

The zoning changes also seem problematic - The city has established these zoning uses for purposes that serve this city and community and should not be so easily thrown out. This plan asks for seven waivers, which is excessive. The area this development is closest to is Little Italy, which has an old town feel and density. The proposed plan mentions it's adjacent neighborhoods multiple times, but it's closest (and really only) adjacent neighborhood is Little Italy. The plan fails to explain what aesthetic the developers believe they are matching as well as how the plan does so. It's location is in the "Downtown Louisville" area, known for historic homes, nice lot sizes, small town feel, etc. The first approval of 51 units much more closely reflects all these values and aesthetics, while 188 units - none of which are single family homes - does not. The developers have said this will help with "revitalization" and that these are "attainable" priced units. There is no connection between highly packed in apartments and "micro townhomes" and old town Louisville revitalization. They fail to make the connection in the plan, and I fail to find the connection in reality. These townhomes are approximately the size of my garage, and are expected by the developers to start selling for \$300,000. This makes the price per square foot approximately double what most real estate in Louisville currently sells for. Even if "attainable" meant something in real estate terms, no one can argue that this is attainable or revitalizing to the community in any way. The Little Italy



neighborhood is varied and eclectic and historic and the plan proposed is none of these things. Little Italy is roomy and sleepy and has a small town feeling, none of which is reflected in the plans for this development. The word "urban" is used over and over in the plan, while Louisville prides itself on staying small, keeping the "urban" out. PLEASE ask the developers to rethink the style, density, and aesthetic of the plan. And city officials and commissioners - PLEASE reconsider what you know of Louisville and it's residents when it comes to urban feelings and attitudes.

My last point to make is that the plan says there is no natural features on the land, which is categorically untrue. Goodhue ditch runs through it, for example, and the plan's solution for piping it is one that, if it failed, could send water into Little Italy, depending on the grading, which is not discussed in the plan. There are also multiple very old trees that live in that field, that house and are part of the ecosystem for many different species of wildlife, including our cherished birds of prey. The proposed plan wipes all of this out entirely, which, again, feels very much opposed to the general culture and attitudes of Louisville residents and government, and of Boulder County.

I offer sincere wishes that the powers that be don't allow this plan to pass through as written. Please use your professional positions to reflect the wishes of the people to maintain the neighborhood that we love, rather than to meet the wishes of a developer who knows nothing of it.



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**From:** [Mark-Linda](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek Development  
**Date:** Monday, October 7, 2024 6:59:00 PM

---

I am asking that the proposed cut through named the Front St connection be closed to vehicles except emergency vehicles. I'm asking for the Front St connection to be open for pedestrians and bicycles.

If the Front St connection is built vehicles will cut through the proposed Coal Creek Village and the historic Little Italy neighborhoods in order to avoid congestion at the failing intersection of S Boulder and Hwy 42. The cut through will contribute to congestion at the Louisville Middle School. Front St in Little Italy was built in the 1880s for horses and is a narrow street that doesn't support vehicle traffic currently let alone such an increased volume of traffic.

In the Transportation Master Plan there is a tunnel for pedestrians and bikes to access the King Soopers shopping center. The Coal Creek Village development is an opportunity for downtown Louisville, DELO, Little Italy and Coal Creek Village residents to access the proposed tunnel. Thus creating the vision of Transportation Master Plan by incentivizing walking and biking for groceries, and other businesses in the shopping center.

By closing the Front St connection to vehicle traffic a Safe Route to school will be created with children able to walk and bike safely the short distance to Louisville Middle School and to the Monarch HS school bus stop at Pirate's Park. Also by closing the Front St Connection to vehicles there can be a combined elementary school bus stop for both neighborhoods of Little Italy and Coal Creek Village.

I'm asking you to follow the vision for Louisville to be more walkable and bikable with a nifty cut through for those purposes.

Linda Cateora

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**From:** [Micah Abram](#)  
**To:** [Matt Post](#)  
**Subject:** Coal Creek Village community comment - : Case # PUPL-346-201, ZON-347-2021, SRU-520-2024  
**Date:** Tuesday, September 10, 2024 9:06:31 PM  
**Attachments:** [image001.png](#)

---

Dear Matt,

Thank you very much for spending time with my neighbors and me on Monday reviewing the Coal Creek Village plans. We look forward to speaking with the Commission this Thursday. Sincerely, Micah

Subject Line: Case # PUPL-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,

Thank you for your time and service in reviewing the Coal Creek Village development proposal. I appreciate the Commission's role in balancing community needs with new growth, and I acknowledge the importance of expanding housing options in Louisville.

I'd like to highlight that both the Louisville Municipal Code and the Special Review Use Analysis emphasize the importance of designing new developments in harmony with existing neighborhoods. It is crucial that this principle is respected in the planning of Coal Creek Village, particularly as this is the first public opportunity for Little Italy residents to voice their concerns. Despite multiple attempts, residents have received no response from the developer, and this lack of engagement makes it even more important for the Planning Commission and City Council to ensure a balance is struck between new and existing developments, taking into account the needs of current residents before the preliminary plat is approved.

As a homeowner in the historic Little Italy neighborhood for over 20 years, and as the parent of a middle school-aged child attending Louisville Middle School, I have specific concerns regarding the current design of this development, particularly with respect to traffic and safety.

After meeting with the project's lead planner, I understand that density and green space are being addressed. However, my primary concerns remain focused on traffic flow and access:

- Front Street Connection: I strongly urge the Commission to limit the Front St. connection to emergency vehicle access only. Allowing full vehicle access will significantly increase traffic in our neighborhood, creating safety issues and congestion,

especially near the middle school.

- Alley Connection: It is important to maintain the existing alley access for current residents without overburdening it with additional traffic from the new development. The alley is not equipped to handle increased traffic and should not become a thoroughfare.

Given these concerns, I respectfully request that the Planning Commission postpone approval of the preliminary plat until the planning department and the developer meet with concerned residents of Louisville. This will allow for a more thorough consideration of community input and ensure that the development does not compromise the safety, access, and quality of life for current residents.

Thank you for your attention to these concerns and for your continued efforts to protect and enhance the Louisville community.

Sincerely,

Micah Abram, Andrew Maass, and Annabelle Maass

1003 Harper St.

Louisville, CO

**Micah Abram** (she/her/hers)

Assistant Dean, Office of Advancement

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**From:** [Rita Zamora](#)  
**To:** [City Council; Planning](#)  
**Subject:** Coal Creek Village Development  
**Date:** Thursday, October 10, 2024 12:20:42 PM  
**Attachments:** [2020CommunicationToCityCouncil.png](#)  
[CrosswalkSignCannonandGriffithSept2022.png](#)

---

Hi - I have been emailing the Louisville City Council since 2020 about safety concerns on Griffith St. and Cannon St., adjacent to Little Italy, and near the proposed Coal Creek Village Development. (see attached)

Since that time I have communicated with the city or council off and on about replacing our damaged crosswalk signs due to being struck by vehicles. I can hear each time the signs are struck as it sounds like a gunshot when it is struck and then the cars just speed off on their way.

As of a few months ago, the crosswalk sign was yet again struck by a vehicle but this time the crosswalk sign was never replaced.

Keep in mind this is an intersection that many Louisville Middle School kids use when walking, and riding bikes and ebikes, from Ziggis Coffee Shop to school.

I think since the original crosswalk sign was placed around 2020 it has been replaced about 5 or 6 times due to damage from being struck by vehicles.

This intersection is tight and again a main route for Louisville Middle School pedestrians, e-bikes, and cyclists as well as neighborhood activity.

The city is already adding significant traffic from the upcoming East Louisville DELO development to this area and Griffith St. will be severely impacted.

Please consider how adding additional density as proposed in the Coal Creek Village development is going to negatively impact our safety and quality of life here on Griffith St.

Thank you for your consideration,  
Rita Zamora

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**From:** [Debra Sirkin](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek Village Planned Unit  
**Date:** Monday, September 9, 2024 3:15:45 PM

---

We live at 1085 Johnson Lane in Louisville, in DeLo Townhomes, directly across from the OTHER proposed heavily dense new housing development.

We are ALREADY very concerned about traffic flow through our neighborhood because if this very large plan, and the last thing this part of Louisville needs is yet one more, even MORE DENSE housing development right near an already very heavy traffic intersection.

We are very concerned that the City of Louisville is not thoroughly considering the impact of TWO very dense housing communities that are within 2 blocks of each other.

Residents who already live between these two major developments will become sandwiched in by construction, traffic, noise, tall buildings, let alone the impact this would have upon the safety of the nearby school, parking (which already isn't even adequately accounted for in the FIRST DELO development), and general quality of life that makes Louisville such a special place to live.

We further concur with all the other concerns expressed by other neighbors who have signed the community letter.

Thank you for your consideration,

Debra Sirkin and Brian MacLeod  
1085 Johnson Lane  
Louisville

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**From:** [Mark-Linda](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek Village  
**Date:** Tuesday, September 10, 2024 10:37:06 PM

---

Dear Planning Commission and City Council

Please do not approve the preliminary plat for Coal Creek Village until the planning department and developer meet with concerned citizens of Louisville.

Over the years, I have personally met with 3 different planners and the prior developer. With each personnel change within the planning department the conversations have left with each person's departure. Each new planner needs to be oriented to this development. In my meeting on 9/9/24 with the current city planner, Matt Post, I learned he has been in the position since December 2023. As a new employee he has inherited a project that he has not had input on and is unaware of the large problems within this plan that will severely impact the adjacent historic neighborhood, Little Italy.

Coal Creek Village is based on a plan formerly called Coal Creek Station. I had direct communication with the developer of Coal Creek Station, Bill Arnold. Bill died and the new developer has changed the name, changed the plan and not met or heard concerns of citizens. The new developer has not responded to my communication attempts.

My immediate concerns:

1) The Coal Creek Village plan has motorway connection with Front St inside Little Italy and the alley just bordering Little Italy on the North. Neither Front St nor the alley are designed to support increased vehicle traffic. Currently, Front St cannot support the two-way traffic it already has. Vehicles must yield to each other if they meet on the street.

2) The base plan, Coal Creek Station was designed for a train station on the property where Delo now sits. There are townhouses and apartment buildings on the property that once was for a train station. Front St connection is moot because it has been blocked by buildings. If the Front St connection were to be built with a terminus at Griffith St it would be a nightmare. Griffith St isn't designed to support increased traffic because its terminus is Main St at the crosswalk for the Louisville Middle School! During school drop-off and school pick-up that intersection is hazardous.

With the development of Delo, the Coal Creek Station plan for a Front St connection is no longer logical. Rather a multi-use access closed to all vehicles, except emergency vehicles, would provide walkable safe route to school for students in new Coal Creek Village plan.

Ultimately my request is for time. Time to open communication between the citizens of Louisville, the planning department and the developer. Please table this vote.

Mark Zeman  
Resident 31 years  
1439 Front St  
Louisville

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**From:** [Alia Zelinskaya](#)  
**To:** [Planning](#)  
**Subject:** Comment in support of Coal Creek Village Mixed-Use Development  
**Date:** Thursday, October 10, 2024 12:20:51 PM

---

Hello,

I'm a resident of Louisville and just wanted to write ahead of today's planning commission meeting to express my support of the Coal Creek Village Mixed-Use Development. I know that higher density projects can be controversial, but we need more housing and especially affordable housing - this location being at an intersection of two major thoroughways can provide that. The fact that the location is well positioned for buses, walking, and biking and that the proposal includes mixed-use development is also fantastic - I hope that bike parking is considered as part of the development.

Thank you for listening, and for all the work that you do!  
Alia Zelinskaya  
298 Caledonia St, Louisville, CO 80027

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# Major Issues with Coal Creek Development Plan

1. Routing traffic on too small roads into school zone
2. Drainage plan incomplete, high risk flood zone
3. Blocking resident access to homes and garages on alley used and maintained for over 60 years



Routing traffic from  
South Boulder Road  
through tiny Little Italy,  
into school safety zone:

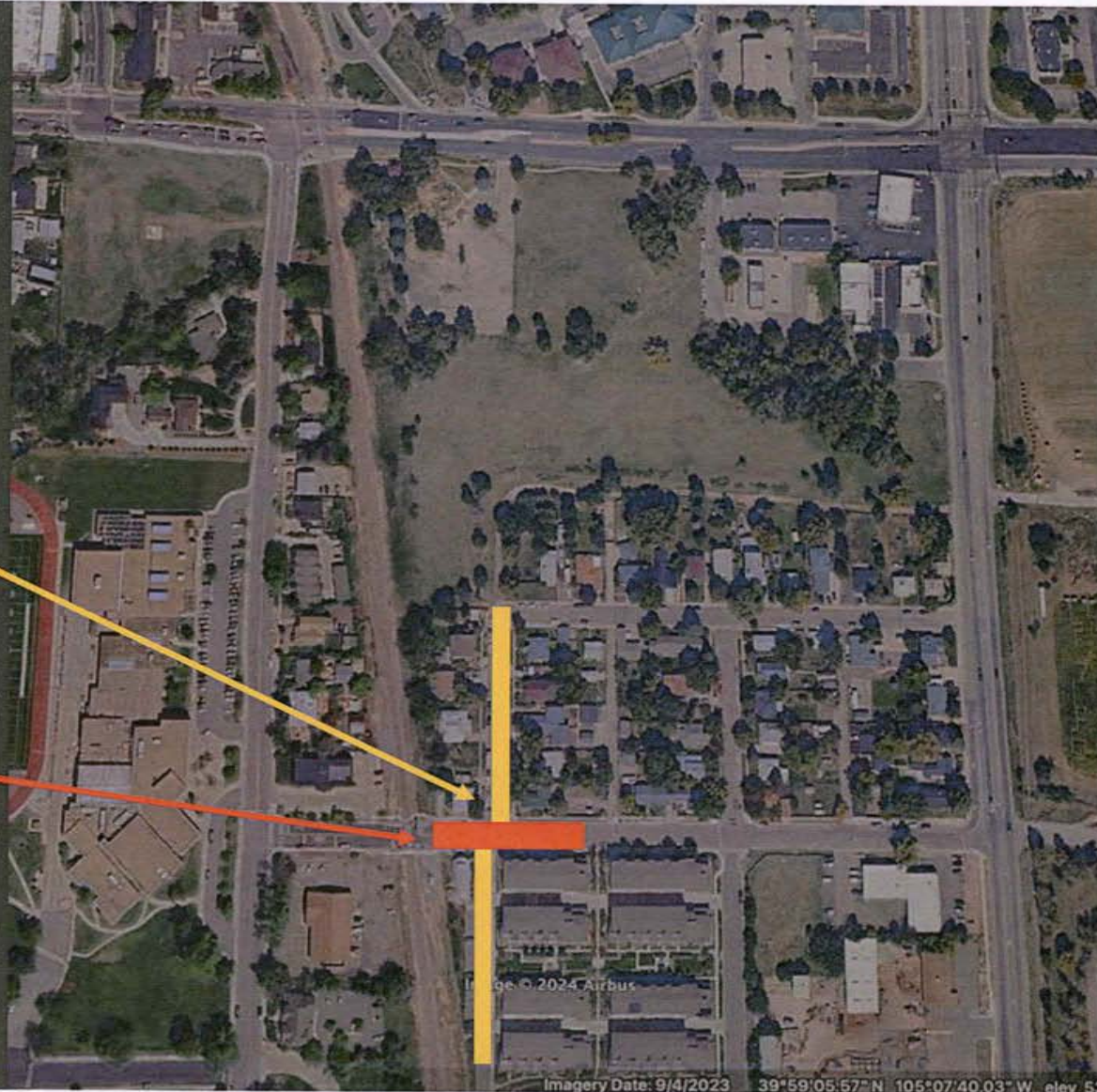
- Proposal connects Front St.  
from South Boulder Road to  
dead end at DELO





## Major concerns:

- Front St. cannot continue because of Delo development, offset and leads to parking lot for Delo
- Only takes 2-4 cars to block intersection at train crossing (already a problematic intersection for small neighborhood residents)





## Major concerns:

- Failing intersection at S. Boulder Rd. and 42
- There are already problems with cut-through traffic and increasing safety issues at Louisville Middle School





# Major concerns:

- Blocks existing resident access to their properties and garages (existing alley used and maintained for over 60 years by both city and residents)
- Offset due to a lack of land ownership north of Front St. blocks safe continuity of flow.





# Developer's traffic study did not include this critical intersection

- Front St. and Griffith St. (clog point, railroad crossing, and major safety + traffic problem) not included in traffic study.
- Recent city investment in quieter train crossings did not anticipate routing thousands more cars/day through intersection.





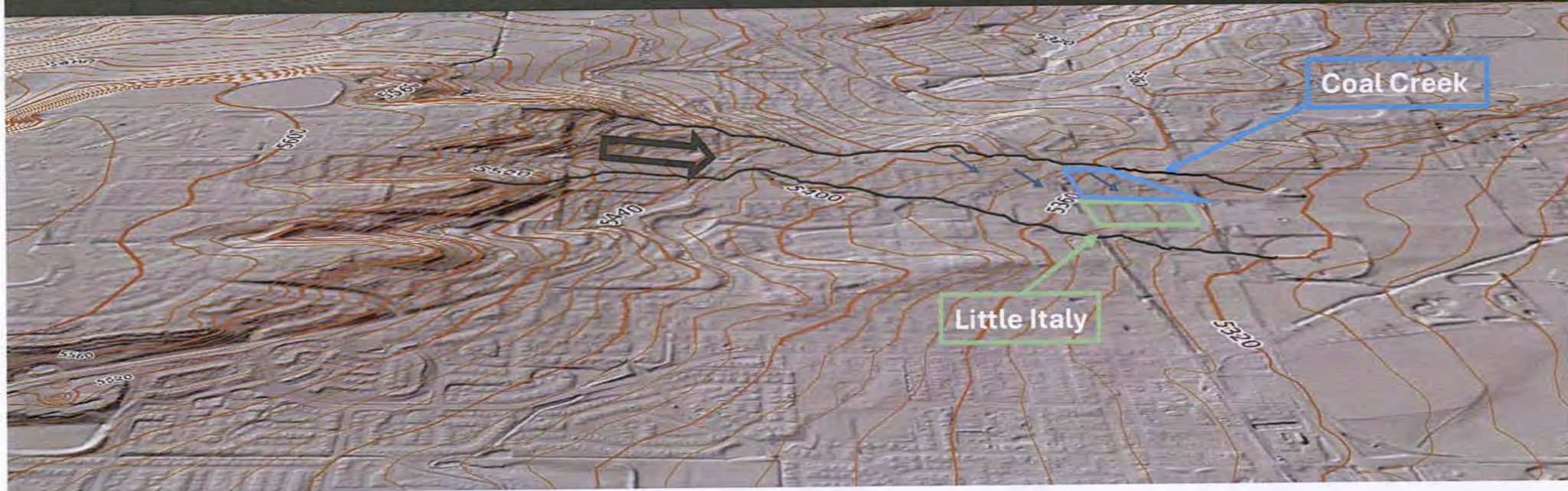
# ALL RECENT CITY PLANS oppose proposed connection, only old/very old plans support:

- Opposed and/or not included (see attached document):
  - Transportation Master Plan (2019)
  - Historic Preservation Plan (2015)
  - South Boulder Road Connectivity Plan (2019)
  - Future42 (2022)
- Shown/mentioned by planning department at Sept 12<sup>th</sup> meeting:
  - 2003 Highway 42 Revitalization Plan (replaced by Future42)
  - 2016 Coal Creek Station Plan (56 units, pre-dated new key planning documents like the TMP 2019)
  - Caledonia Place Plat (1890)
  - Coal Creek Station Filing (1978)



Coal Creek village is at the bottom of one of the more significant drainage basins in the city, and is a seasonal wetland that helps mitigate flood risks in the surrounding neighborhoods and regional roads (S. Boulder Rd., SH42).

- PUD proposes routing all water TOWARDS Little Italy into underground storage, if these fail, historic houses built on cobbles/cinderblocks will be risked.
- Developer was unwilling to share flood engineering drawings with Little Italy residents in advance of this meeting.









Dear Louisville Planning Commission,

The Louisville residents in the historic Little Italy neighborhood, as well as local community members, are pro-development, but have the following major concerns about the Coal Creek development as it is currently described in the PUD. We urge the planning commission not to approve the Preliminary Plat until the planning department and developer have met with Little Italy residents and considered a few major revisions to preserve existing neighborhood character. Three major items that need amendment before approval of the Preliminary Plat are summarized here and described in detail below:

1. Remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially since Louisville Middle School students are expected to walk to school (no bus) within these blocks. These connections should be revised to multi-use pathways with emergency vehicle access only.
2. Reduce the number of townhomes on A Road and B Drive by 4 in order to maintain the existing alley, along with existing Little Italy property access, including unplatted lands. As designed the development could trigger Adverse Possession and delay the development. Moreover, this would safely ensure surface drainage of flood waters to Outlot D, which are currently routed through the existing alley.
3. Increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level.

**First**, and most importantly, Little Italy is strongly opposed to a connected motorway along Front St. between the Coal Creek development and Little Italy neighborhood. We propose that the road be designed only for emergency vehicle access but restricted to bikes and pedestrians at all other times, either through the use of pylons or a gate. Without this important safety measure, motorists will cut through the Little Italy neighborhood, reducing safety and increasing traffic substantially in a small, historic area that was not designed to accommodate throughway traffic. As currently planned, the Coal Creek development has three entrance and exit locations onto South Boulder Road and Highway 42. There is no need for additional auto traffic through the Little Italy neighborhood. With 188 dwellings planned this would completely alter the character and safety of the historic neighborhood, and impact school drop-off at Louisville Middle School. A previous development on Weldona Way in Louisville created an unsafe accessway and the City had to retroactively close this connection. Little Italy asks that this connection be removed in an amendment before approval is granted, not retroactively once it has become a problem as in the Weldona Way development.

**Second**, the development provides a connection to the existing alley, which triggers all the concerns described above connecting the development to Front St. Little Italy asks that there be no connection to the existing alley, which is used by many residents to access their properties, particularly alley-facing garages. The plan appears to cut into (or completely cut off) access to the existing alley (which is 20' wide) at the west end near C Avenue. Narrowing the alley is also not an appropriate or necessary development choice and will adversely impact current Louisville residents in Little Italy. If the developer removes only 4 units of the planned 188 on A Road and B Avenue they can proceed with the



development without triggering Adverse Possession by impacting existing Little Italy access to their properties along the alley, which has been maintained in its current configuration since at least 1952.

***Third***, the plan does not appear to provide enough green infrastructure, and the storm line management is lacking. This is especially important given that the current lot has a small wetland region in the northeast that serves as critical habitat and a migration pathway for birds of prey, and that the entire lot is a major drainage point for the city. As designed, the amount of impermeable surface will increase flood risks to the historic Little Italy neighborhood and nearby major streets of South Boulder Road and especially Highway 42. The developer needs to design the plans to include best management practices for green storm-water infrastructure, including space for stormwater capture to prevent flooding (outlot D is not sufficient given the drainage directions noted on page 17/32 on the PUD). On the current PUD, the existing dirt alley is set up to channel water into outlot D, with drainage directions showing water is directed towards Little Italy and its alleyway along the entire adjoining region. A dirt alley will not be able to route the amount of water without major damage that the City will be responsible for regularly managing, especially as flood risks increase in a changing climate. Little Italy residents would bear the brunt of this poor design.

Besides water and flood management risks, the elevation drawings have no trees on the alley-loaded dwellings, negatively impacting the current residents. Alley loaded units need to be given the same attention as other units by providing trees between the Little Italy neighborhood and new development. The section of the Coal Creek development facing the historic Little Italy neighborhood lists no trees (Block 2 and Block 3), or only 1 tree/300sf (Block 1) as compared to 1 tree per 20 linear foot on Blocks facing South Boulder Road, Highway 42, and- internal to the development- Cannon Circle. While there are trees on the drawing, the requirements listed in the boxes do not include trees. Little Italy would like a commitment from the developer to plant relatively mature trees as is drawn on the landscaping plan, but not listed in the Block requirements on that same page. These greenway adjustments will help to address other resident concerns about a potential heat island and/or the right of quiet enjoyment within the Little Italy neighborhood.

***In addition*** to these three major concerns, the Little Italy neighborhood will be permanently altered by this development. The developer should provide improvement to the existing alleyway, burying of utility lines to connect with the development's proposed updated service, improvement to sewer lines in Little Italy (only 10" diameter on Harper Street and with increase of flood waters from development this will become untenable), and general improvements to the neighborhood, including access to improved utility services coming to the Coal Creek development. Lastly, has there been an analysis of the potential impact of underground mines on construction/development safety?

The City of Louisville, its government and people, are making a lot of changes to accommodate this development including Rezoning and Special Review Use. The above requests are not much to ask, are even supportive of the development, yet bring community care to an otherwise dangerous and unsafe situation for Little Italy, DELO residents and Louisville Middle school families and staff.

Section 17.08.374 of the Louisville municipal code states: "The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced ***while still being in harmony with the surrounding neighborhood.***" In order to meet this requirement, the developer and planning department must work with Little Italy residents to address their major concerns. If the preliminary plat is approved the city planner has advised that changes involving Front St. and/or the alley used by residents (our highest and foremost concern) will be almost impossible to amend. The charge for a Special Review Use Analysis states: "***External and negative impacts on adjacent properties are controlled for and reduced.***" Existing Louisville residents have not had a voice until now, and more time is needed for their voices to be heard.

Please do not approve this preliminary plat until the planning department and developer negotiate solutions to existing resident concerns. Thank you, and we look forward to finding common ground from one historic residential area to a new (if approved) residential area.

Sincerely,

Residents of Little Italy and Supportive Community Members  
(83 signatures collected via change.org petition management):

| <b><i>Name</i></b> | <b><i>City</i></b> | <b><i>Postal Code</i></b> | <b><i>Signed On</i></b> |
|--------------------|--------------------|---------------------------|-------------------------|
| Lauren Foster      | Louisville         | 80027                     | 9/5/24                  |
| Parke Pleasants    | Louisville         | 80027                     | 9/5/24                  |
| Anita Menendez     | Louisville         | 80027                     | 9/6/24                  |
| Victoria Facemire  | Louisville         | 80027                     | 9/6/24                  |
| Nick Facemire      | Louisville         | 80027                     | 9/6/24                  |
| Micah Abram        | Louisville         | 80027                     | 9/6/24                  |
| Jerrica Ash        | Boulder            | 80301                     | 9/6/24                  |
| Juliane Leckey     | Louisville         | 80027                     | 9/6/24                  |
| Moses River        | Louisville         | 80027                     | 9/6/24                  |
| Sandra Beranek     | Lafayette          | 80026                     | 9/6/24                  |
| Michael Mahan      | Louisville         | 80027                     | 9/6/24                  |
| Peter Kostoff      | Denver             | 80231                     | 9/6/24                  |
| Ash Colby          | Louisville         | 80027                     | 9/6/24                  |
| Lisa Brooke        | Portland           | 97214                     | 9/6/24                  |
| Sawyer Pierce      | Louisville         | 80027                     | 9/6/24                  |
| Linda Cateora      | Louisville         | 80027                     | 9/7/24                  |
| Elsie Roth         | Englewood          | 80150                     | 9/7/24                  |
| MARK Zeman         | Louisville         | 80027                     | 9/7/24                  |
| Sondra Hittle      | Boulder            | 80303                     | 9/7/24                  |



|                      |              |       |        |
|----------------------|--------------|-------|--------|
| Sanam Pejuhesh       | Louisville   | 80027 | 9/7/24 |
| Tami Cantrel         | Denver       | 80226 | 9/7/24 |
| Maribel Saldana      | Golden       | 80403 | 9/7/24 |
| Conrad Zeman         | Louisville   | 80027 | 9/7/24 |
| Niko Silvis          | Luisville    | 80027 | 9/7/24 |
| Joan Doolittle       | Louisville   | 80027 | 9/7/24 |
| Jose Rodriguez       | Louisville   | 80027 | 9/7/24 |
| Mary Thompson        | Louisville   | 80027 | 9/7/24 |
| Janice Larson        | Louisville   | 80027 | 9/7/24 |
| Carol Wilson         | Denver       | 80231 | 9/7/24 |
| Kelly Bocker         | Louisville   | 80027 | 9/7/24 |
| Ellen Kirk           | Louisville   | 80027 | 9/7/24 |
| Kirstan Vaughan      | Winder       | 30680 | 9/8/24 |
| Julie Maes           | Louisville   | 80027 | 9/8/24 |
| Rafael Rodriguez     | Lafayette    | 80026 | 9/8/24 |
| Naeem janjua         | Sacramento   | 95832 | 9/8/24 |
| Erika Rikhiram       | Clermont     | 34711 | 9/8/24 |
| Divya Nagendran      | Aurora       | 60505 | 9/8/24 |
| Adam Kaluba          | Burleson     | 76028 | 9/8/24 |
| Joyce Goglio         | Louisville   | 80027 | 9/8/24 |
| Tammy Lastoka        | Louisville   | 80027 | 9/8/24 |
| Todd Lastoka         | Denver       | 80220 | 9/8/24 |
| Jayden Lastoka       | Louisville   | 80027 | 9/9/24 |
| Sara Blumhardt       | Louisville   | 80027 | 9/9/24 |
| James C. Lastoka     | Louisville   | 80027 | 9/9/24 |
| Dustin Sagrillo      | Louisville   | 80027 | 9/9/24 |
| Lauryl Danuff        | Louisville   | 80027 | 9/9/24 |
| Scott Carey          | Louisville   | 80027 | 9/9/24 |
| Jody Ash             | Louisville   | 80027 | 9/9/24 |
| Jennifer Benshoof    | Louisville   | 80027 | 9/9/24 |
| Kay Weaver           | Louisville   | 80027 | 9/9/24 |
| Joanna Roberts       | Bronx        | 10461 | 9/9/24 |
| Andrew w Maass       | Louisville   | 80027 | 9/9/24 |
| Cynthia Corne        | Louisville   | 80027 | 9/9/24 |
| Lisa Zavarella-DeBoy | Louisville   | 80021 | 9/9/24 |
| Ali Frusciano        | Louisville   | 80027 | 9/9/24 |
| Marissa Rodrigues    | Longmont     | 80501 | 9/9/24 |
| Dawn Mcneal          | Fergus Falls | 56537 | 9/9/24 |
| Bob Musslewhite      | Louisville   | 80027 | 9/9/24 |
| Mark Gasper          | Louisville   | 80027 | 9/9/24 |

|                       |               |       |         |
|-----------------------|---------------|-------|---------|
| Ella Miller           | Louisville    | 80027 | 9/10/24 |
| Terri Johnson         | Louisville    | 80027 | 9/10/24 |
| Bob Tofte             | Louisville    | 80027 | 9/10/24 |
| Wendy Appel           | Louisville    | 80027 | 9/10/24 |
| Allyson Stone         | Louisville    | 80027 | 9/10/24 |
| Allister Layne        | Conyers       | 30094 | 9/10/24 |
| Chante Ash            | Louisville    | 80027 | 9/10/24 |
| Steven Morigi         | Denver        | 80234 | 9/10/24 |
| Wild Heritage Gardens | Louisville    | 80027 | 9/10/24 |
| Amber Morelock        | Manor         | 78653 | 9/10/24 |
| Mary Rizzi            | Louisville    | 80027 | 9/10/24 |
| Roxann Waneka         | Lafayette     | 80026 | 9/10/24 |
| Robin Waneka          | Louisville    | 80027 | 9/10/24 |
| David Brandt          | Oklahoma City | 73149 | 9/10/24 |
| will Scherer          | Louisville    | 80027 | 9/10/24 |
| Abbe Gilroy           | Louisville    | 80027 | 9/10/24 |
| Bruce Bernhardt       | Louisville    | 80027 | 9/10/24 |
| Constance Bernhardt   | Louisville    | 80027 | 9/10/24 |
| Dan Barnes            | Louisville    | 80027 | 9/10/24 |
| Stephanie Hartstein   | Denver        | 80219 | 9/10/24 |
| Derek Wood            | Louisville    | 80027 | 9/11/24 |
| Katie Facemire        | San Antonio   | 78249 | 9/11/24 |
| Jorge Bautista        | Corona        | 92882 | 9/11/24 |
| Kirsten LoGalbo       | Abbotsford    | 54405 | 9/11/24 |



**From:** [Lauren Foster](#)  
**To:** [Planning](#)  
**Subject:** Delay vote until developer/planning department meet with and make two SMALL amendments to the preliminary plat  
**Date:** Tuesday, September 10, 2024 10:06:14 AM

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FROM: Lauren Foster, Little Italy Resident, 1011 Harper St, Louisville, CO

Dear Planning Commission,

I appreciate your service to the community in reviewing plans for new developments and planning for Louisville's future. Your role to "evaluate each proposal against municipal ordinances and the desires of the neighborhood" is a vital one and is especially relevant this Thursday, September 12th, regarding the Coal Creek Development. While I am, overall, supportive of the development, the Highway 42 Revitalization Plan, and the goal to provide more accessible housing in Louisville, the developers and planning department have not yet considered or collaborated with their neighbors in Little Italy. If the preliminary plat is approved today, the planning department has advised us that our most urgent concern (increased traffic in Little Italy) would be difficult or impossible to change in later stages of the review process. **Please delay tonight's decision until the planning department and developer meet with concerned citizens and consider the minor changes needed to address their concerns.**

In the section pertaining to new developments like Coal Creek, the Louisville Municipal Code states: "The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced *while still being in harmony with the surrounding neighborhood.*"

Furthermore the charge for a Special Review Use Analysis states: "*External and negative impacts on adjacent properties are controlled for and reduced.*"

While it is the charge of the planning department to make sure a new development meets code standards and requirements, which they have thoughtfully and thoroughly reviewed, it is your charge as the commission to help balance this with the existing community. I, personally, am supportive of the Coal Creek development. The development is VERY high density relative to the rest of Old Town, however they thoughtfully request LESS building coverage than the minimum for an MU-R zoned area. **The major impacts to the community that must be revised by the developer BEFORE approval of the preliminary plat are:**

1. The connection between Front St. and South Boulder Road must be designed as a multi-use bike, pedestrian pathway with emergency vehicle access only. Any connection to the Little Italy alleyway should also be designated as emergency vehicle access only.
  1. Front Street through Little Italy is already too narrow for two cars to pass abreast, and street parking in the neighborhood is already at capacity. The street cannot host a significant increase in traffic from the new development, which already has 3 entry/exit points and does not need another.
  2. Louisville Middle School attendees within and surrounding Little Italy are already in a zone designated as "walkable" (no public school bus access), so children are consistently walking through the neighborhood to get to school. A dramatic



increase in traffic on an already narrow road with narrow sidewalks would drastically increase safety risk and potential car/pedestrian accidents.

3. The traffic study shown by the developer highlights that ALREADY there are delays at the South Boulder Road and Highway 42 intersection, increasing the amount of non-development/Louisville traffic that cuts the commercial corner to avoid the intersection. Providing connectivity here will route an inordinate amount of cars on a street designed for low-density residential uses. Even just the added burden of 188 new units, some with multiple cars, driving through the neighborhood, instead of on the major roadways designed to handle traffic (including South Boulder Road, Highway 42, Main Street, and Griffith Street) will dramatically increase the number of cars, potentially by hundreds per day.
4. City planning documents regarding this connection are outdated and based on information/data that no longer apply OR support the incorporation of a multi-use pathway with emergency only access:
  1. The Future Land Use Exhibit, *which is the only city document that explicitly calls for a connected Front St to South Boulder Rd*, was written and published in the early 2000's, back when a railroad station was anticipated at the Coal Creek development property. This no longer applies, as any future railway station is currently planned at the north end of downtown to the west of the railroad tracks where the new railroad underpass was constructed. There is not a need for this connection anymore, especially considering its adverse impact and the outdated city plans.
  2. [The Transportation Master Plan \(2019\)](#) *does NOT explicitly call for connectivity between Front Street and South Boulder Road*. It does however call for the following:
    1. #1 - Operate efficiently and safely for all users (the above highlights the inefficiencies, dangers and safety risks of the Coal Creek planned connection)
    2. #2 - Be a cohesive and layered system (describes a mix of uses including walking and biking which this multi-use access point will achieve)
    3. #8 - "reducing emissions and supporting mode share and sustainability" (closing this connection and encouraging other transport into walkable downtown meets this goal without reducing downtown access)
  4. Please read the 2019 TMP, which unequivocally supports the proposed amendment of emergency only access and a multi-use pathway and is the most recent, formal plan for the city relevant to this issue. Some other key quotes from the Transportation Master Plan that apply here:
    1. "Traffic congestion and cut-through regional traffic are getting worse. Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking"
    2. "In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places"
    3. "Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use neighborhoods centered around reliable and frequent transit service. Benefits of TOD include increased mobility and transit



ridership, reduced regional congestion, enhanced economic competitiveness. TOD design concepts should include a mix of uses, integration of bicycle accommodation, plazas and public space, and specialized retail and services for commuters."

4. "A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools and key destinations including parks, the Recreation Center and other community centers. For school children, these programs can help instill habits of walking and biking, along with safety and education around multimodal mobility. For older adults, Safe Routes programs can promote active aging, and contribute to health benefits."
2. The developer should remove four of the 188 units on A Road and B Drive such that the existing alley (in use as access to garages and properties by residents and maintained by the city since at least 1952) can continue to exist without encroaching on the unplatted lands in the Northwest corner of Little Italy. Furthermore, the city and developer should work with the two unplatted landowners (both of whom are involved in this Little Italy response) to FINALLY (and formally) complete the alley easements that were never completed in the early 1900s within Little Italy, though that was always the intention.
  1. All the safety concerns listed under the Front St. connection apply if there is a connection through the alleyway.
  2. Removing only 4/188 units allows the developer to efficiently move forward with preliminary plat approval and community support, *without triggering any adverse possession* of the closure of a throughway to building/garage access on private property that has been maintained by both residents and the city for decades. There is no good reason to prioritize 2% of the project in a way that adversely impacts the existing neighborhood access. Closing the alley affects half the residents in Little Italy. Adverse possession would delay this project for years until it is resolved and cost all parties involved an unnecessary amount of money.
  3. The drainage plan on page 17/32 of the PUD shows surface drainage FROM the development TOWARDS the alley, then the alley routes flood waters into Outlot D. It is NOT APPROPRIATE for the developer to do their drainage plan by routing water into Little Italy. Removing these four units and moving C Avenue north would allow for a strip of green space/grading that would be an appropriate drainage plan for this downgradient portion of the city to route water into outlot D.
  4. It would also provide a slightly larger green buffer between Little Italy and the new development as well, helping to maintain the existing neighborhood character.

Thank you to the Planning Commission and City Council for your time and service. I know you will do right by our community and neighborhood, which is overall pro-development, by delaying the preliminary plat vote until these two major items have been addressed in harmony with existing resident concerns.

Sincerely,  
Lauren Foster

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**From:** [Michael Palone](#)  
**To:** [Planning](#)  
**Cc:** [Caleb Dickinson](#); [Tim Bierman](#)  
**Subject:** Feedback for Planning Commission  
**Date:** Thursday, September 12, 2024 2:47:39 PM

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**Subject: Coal Creek Village Mixed-Use Development LOCATION: PLANNER:**  
**Southwest corner of E South Boulder Rd and Highway 42 - TR 688-B LESS B1 8-1S-69 LESS**  
**Meeting Date: September 12, 2024**

I am writing to express my significant concerns with this development plan as proposed. As a longtime resident of the Caledonia Place/Little Italy neighborhood, I have seen significant changes in traffic and the neighborhood dynamics in the past 15 years. I have been generally supportive of the strategy for the area and have seen positive benefits to tie our neighborhood to the Old Town core. We have been disappointed that the plan for the light rail line and station has not come to fruition.

I have attended several planning and community engagement sessions with the City on the master plan as well as more detailed discussions on the Highway 42 Revitalization Framework.

The development plan as proposed will overwhelm the Little Italy neighborhood as the density is simply too high and is not consistent with the vision that has been discussed and reviewed for many years. From the The Highway 42 Revitalization Area Framework Plan, which states "Careful planning and design of larger users is **critical to maintain compatibility with the Little Italy neighborhood to the south...**" Further, *Any redevelopment that might occur in Little Italy of the Miner's Field neighborhood will be consistent with existing zoning, which allows single and multi family residences at a density of approximately 12 du/ac.*

The transition of the high-density housing in the Front Street area does not serve to maintain the compatibility that has been promised. Small homes are welcomed, but the maximum height of 25' would not seem to describe a "micro" townhome.

The overall growth of traffic in the area, coupled with the development of Delo have created significant pressures on residents of Little Italy and created challenges driving in and out of the neighborhood. Uncontrolled traffic at the Louisville Middle School intersection at Griffith Street and Main Street during pick-up and drop-off times make it very challenging to exit the neighborhood today. Additional traffic would be unmanageable.

The micro townhome condominiums located south of the existing commercial area form an ideal transition between the existing commercial uses and the existing "Little Italy" residential neighborhood to the south. These unique townhome dwelling units organized as duplexes and triplexes are located on a shared lot and share common amenities including a central park space, benches, dog waste station, bicycle parking and landscaping. These homes at 300-450 square feet are the most attainable homes in the neighborhood.

I urge the plan to be scaled back with respect to the total density and additional measures be put into the plan to avoid overwhelming our neighborhood. The project may be appropriate for South Boulder on its own, but it is unacceptable for Little Italy as planned.

Sincerely,  
Michael Palone

1443 Cannon St  
Louisville, CO 80027  
720-890-8230

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**Rob Zuccaro**

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**Subject:** FW: Markel project

**From:** Jeanne Lewis [<mailto:jeanne.m.lewis@gmail.com>]

**Sent:** Tuesday, August 3, 2021 7:02 PM

**To:** Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>

**Subject:** Markel project

To: City of Louisville,

Regarding : Michael Markel's building projects in Louisville

Markel is planning on building a mixed use including commercial at S Boulder rd and the RR tracks ( Coal Creek?) . Markel has NEVER completed the project at Hecla Way & S Boulder Road in the ugly vacant lot entrance at NorthEnd!

The residents are very unhappy and those plans have now expired. We highly encourage you to get some guarantees that this new development will have the commercial built first and Not just another residential area.

Louisville needs Markel to complete building on the vacant lot at S Boulder & Hecla Way prior to going into another development!!! This has been going on for years (4-5) now and nothing but BROKEN promises from Markel.

If the city approves another development we will likely see more broken promises and more vacant lots around our nice small town!

Please advise what the residents here in North End, at S Boulder & Hecla Way, might be able to do in order to help this issue along? This vacant and often trashy lot, looks so unattractive for the area here in Louisville.

Thank you very much for your time in this matter.

Jeanne Lewis

[jeanne.m.lewis@gmail.com](mailto:jeanne.m.lewis@gmail.com)

727-417-3539

--

Jeanne Lewis

**From:** [Sanam Pejuhesh](#)  
**To:** [Planning](#)  
**Subject:** Little Italy resident asking for consideration for our children and citizens  
**Date:** Sunday, September 8, 2024 8:12:25 PM

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Dear Planning Commission,

I have been a resident of the historic Little Italy neighborhood for three years. I am supportive of bringing new housing and commerce to Louisville; however, the development as currently planned is too dense for the area, with more housing units than the Delo development on half the acreage. Front Street and Little Italy will be adversely impacted by the current design. I am writing to request that the Planning Commission ask for amendments to the proposed plan:

1. **Please** remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially with LMS within two blocks. These connections should be revised to multi-use pathways with emergency vehicle and pedestrian access only. If this moves forward, it will negatively impact our neighborhood's children who play in the sleepy little old town streets of Little Italy. It will undermine our property value and increase traffic, potential accidents and harm to our kids.  
Please keep the entry/exit for this development to South Boulder Road and Highway 42 only.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is too high and a special exception to density requirements should not be granted. The proposal should be half the size and density of dwellings.
3. Please increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level. Please take into account the wildlife that use these areas for survival that will be negatively impacted and lost due to this project.

Thank you for your attention and support on this urgent matter.

Sincerely,  
Sanam Pejuhesh

--

Sanam Pejuhesh, LPC, RPT  
she/her/hers  
Play Therapist, Parenting Coach  
Join The Village--my Facebook Parenting Community:  
<https://www.facebook.com/groups/465659387899856>  
Website: [www.coloradoplaytherapy.com](http://www.coloradoplaytherapy.com)  
Phone: 303-717-1749

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**From:** [tamar.krantz](#)  
**To:** [Planning](#); [Rob Zuccaro](#); [Matt Post](#)  
**Cc:** [Steve Brauneis](#)  
**Subject:** Misinterpretation of code at Hearing last night-- Public Land Dedication Required  
**Date:** Friday, October 11, 2024 3:54:45 PM

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Dear Director Zuccaro, Senior Planner Post, Planning Commission Chair, and Commissioners,

There seems to be a misinterpretation of code applied at the Planning Commission Hearing last night during the hearing on the Coal Creek Village Mixed-Use Development.

A public land dedication or fee in lieu is required but none was included. During the meeting last night, the issue was boiled down to what I believe to be a misinterpretation of the word "adequate". I have copied the transcript of the conversation below for your reference.

First of all, boiling this down to one word ignores the purpose and intent of the entirety of Title 16, Subdivisions. To make the determination that *NO* public land dedication is "adequate" is an enormous stretch. Common sense, our Comprehensive Plan, the HWY 42 Framework Plan, and the purposes expressed in the general provisions for subdivisions in LMC 16.04.020 require a public land dedication or fee in lieu. Please take the time to review the purposes set forth in 16.40. 020, specifically, purposes C and N. Please review the entire context of 16.60.060, Public Sites and Dedications. Taken in context, it is clear that a new development of this size requires "focal points for the community", "open space" or "public amenities" and the need to "provide for adequate and convenient open spaces...and recreation". The importance of this is reiterated in our code; the code gives the Planning Commission the authority to require more public space if 15% is not adequate (LMC.16.16.010 B and E). Relying on a stretch of one word, in one exception, to discount the public good is unacceptable.

While I believe that Director Zuccaro's interpretation of the word "adequate" is out of context, I also believe it is incorrect.

First, I hope you will agree with a minor clarification: I believe Chair Brauneis and Director Zuccaro were referring to the word "satisfactory" in the code section that allows an exception to the public land dedication requirement for previously subdivided land. LMC16.16.60 B (4) states:

*"The requirements of the section shall not apply in cases where **satisfactory** dedication arrangements were made and approved by the city council at the time of annexation or previous subdivision of the same property."*

The subdivision plat does not comply with this exception. You will see that there is *NO* public land dedication in the subdivision plat from 1890. This is neither adequate nor satisfactory.



Was there even a city council at the time? If the applicant, Markel Homes, refused to add a public land dedication, they may wish to argue that zero was acceptable and refer to a plat from 1890. However, given that the city council and planning commission have the authority to interpret *ZERO* public land dedication as unsatisfactory and that the planning commission and city council have the authority to require more, the city would prevail.

I believe that you will be able to solve this problem at the hearing when it is continued on December 12. The applicant, Jason Markel, expressed willingness to work with the community, planning staff, and the commission to look into the traffic concerns. I was very impressed with his patience and expressions of flexibility, especially when it came to making Front Street a thorough street. When asked about the public land dedication, he sounded willing to work with the findings of staff and the planning commission.

Staff, why not ask if they would provide a public land dedication?

Commissioners, why not follow the city code and send this back to be redesigned with a public land dedication? This is a preliminary plat and PUD, giving you the opportunity to give input before a final.

Let me reiterate a few reasons for a public land dedication that would require a small sacrifice in proposed density.

- The small park, tiny pocket parks, and drainage areas are not adequate and will not serve the increased density that the waiver requests would allow. Future residents require more outdoor space and breathing room
- A community designed with smaller indoor living areas requires an adult gathering area such as a dog park, picnic pavilion, pool, exercise area, basketball court, or other amenity.
- Residents of Little Italy would like to have a buffer between their homes and the development
- Reserving a space for a passenger rail station would be a well-justified use for a public land dedication.

Thanks for considering this.

Tamar Kranz

Louisville

**Transcript of Conversation on Public Land Dedication from [10/10/24 video](#):**

At 2:33:25 in the hearing Jeff Moline asked the applicant about his "thinking about the parks dedication".

At 2:35:40 Jason Markel addressed the public land dedication. He said, "I'm not the expert, but what I do remember is that because this was happening years ago with different staff, everyone dug in really firmly on that aspect of things and I believe the city attorney was involved and we had a lot of different discussions about that . It wasn't overlooked. It was dug into and thought through. And that was the staff's finding. Rob, do you have more to add about that?"

At 2:36:30, Director Zukarro said: "So the public land dedication, when a property is already subdivided, our practice has been that even if it was subdivided 100, 110, 120 years ago our practice has been that we don't seek a public land dedication because it has already been subdivided. The code language does maybe have some discretion there but that's been our practice."

Chair Brauneis then said: "I take it that your interpretation of the word "adequate" to mean what was in place at the time it was subdivided and so at the time it was subdivided in the 1890's there was no land dedication required so that was considered adequate at the time."

Director Zuccaro responded, "I think that's the logic but "adequate" is up open for anybody to determine of course."

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**From:** [Mark-Linda](#)  
**To:** [Planning](#)  
**Subject:** No to Coal Creek Village  
**Date:** Wednesday, October 9, 2024 8:43:47 PM

---

Dear Planning Commission  
Please vote no to the plat for Coal Creek Village.

There's many problems with the development proposal that are not congruent with the comprehensive master plan and the Transportation Master Plan. The most pressing problem is the proposed Front St Connection. Residents of Little Italy want to work with the city planners and the developers.

The developers met with several neighbors from Little Italy. The city planners also met with residents and after discussing concerns agreed to ask the developers to postpone the vote on the plat. The developers declined postponing the vote.

Please vote no on the plat for coal creek village and make the developer work with the adjacent neighborhood to resolve some issues that impact a 140 year old neighborhood.

Respectfully  
Mark Zeman

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**From:** [tamar.krantz](#)  
**To:** [Planning](#)  
**Subject:** Please reduce density to allow space for adequate public amenities at Coal Creek Village  
**Date:** Thursday, September 12, 2024 12:48:46 PM

---

Dear Planning Commissioners,

The inclusion of apartments and mico-townhomes in the Coal Creek Village application is innovative and welcome. I also appreciate that the applicant has come forward with a preliminary plat and PUD, giving you the opportunity to provide input and recommendations.

**Please use this opportunity to ask for a more walkable neighborhood with larger parks.** The small park, tiny pocket parks, and drainage areas are not adequate and will not serve the increased density that the waiver requests would allow. With a little less density, "focal points for the community" could be included as envisioned by the HWY 42 framework plan. The play structure for children is great, but a community with smaller living areas requires an adult gathering area such as a dog park, picnic pavilion, pool, exercise area, basketball court, or other amenity. The Planning Commission has the authority to require more public space per Sec.16.16.010 B and E.

**Also, please review the public land dedication requirement below in case this was missed in the staff memo.** The details are below.

Thanks for your careful consideration.

Tamar Krantz,  
Louisville

#### **Applicability of LMC Section 16.16.60**

To the best of my knowledge, the public land dedication of 15% is required though the area was originally platted in 1890.

Sec. 16.04.040- General Regulations describes the applicability of the entirety of title 16 as follows:

*"Whoever divides or participates in the division of a lot, tract, or parcel of land into two or more lots, sites or other divisions of land for the purpose, whether immediate or future, of sale or building development, whether residential, industrial, office, business or other use, who desires to build a structure upon any tract of land which has not been previously platted, shall make the transaction subject to the provisions of this title and a plat therefor must be submitted to and accepted by the city according to the terms set forth in this title. **The terms of this title shall also include and refer to any division of land previously subdivided or platted.**"*



There are exceptions to the public land dedication requirement in 16.16.60 but none appear to apply in this case. 16.16.60 requires a minimum of "15 percent for residential subdivisions of the total land area of the tract being subdivided shall be dedicated." 16.16.60 B (4) states:

*"The requirements of the section **shall not apply in cases where satisfactory dedication arrangements were made** and approved by the city council at the time of annexation or previous subdivision of the same property."*

No public land dedication was made in 1890 (to the best of my knowledge) therefore "satisfactory dedication arrangements" were not made. Therefore, 15% dedication is required today.

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**From:** [Ash Colby](#)  
**To:** [Planning](#)  
**Subject:** Proposed Coal Creek Village  
**Date:** Thursday, October 10, 2024 6:05:21 PM

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Hello,

I unable to attend the meeting tonight, October 10th, however, I feel my opinion should be voiced. I am a highschool student who currently lives in the little italy neighborhood and am affected by the current traffic issues already. The proposed Coal Creek Village and the planning or lack there of surrounding the traffic and roads is preposterous. On a daily basis I am affected by the backed up traffic on 95th and South Boulder, both on my way to school, and my way home. In addition, I frequently am nervous about my ability to get to work on time due to the traffic and build up at the 95th and South Boulder intersection. There has been days I have waited upwards of 15 minutes at both the stop sign on Griffith and 95th, as well as the one on Main and Griffith. The build up of traffic in these areas not only affects me, but friends, family, and neighbors. The proposed changes to this corridor and its roads would not only make it more difficult, but significantly more unsafe. On a regular basis I worry about other drivers hitting both kids attending LMS and myself. Just this morning I witnessed a woman nearly hit a student crossing Griffith street, as she was unable to see over the parked cars on Main while turning. It worries me to think of the increased flow of traffic due to the proposed plan. As a resident of the Little Italy neighborhood, I request you consider my concerns, and instead of increasing traffic concentration, monitor and control it.

Thank you for your consideration,

Ash Colby

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**From:** [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo.303-748-1719)  
**To:** [Planning](#)  
**Cc:** [EKayMarchetti@louisvilleco.gov](mailto:EKayMarchetti@louisvilleco.gov)  
**Subject:** Public Comments Regarding Coal Creek Village - STRONGLY DISAPPROVE  
**Date:** Monday, September 9, 2024 1:15:23 PM

---

Dear Planning Commission,

Dustin Sagrillo, 1435 Front St. here. After a thorough review of the Coal Creek Village request for approval of Resolution 10, I believe it is important to say that I strongly oppose and **strongly disagree with staff's recommendation** to approve the resolution as written for the following reasons.

- 1. Too dense.** The plan claims the reasoning for the change is to reduce commercial space. This plan reduces the commercial space by 6,490 square feet (approximately 32%) but increases the number of dwelling units by 368% and provides zero single family homes which would be more inline with the character of the adjacent Little Italy neighborhood. The
- 2. Negatively impacts the character of the adjacent historic neighborhood.** Old Town Louisville is not urban. It's a historic small town and should not be overrun by high density housing projects that significantly change the nature of the existing neighborhood. This is in no way preserving the character identity of Little Italy as stated on page 15 of the Staff Report under PRINCIPLE NH-4 - The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment (p. 38)
- 3. Not 'Attainable'** - As proposed 72% (154 of the 214) of the dwelling units will be not for sale apartment buildings, this means 72% of this development is not attainable and certainly helping "owners to gain equity in their homes". The proposed "attainable" micro townhomes have a starting price of \$1000/sqft. These units may be cheaper than the other townhomes but the design and size is not sustainable housing. These units are smaller than the proposed studio apartment and would be a mistake if allowed to be built.
- 4. Waivers ask for too much and should not be approved.** - This plan is dependent on 7 waivers used to modify the zoning and ultimately pack too much in too little space. This is not in line with who we say we are in Louisville.
- 5. Inadequate space for access to Coal Creek Village via the corner of Front St and Harper.** The space available is too small and should be redesigned to allow only for the existing alley access for Little Italy with a pedestrian access and emergency access to Coal Creek Village only. If allowed as currently proposed traffic will negatively impact Little Italy, making a neighborhood street and main thoroughfare will cause havoc when the train is passing and during pick up and drop off from LMS.
- 6. The current plan encroaches on Little Italy, its nature and its character.** The proposed housing at the far West corner of Front and Harper is not an adequate buffer between the two neighborhoods. The current plan puts what looks to be 10 dwelling units in a space that would be used for 1 dwelling if compared to the Little Italy plat. Again this is too much in too little space.
- 7. Inaccurate site description in project narrative.** The site currently has 100 year old trees, native plants and wildlife habitats including Swansen Hawk nests. The opinion that the site has no significant natural features is subjective and biased to support the narrative.

While I support the previous plan for Coal Creek Crossing as approved I wholeheartedly do not support this new plan and I strongly recommend that the commission **NOT APPROVE** Resolution 10, Series 2024 Recommending to the Planning Commission Approval of a Preliminary Planned Unit Development (PUD), Preliminary Plat, an



Ordinance Rezoning a Portion of the Property from CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) to MU-R (Residential Mixed Use), Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 17.14, and a Special Review Use to permit multi-unit dwellings on the ground floor in the MU-R zone district.

In my opinion this developer needs to return to the 51 dwelling units as approved. This project is too much in too little space.

***Best Regards,***



**Dustin Sagrillo - REALTOR since 2005**

***"I help you love where you live and enjoy the process of getting there."***

**Accredited Buyer Representative, ABR  
Certified Negotiation Expert, CNE  
Senior Real Estate Specialist, SRES  
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**To:** [Planning](mailto:Planning@louisvilleco.gov)  
**Cc:** [EKayMarchetti@louisvilleco.gov](mailto:EKayMarchetti@louisvilleco.gov)  
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***Best Regards,***



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**Rob Zuccaro**

---

**Subject:** FW: Markel project

**From:** Jeanne Lewis [<mailto:jeanne.m.lewis@gmail.com>]  
**Sent:** Tuesday, August 3, 2021 7:02 PM  
**To:** Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>  
**Subject:** Markel project

To: City of Louisville,

Regarding : Michael Markel's building projects in Louisville

Markel is planning on building a mixed use including commercial at S Boulder rd and the RR tracks ( Coal Creek?) . Markel has NEVER completed the project at Hecla Way & S Boulder Road in the ugly vacant lot entrance at NorthEnd!

The residents are very unhappy and those plans have now expired. We highly encourage you to get some guarantees that this new development will have the commercial built first and Not just another residential area.

Louisville needs Markel to complete building on the vacant lot at S Boulder & Hecla Way prior to going into another development!!! This has been going on for years (4-5) now and nothing but BROKEN promises from Markel.

If the city approves another development we will likely see more broken promises and more vacant lots around our nice small town!

Please advise what the residents here in North End, at S Boulder & Hecla Way, might be able to do in order to help this issue along? This vacant and often trashy lot, looks so unattractive for the area here in Louisville.

Thank you very much for your time in this matter.

Jeanne Lewis

[jeanne.m.lewis@gmail.com](mailto:jeanne.m.lewis@gmail.com)

727-417-3539

--

Jeanne Lewis

**From:** [LIC LLC](#)  
**To:** [Planning](#)  
**Subject:** PUPL-346-2021 ZON 347-2021 SRU-520-2024  
**Date:** Saturday, September 7, 2024 12:15:59 PM

---

Dear Planning Commissioners,

I have lived in the Little Italy neighborhood since purchasing my home 31 years ago. I've attended several meetings over the decades re the blighting, revitalization, railroad fast tracks and development of the east side of the railroad. Today, I am writing about the development of the land north of Little Italy-The Coal Creek Village. My intent is to protect the Historic Little Italy neighborhood, my neighborhood.

Please consider my concerns as you make decisions for the proposed development of Coal Creek Village.

1) Traffic inside the Little Italy neighborhood. I am absolutely opposed to the Front St connection through Little Italy to the north into the Coal Creek Village development. Allowing traffic to and from the development to pass through the existing neighborhood would be disruptive, unsafe, busy, noisy and unnecessarily negatively impact the neighborhood. The development plan already has 2 access streets to S. Boulder Rd and 1 access to 95th St. Providing access to Griffith St directly through the Little Italy neighborhood potentially increases traffic by 100s of vehicles per day. This volume of traffic would ruin the small compact neighborhood and create a backlog of traffic at the intersection of Front and Griffith streets. Griffith St already has an unsafe situation in the morning and afternoon when it is flooded by vehicles and students going to Louisville Middle School. Griffith St., also, already backs up with traffic for each passing train. I am in support of an access on Front St into the development for emergency response, pedestrians and bicycles. I am not in support of increased cars. Perhaps gated or pylons or the like of other limiting access that has been employed by the city elsewhere could be used here.

2) There is an alley on the north side of Little Italy that needs to remain open. Currently it is used for residents to access garages and private property. The plan for Coal Creek Village shows the alley used as a water detention area for the development. As there are already flood risk in that area, water needs to be diverted farther north away from the existing homes. There is already a natural marshy area with cat tails closer to the existing car wash that could possibly be enhanced to support detention water.

3) Density. There's a request to rezone and increase the density from the prior density zoning that was decided for this development. I am not in support of this rezoning request. Traffic, noise, light pollution has already impacted Little Italy from the Delo development. Increasing density from the plan that was already set forth in the Coal Creek Village development would further impact this neighborhood.

4) Green space. The Delo development to the South of Little Italy is lacking in shade. The area is hot and dry. Let us not create another paved, hot, and dry development without consideration of shade, permeable ground and greenery larger than a planter. The existing trees on the land proposed to be developed, although in need of tending and trimming, serve as perch areas for great horned owls, red tailed hawks and rarely bald eagle. Although these birds of prey are usually looking for the opportunity to take a backyard chicken, they are a magnificent sight either in flight or at rest. I would support the Coal Creek Village development incorporating the unique opportunity of highlighting the cat tails, cottonwoods and ecosystem



(including salamanders) that is already present on the land.

Louisville is a cool town. Let's not make the necessary efforts for housing deter from the small town vibe by rezoning the plan for even higher density and allowing development to severely impact an often overlooked historic neighborhood by creating a thoroughfare for vehicles. denying access to garages and properties and eliminating an ecosystem. The Coal Creek Village can be an example of how development can protect what is worth protecting while being utilized to serve the housing needs of our small town.

Thank you for your time and consideration.

Linda Cateora

1439 Front St

Louisville

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**From:** [Sanam Pejuhesh](#)  
**To:** [Planning](#)  
**Subject:** Little Italy resident asking for consideration for our children and citizens  
**Date:** Sunday, September 8, 2024 8:12:25 PM

---

Dear Planning Commission,

I have been a resident of the historic Little Italy neighborhood for three years. I am supportive of bringing new housing and commerce to Louisville; however, the development as currently planned is too dense for the area, with more housing units than the Delo development on half the acreage. Front Street and Little Italy will be adversely impacted by the current design. I am writing to request that the Planning Commission ask for amendments to the proposed plan:

1. **Please** remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially with LMS within two blocks. These connections should be revised to multi-use pathways with emergency vehicle and pedestrian access only. If this moves forward, it will negatively impact our neighborhood's children who play in the sleepy little old town streets of Little Italy. It will undermine our property value and increase traffic, potential accidents and harm to our kids.  
Please keep the entry/exit for this development to South Boulder Road and Highway 42 only.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is too high and a special exception to density requirements should not be granted. The proposal should be half the size and density of dwellings.
3. Please increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level. Please take into account the wildlife that use these areas for survival that will be negatively impacted and lost due to this project.

Thank you for your attention and support on this urgent matter.

Sincerely,  
Sanam Pejuhesh

--

Sanam Pejuhesh, LPC, RPT  
she/her/hers  
Play Therapist, Parenting Coach  
Join The Village--my Facebook Parenting Community:  
<https://www.facebook.com/groups/465659387899856>  
Website: [www.coloradoplaytherapy.com](http://www.coloradoplaytherapy.com)  
Phone: 303-717-1749

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**From:** [Jody Ash](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek development  
**Date:** Saturday, September 7, 2024 5:54:27 PM

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Case # PUPL-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,  
First, I want to thank you for your service to Louisville!

As a long time resident of Old Town Louisville of 20 years and resident/homeowner of the historic Little Italy neighborhood for 8 years, I am here to voice concerns regarding the Coal Creek development.

While I am supportive of bringing vibrancy, accessibility and financial health to our beloved town, which is inclusive of adding more housing, the Coal Creek development as currently planned is much, much too dense for this area as proposed. This density proposal is unacceptable for Louisville, especially in historic Old Town. A part of this concern is the weight load on top of the shallow mines that exist here. Has this been explored? It could greatly affect the existing historic homes in our neighborhood including many levels of infrastructure. The other very concerning issue is the traffic and parking load. If you have spent time in Little Italy, you would clearly see we have multi-generational households, my home is one of them. We also have 5 rehabilitation homes, which houses many people in these homes. These contribute to more cars than our parking and streets can handle now, let alone overflow parking from the dense proposed development that lacks sufficient parking for the density. Our community cannot absorb that, we are struggling as is.

Front Street and Little Italy will be severely and adversely impacted by the current design. While I support development in general, it needs to be done within the framework of respecting our small town feel and long time residents quality of life. I would also greatly appreciate your consideration of our historic designation as well as our property values being affected.

In light of this, I request that the Planning Commission ask for amendments to the proposed plan:

1. Please, please remove the Front street road thoroughfare, and all motorway connections to Front St. and the Little Italy alley behind Harper Street. Our neighborhood and our streets are wonderfully sleepy now and are not designed for increased traffic and parking, especially with the nearby Middle School. A new design would alter our neighborhood in uncountable ways, including our property we have spent years making beautiful and cherish. These connections should be revised to multi-use pathways with emergency vehicle access and pedestrian traffic only. The Harper Street residents with north garage/property entries will still need access. Please understand, If this moves forward as proposed, it will negatively impact our quality of life and property values. I also want to point out that LMS drop off and pick up should also be considered, as this is currently also a problem with traffic. In light of these points, Please keep the entry/exit for this development to South Boulder Road and Highway 42 only, near the commercial areas.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is much much too high and a special exception to density requirements should NOT be granted. The proposal should be cut by at LEAST half, although we would greatly prefer one quarter.



3. Please, increase green space, tree coverage and ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 1000-yr flood level. Drainage needs to be considered and designed into this space.
4. Please be considerate of the impact on existing birds of prey. We have so much wonderful wildlife that will be affected by this and we lose more of their habitat yearly. Please leave some existing mature trees.

Thank you for your attention and support on this urgent matter.

Sincerely,  
Jody Ash  
Jerrica Ash  
Rebel Bishop  
1430 Front Street  
Little Italy -Ward 1

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**To:** [Planning](#)  
**Cc:** [EKayMarchetti@louisvilleco.gov](mailto:EKayMarchetti@louisvilleco.gov)  
**Subject:** Public Comments Regarding Coal Creek Village - STRONGLY DISAPPROVE  
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- 5. Inadequate space for access to Coal Creek Village via the corner of Front St and Harper.** The space available is too small and should be redesigned to allow only for the existing alley access for Little Italy with a pedestrian access and emergency access to Coal Creek Village only. If allowed as currently proposed traffic will negatively impact Little Italy, making a neighborhood street and main thoroughfare will cause havoc when the train is passing and during pick up and drop off from LMS.
- 6. The current plan encroaches on Little Italy, its nature and its character.** The proposed housing at the far West corner of Front and Harper is not an adequate buffer between the two neighborhoods. The current plan puts what looks to be 10 dwelling units in a space that would be used for 1 dwelling if compared to the Little Italy plat. Again this is too much in too little space.
- 7. Inaccurate site description in project narrative.** The site currently has 100 year old trees, native plants and wildlife habitats including Swansen Hawk nests. The opinion that the site has no significant natural features is subjective and biased to support the narrative.

While I support the previous plan for Coal Creek Crossing as approved I wholeheartedly do not support this new plan and I strongly recommend that the commission **NOT APPROVE** Resolution 10, Series 2024 Recommending to the Planning Commission Approval of a Preliminary Planned Unit Development (PUD), Preliminary Plat, an



Ordinance Rezoning a Portion of the Property from CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) to MU-R (Residential Mixed Use), Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 17.14, and a Special Review Use to permit multi-unit dwellings on the ground floor in the MU-R zone district.

In my opinion this developer needs to return to the 51 dwelling units as approved. This project is too much in too little space.

***Best Regards,***



**Dustin Sagrillo - REALTOR since 2005**

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**From:** [Debra Sirkin](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek Village Planned Unit  
**Date:** Monday, September 9, 2024 3:15:45 PM

---

We live at 1085 Johnson Lane in Louisville, in DeLo Townhomes, directly across from the OTHER proposed heavily dense new housing development.

We are ALREADY very concerned about traffic flow through our neighborhood because if this very large plan, and the last thing this part of Louisville needs is yet one more, even MORE DENSE housing development right near an already very heavy traffic intersection.

We are very concerned that the City of Louisville is not thoroughly considering the impact of TWO very dense housing communities that are within 2 blocks of each other.

Residents who already live between these two major developments will become sandwiched in by construction, traffic, noise, tall buildings, let alone the impact this would have upon the safety of the nearby school, parking (which already isn't even adequately accounted for in the FIRST DELO development), and general quality of life that makes Louisville such a special place to live.

We further concur with all the other concerns expressed by other neighbors who have signed the community letter.

Thank you for your consideration,

Debra Sirkin and Brian MacLeod  
1085 Johnson Lane  
Louisville

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**From:** [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@louisvilleco.gov)  
**To:** [Planning](#)  
**Cc:** [EKayMarchetti@louisvilleco.gov](mailto:EKayMarchetti@louisvilleco.gov)  
**Subject:** Public Comments Regarding Coal Creek Village - STRONGLY DISAPPROVE  
**Date:** Monday, September 9, 2024 1:15:23 PM

---

Dear Planning Commission,

Dustin Sagrillo, 1435 Front St. here. After a thorough review of the Coal Creek Village request for approval of Resolution 10, I believe it is important to say that I strongly oppose and **strongly disagree with staff's recommendation** to approve the resolution as written for the following reasons.

- 1. Too dense.** The plan claims the reasoning for the change is to reduce commercial space. This plan reduces the commercial space by 6,490 square feet (approximately 32%) but increases the number of dwelling units by 368% and provides zero single family homes which would be more inline with the character of the adjacent Little Italy neighborhood. The
- 2. Negatively impacts the character of the adjacent historic neighborhood.** Old Town Louisville is not urban. It's a historic small town and should not be overrun by high density housing projects that significantly change the nature of the existing neighborhood. This is in no way preserving the character identity of Little Italy as stated on page 15 of the Staff Report under PRINCIPLE NH-4 - The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment (p. 38)
- 3. Not 'Attainable'** - As proposed 72% (154 of the 214) of the dwelling units will be not for sale apartment buildings, this means 72% of this development is not attainable and certainly helping "owners to gain equity in their homes". The proposed "attainable" micro townhomes have a starting price of \$1000/sqft. These units may be cheaper than the other townhomes but the design and size is not sustainable housing. These units are smaller than the proposed studio apartment and would be a mistake if allowed to be built.
- 4. Waivers ask for too much and should not be approved.** - This plan is dependent on 7 waivers used to modify the zoning and ultimately pack too much in too little space. This is not in line with who we say we are in Louisville.
- 5. Inadequate space for access to Coal Creek Village via the corner of Front St and Harper.** The space available is too small and should be redesigned to allow only for the existing alley access for Little Italy with a pedestrian access and emergency access to Coal Creek Village only. If allowed as currently proposed traffic will negatively impact Little Italy, making a neighborhood street and main thoroughfare will cause havoc when the train is passing and during pick up and drop off from LMS.
- 6. The current plan encroaches on Little Italy, its nature and its character.** The proposed housing at the far West corner of Front and Harper is not an adequate buffer between the two neighborhoods. The current plan puts what looks to be 10 dwelling units in a space that would be used for 1 dwelling if compared to the Little Italy plat. Again this is too much in too little space.
- 7. Inaccurate site description in project narrative.** The site currently has 100 year old trees, native plants and wildlife habitats including Swansen Hawk nests. The opinion that the site has no significant natural features is subjective and biased to support the narrative.

While I support the previous plan for Coal Creek Crossing as approved I wholeheartedly do not support this new plan and I strongly recommend that the commission **NOT APPROVE** Resolution 10, Series 2024 Recommending to the Planning Commission Approval of a Preliminary Planned Unit Development (PUD), Preliminary Plat, an



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In my opinion this developer needs to return to the 51 dwelling units as approved. This project is too much in too little space.

***Best Regards,***



**Dustin Sagrillo - REALTOR since 2005**

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**From:** [Lauren Foster](#)  
**To:** [Planning](#)  
**Subject:** Delay vote until developer/planning department meet with and make two SMALL amendments to the preliminary plat  
**Date:** Tuesday, September 10, 2024 10:06:14 AM

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FROM: Lauren Foster, Little Italy Resident, 1011 Harper St, Louisville, CO

Dear Planning Commission,

I appreciate your service to the community in reviewing plans for new developments and planning for Louisville's future. Your role to "evaluate each proposal against municipal ordinances and the desires of the neighborhood" is a vital one and is especially relevant this Thursday, September 12th, regarding the Coal Creek Development. While I am, overall, supportive of the development, the Highway 42 Revitalization Plan, and the goal to provide more accessible housing in Louisville, the developers and planning department have not yet considered or collaborated with their neighbors in Little Italy. If the preliminary plat is approved today, the planning department has advised us that our most urgent concern (increased traffic in Little Italy) would be difficult or impossible to change in later stages of the review process. **Please delay tonight's decision until the planning department and developer meet with concerned citizens and consider the minor changes needed to address their concerns.**

In the section pertaining to new developments like Coal Creek, the Louisville Municipal Code states: "The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced *while still being in harmony with the surrounding neighborhood.*"

Furthermore the charge for a Special Review Use Analysis states: "*External and negative impacts on adjacent properties are controlled for and reduced.*"

While it is the charge of the planning department to make sure a new development meets code standards and requirements, which they have thoughtfully and thoroughly reviewed, it is your charge as the commission to help balance this with the existing community. I, personally, am supportive of the Coal Creek development. The development is VERY high density relative to the rest of Old Town, however they thoughtfully request LESS building coverage than the minimum for an MU-R zoned area. **The major impacts to the community that must be revised by the developer BEFORE approval of the preliminary plat are:**

1. The connection between Front St. and South Boulder Road must be designed as a multi-use bike, pedestrian pathway with emergency vehicle access only. Any connection to the Little Italy alleyway should also be designated as emergency vehicle access only.
  1. Front Street through Little Italy is already too narrow for two cars to pass abreast, and street parking in the neighborhood is already at capacity. The street cannot host a significant increase in traffic from the new development, which already has 3 entry/exit points and does not need another.
  2. Louisville Middle School attendees within and surrounding Little Italy are already in a zone designated as "walkable" (no public school bus access), so children are consistently walking through the neighborhood to get to school. A dramatic



increase in traffic on an already narrow road with narrow sidewalks would drastically increase safety risk and potential car/pedestrian accidents.

3. The traffic study shown by the developer highlights that ALREADY there are delays at the South Boulder Road and Highway 42 intersection, increasing the amount of non-development/Louisville traffic that cuts the commercial corner to avoid the intersection. Providing connectivity here will route an inordinate amount of cars on a street designed for low-density residential uses. Even just the added burden of 188 new units, some with multiple cars, driving through the neighborhood, instead of on the major roadways designed to handle traffic (including South Boulder Road, Highway 42, Main Street, and Griffith Street) will dramatically increase the number of cars, potentially by hundreds per day.
4. City planning documents regarding this connection are outdated and based on information/data that no longer apply OR support the incorporation of a multi-use pathway with emergency only access:
  1. The Future Land Use Exhibit, *which is the only city document that explicitly calls for a connected Front St to South Boulder Rd*, was written and published in the early 2000's, back when a railroad station was anticipated at the Coal Creek development property. This no longer applies, as any future railway station is currently planned at the north end of downtown to the west of the railroad tracks where the new railroad underpass was constructed. There is not a need for this connection anymore, especially considering its adverse impact and the outdated city plans.
  2. [The Transportation Master Plan \(2019\)](#) *does NOT explicitly call for connectivity between Front Street and South Boulder Road*. It does however call for the following:
    1. #1 - Operate efficiently and safely for all users (the above highlights the inefficiencies, dangers and safety risks of the Coal Creek planned connection)
    2. #2 - Be a cohesive and layered system (describes a mix of uses including walking and biking which this multi-use access point will achieve)
    3. #8 - "reducing emissions and supporting mode share and sustainability" (closing this connection and encouraging other transport into walkable downtown meets this goal without reducing downtown access)
  4. Please read the 2019 TMP, which unequivocally supports the proposed amendment of emergency only access and a multi-use pathway and is the most recent, formal plan for the city relevant to this issue. Some other key quotes from the Transportation Master Plan that apply here:
    1. "Traffic congestion and cut-through regional traffic are getting worse. Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking"
    2. "In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places"
    3. "Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use neighborhoods centered around reliable and frequent transit service. Benefits of TOD include increased mobility and transit



ridership, reduced regional congestion, enhanced economic competitiveness. TOD design concepts should include a mix of uses, integration of bicycle accommodation, plazas and public space, and specialized retail and services for commuters."

4. "A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools and key destinations including parks, the Recreation Center and other community centers. For school children, these programs can help instill habits of walking and biking, along with safety and education around multimodal mobility. For older adults, Safe Routes programs can promote active aging, and contribute to health benefits."
2. The developer should remove four of the 188 units on A Road and B Drive such that the existing alley (in use as access to garages and properties by residents and maintained by the city since at least 1952) can continue to exist without encroaching on the unplatted lands in the Northwest corner of Little Italy. Furthermore, the city and developer should work with the two unplatted landowners (both of whom are involved in this Little Italy response) to FINALLY (and formally) complete the alley easements that were never completed in the early 1900s within Little Italy, though that was always the intention.
  1. All the safety concerns listed under the Front St. connection apply if there is a connection through the alleyway.
  2. Removing only 4/188 units allows the developer to efficiently move forward with preliminary plat approval and community support, *without triggering any adverse possession* of the closure of a throughway to building/garage access on private property that has been maintained by both residents and the city for decades. There is no good reason to prioritize 2% of the project in a way that adversely impacts the existing neighborhood access. Closing the alley affects half the residents in Little Italy. Adverse possession would delay this project for years until it is resolved and cost all parties involved an unnecessary amount of money.
  3. The drainage plan on page 17/32 of the PUD shows surface drainage FROM the development TOWARDS the alley, then the alley routes flood waters into Outlot D. It is NOT APPROPRIATE for the developer to do their drainage plan by routing water into Little Italy. Removing these four units and moving C Avenue north would allow for a strip of green space/grading that would be an appropriate drainage plan for this downgradient portion of the city to route water into outlot D.
  4. It would also provide a slightly larger green buffer between Little Italy and the new development as well, helping to maintain the existing neighborhood character.

Thank you to the Planning Commission and City Council for your time and service. I know you will do right by our community and neighborhood, which is overall pro-development, by delaying the preliminary plat vote until these two major items have been addressed in harmony with existing resident concerns.

Sincerely,  
Lauren Foster

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**From:** [Micah Abram](#)  
**To:** [Matt Post](#)  
**Subject:** Coal Creek Village community comment - : Case # PUPL-346-201, ZON-347-2021, SRU-520-2024  
**Date:** Tuesday, September 10, 2024 9:06:31 PM  
**Attachments:** [image001.png](#)

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Dear Matt,

Thank you very much for spending time with my neighbors and me on Monday reviewing the Coal Creek Village plans. We look forward to speaking with the Commission this Thursday. Sincerely, Micah

Subject Line: Case # PUPL-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,

Thank you for your time and service in reviewing the Coal Creek Village development proposal. I appreciate the Commission's role in balancing community needs with new growth, and I acknowledge the importance of expanding housing options in Louisville.

I'd like to highlight that both the Louisville Municipal Code and the Special Review Use Analysis emphasize the importance of designing new developments in harmony with existing neighborhoods. It is crucial that this principle is respected in the planning of Coal Creek Village, particularly as this is the first public opportunity for Little Italy residents to voice their concerns. Despite multiple attempts, residents have received no response from the developer, and this lack of engagement makes it even more important for the Planning Commission and City Council to ensure a balance is struck between new and existing developments, taking into account the needs of current residents before the preliminary plat is approved.

As a homeowner in the historic Little Italy neighborhood for over 20 years, and as the parent of a middle school-aged child attending Louisville Middle School, I have specific concerns regarding the current design of this development, particularly with respect to traffic and safety.

After meeting with the project's lead planner, I understand that density and green space are being addressed. However, my primary concerns remain focused on traffic flow and access:

- Front Street Connection: I strongly urge the Commission to limit the Front St. connection to emergency vehicle access only. Allowing full vehicle access will significantly increase traffic in our neighborhood, creating safety issues and congestion,

especially near the middle school.

- Alley Connection: It is important to maintain the existing alley access for current residents without overburdening it with additional traffic from the new development. The alley is not equipped to handle increased traffic and should not become a thoroughfare.

Given these concerns, I respectfully request that the Planning Commission postpone approval of the preliminary plat until the planning department and the developer meet with concerned residents of Louisville. This will allow for a more thorough consideration of community input and ensure that the development does not compromise the safety, access, and quality of life for current residents.

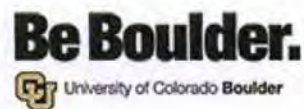
Thank you for your attention to these concerns and for your continued efforts to protect and enhance the Louisville community.

Sincerely,

Micah Abram, Andrew Maass, and Annabelle Maass  
1003 Harper St.  
Louisville, CO

**Micah Abram** (she/her/hers)  
Assistant Dean, Office of Advancement  
**School of Education**  
University of Colorado Boulder  
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**From:** [Micah Abram](#)  
**To:** [Matt Post](#)  
**Subject:** Case # PUPL-346-201, ZON-347-2021, SRU-520-2024  
**Date:** Tuesday, September 10, 2024 9:12:28 PM

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Dear Planning Commission,

Hi, my name is Annabelle Maass, and I am 12 years old. I live in Little Italy, and I walk to school at Louisville Middle School. I love my neighborhood, but I am really worried about how much more traffic there will be when a new neighborhood is built.

Right now, it's already hard to cross the tracks near my house, and sometimes I feel scared when cars go by really fast. I know it's going to be even harder and scarier if there are more cars. I have to be really careful when walking to school, and I don't think it's safe for kids like me to have even more cars around.

I hope you can help make it safer for kids like me by not letting the new roads have too many cars. Maybe we could just have a path for bikes and people to walk instead of cars everywhere. Please think about how this will make it harder for me and my friends to get to school safely.

Thank you for reading my letter and for helping to keep our neighborhood safe.

Sincerely,  
Annabelle Maass  
Louisville, CO

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**From:** [lauryl danuff](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek Development Comments  
**Date:** Tuesday, September 10, 2024 4:00:13 PM

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Hello Planning Department,

I am writing to address the possible development of the field near my house on Front Street, the Coal Creek Station on the corner of South Boulder Rd and Highway 42.

I have some serious concerns about the project, as a resident of Little Italy. Also as a citizen and resident of Louisville, I am seriously concerned that this kind of proposal is found acceptable and is recommended for approval by city officials. I would like to start by saying I am NOT opposed to the development of this land, instead quite worried about the inconsistencies and boldness of the plan proposed. It does not feel that it is actually proposed for the good of the community as stated, as it does not comply with Louisville laws and codes, and doesn't reflect the past or current culture, while likely creating safety concerns and hazards.

The most pressing problem for my neighbors and I is the street configuration in the plan and the way it affects Little Italy. Front Street is a small and slow street that cannot and should not take extra traffic. Nor should changes be made to Front Street that would widen the street but negatively impact the yards and houses that border it. The increased traffic and reduced parking impact to the Front Street and surrounding residents could be avoided by keeping the two neighborhoods separate and placing a connection for Front Street that is only useable by pedestrians and emergency vehicles. There is no current need or reason for Front Street to connect directly through to South Boulder Rd. There are multiple other entrances and exits to the proposed development, and many more possibilities for entrances and exits on South Boulder Road and Highway 42 that wouldn't impact anyone living around the proposed building area.- It is unnecessary, unsafe, and unfair for Little Italy to bear the increase in traffic because of this development. These roads are already directly affected by the Louisville Middle School morning and afternoon traffic and a neighborhood that children walk through to get to school and back. Decreasing the safety of our children should be considered in the plans. It is also necessary to preserve the alley behind Harper Street, as many residents use this as access to their properties, to their out buildings, and the residents as well as the city and county use it to access the utilities for the neighborhood. PLEASE ask these developers to alter the plans so that Little Italy's streets are not affected by this new neighborhood!

The zoning changes also seem problematic - The city has established these zoning uses for purposes that serve this city and community and should not be so easily thrown out. This plan asks for seven waivers, which is excessive. The area this development is closest to is Little Italy, which has an old town feel and density. The proposed plan mentions it's adjacent neighborhoods multiple times, but it's closest (and really only) adjacent neighborhood is Little Italy. The plan fails to explain what aesthetic the developers believe they are matching as well as how the plan does so. It's location is in the "Downtown Louisville" area, known for historic homes, nice lot sizes, small town feel, etc. The first approval of 51 units much more closely reflects all these values and aesthetics, while 188 units - none of which are single family homes - does not. The developers have said this will help with "revitalization" and that these are "attainable" priced units. There is no connection between highly packed in apartments and "micro townhomes" and old town Louisville revitalization. They fail to make the connection in the plan, and I fail to find the connection in reality. These townhomes are approximately the size of my garage, and are expected by the developers to start selling for \$300,000. This makes the price per square foot approximately double what most real estate in Louisville currently sells for. Even if "attainable" meant something in real estate terms, no one can argue that this is attainable or revitalizing to the community in any way. The Little Italy



neighborhood is varied and eclectic and historic and the plan proposed is none of these things. Little Italy is roomy and sleepy and has a small town feeling, none of which is reflected in the plans for this development. The word "urban" is used over and over in the plan, while Louisville prides itself on staying small, keeping the "urban" out. PLEASE ask the developers to rethink the style, density, and aesthetic of the plan. And city officials and commissioners - PLEASE reconsider what you know of Louisville and it's residents when it comes to urban feelings and attitudes.

My last point to make is that the plan says there is no natural features on the land, which is categorically untrue. Goodhue ditch runs though it, for example, and the plan's solution for piping it is one that, if it failed, could send water into Little Italy, depending on the grading, which is not discussed in the plan. There are also multiple very old old trees that live in that field, that house and are part of the ecosystem for many different species of wildlife, including our cherished birds of prey. The proposed plan wipes all of this out entirely, which, again, feels very much opposed to the general culture and attitudes of Louisville residents and government, and of Boulder County.

I offer sincere wishes that the powers that be don't allow this plan to pass through as written. Please use your professional positions to reflect the wishes of the people to maintain the neighborhood that we love, rather than to meet the wishes of a developer who knows nothing of it.



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**From:** [Mark-Linda](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek Village  
**Date:** Tuesday, September 10, 2024 10:37:06 PM

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Dear Planning Commission and City Council

Please do not approve the preliminary plat for Coal Creek Village until the planning department and developer meet with concerned citizens of Louisville.

Over the years, I have personally met with 3 different planners and the prior developer. With each personnel change within the planning department the conversations have left with each person's departure. Each new planner needs to be oriented to this development. In my meeting on 9/9/24 with the current city planner, Matt Post, I learned he has been in the position since December 2023. As a new employee he has inherited a project that he has not had input on and is unaware of the large problems within this plan that will severely impact the adjacent historic neighborhood, Little Italy.

Coal Creek Village is based on a plan formerly called Coal Creek Station. I had direct communication with the developer of Coal Creek Station, Bill Arnold. Bill died and the new developer has changed the name, changed the plan and not met or heard concerns of citizens. The new developer has not responded to my communication attempts.

My immediate concerns:

1) The Coal Creek Village plan has motorway connection with Front St inside Little Italy and the alley just bordering Little Italy on the North. Neither Front St nor the alley are designed to support increased vehicle traffic. Currently, Front St cannot support the two-way traffic it already has. Vehicles must yield to each other if they meet on the street.

2) The base plan, Coal Creek Station was designed for a train station on the property where Delo now sits. There are townhouses and apartment buildings on the property that once was for a train station. Front St connection is moot because it has been blocked by buildings. If the Front St connection were to be built with a terminus at Griffith St it would be a nightmare. Griffith St isn't designed to support increased traffic because its terminus is Main St at the crosswalk for the Louisville Middle School! During school drop-off and school pick-up that intersection is hazardous.

With the development of

Delo, the Coal Creek Station plan for a Front St connection is no longer logical. Rather a multi-use access closed to all vehicles, except emergency vehicles, would provide walkable safe route to school for students in new Coal Creek Village plan.

Ultimately my request is for time. Time to open communication between the citizens of Louisville, the planning department and the developer. Please table this vote.

Mark Zeman  
Resident 31 years  
1439 Front St  
Louisville

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Dear Louisville Planning Commission,

The Louisville residents in the historic Little Italy neighborhood, as well as local community members, are pro-development, but have the following major concerns about the Coal Creek development as it is currently described in the PUD. We urge the planning commission not to approve the Preliminary Plat until the planning department and developer have met with Little Italy residents and considered a few major revisions to preserve existing neighborhood character. Three major items that need amendment before approval of the Preliminary Plat are summarized here and described in detail below:

1. Remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially since Louisville Middle School students are expected to walk to school (no bus) within these blocks. These connections should be revised to multi-use pathways with emergency vehicle access only.
2. Reduce the number of townhomes on A Road and B Drive by 4 in order to maintain the existing alley, along with existing Little Italy property access, including unplatted lands. As designed the development could trigger Adverse Possession and delay the development. Moreover, this would safely ensure surface drainage of flood waters to Outlot D, which are currently routed through the existing alley.
3. Increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level.

**First**, and most importantly, Little Italy is strongly opposed to a connected motorway along Front St. between the Coal Creek development and Little Italy neighborhood. We propose that the road be designed only for emergency vehicle access but restricted to bikes and pedestrians at all other times, either through the use of pylons or a gate. Without this important safety measure, motorists will cut through the Little Italy neighborhood, reducing safety and increasing traffic substantially in a small, historic area that was not designed to accommodate throughway traffic. As currently planned, the Coal Creek development has three entrance and exit locations onto South Boulder Road and Highway 42. There is no need for additional auto traffic through the Little Italy neighborhood. With 188 dwellings planned this would completely alter the character and safety of the historic neighborhood, and impact school drop-off at Louisville Middle School. A previous development on Weldon Way in Louisville created an unsafe accessway and the City had to retroactively close this connection. Little Italy asks that this connection be removed in an amendment before approval is granted, not retroactively once it has become a problem as in the Weldon Way development.

**Second**, the development provides a connection to the existing alley, which triggers all the concerns described above connecting the development to Front St. Little Italy asks that there be no connection to the existing alley, which is used by many residents to access their properties, particularly alley-facing garages. The plan appears to cut into (or completely cut off) access to the existing alley (which is 20' wide) at the west end near C Avenue. Narrowing the alley is also not an appropriate or necessary development choice and will adversely impact current Louisville residents in Little Italy. If the developer removes only 4 units of the planned 188 on A Road and B Avenue they can proceed with the



development without triggering Adverse Possession by impacting existing Little Italy access to their properties along the alley, which has been maintained in its current configuration since at least 1952.

***Third***, the plan does not appear to provide enough green infrastructure, and the storm line management is lacking. This is especially important given that the current lot has a small wetland region in the northeast that serves as critical habitat and a migration pathway for birds of prey, and that the entire lot is a major drainage point for the city. As designed, the amount of impermeable surface will increase flood risks to the historic Little Italy neighborhood and nearby major streets of South Boulder Road and especially Highway 42. The developer needs to design the plans to include best management practices for green storm-water infrastructure, including space for stormwater capture to prevent flooding (outlot D is not sufficient given the drainage directions noted on page 17/32 on the PUD). On the current PUD, the existing dirt alley is set up to channel water into outlot D, with drainage directions showing water is directed towards Little Italy and its alleyway along the entire adjoining region. A dirt alley will not be able to route the amount of water without major damage that the City will be responsible for regularly managing, especially as flood risks increase in a changing climate. Little Italy residents would bear the brunt of this poor design.

Besides water and flood management risks, the elevation drawings have no trees on the alley-loaded dwellings, negatively impacting the current residents. Alley loaded units need to be given the same attention as other units by providing trees between the Little Italy neighborhood and new development. The section of the Coal Creek development facing the historic Little Italy neighborhood lists no trees (Block 2 and Block 3), or only 1 tree/300sf (Block 1) as compared to 1 tree per 20 linear foot on Blocks facing South Boulder Road, Highway 42, and- internal to the development- Cannon Circle. While there are trees on the drawing, the requirements listed in the boxes do not include trees. Little Italy would like a commitment from the developer to plant relatively mature trees as is drawn on the landscaping plan, but not listed in the Block requirements on that same page. These greenway adjustments will help to address other resident concerns about a potential heat island and/or the right of quiet enjoyment within the Little Italy neighborhood.

***In addition*** to these three major concerns, the Little Italy neighborhood will be permanently altered by this development. The developer should provide improvement to the existing alleyway, burying of utility lines to connect with the development's proposed updated service, improvement to sewer lines in Little Italy (only 10" diameter on Harper Street and with increase of flood waters from development this will become untenable), and general improvements to the neighborhood, including access to improved utility services coming to the Coal Creek development. Lastly, has there been an analysis of the potential impact of underground mines on construction/development safety?

The City of Louisville, its government and people, are making a lot of changes to accommodate this development including Rezoning and Special Review Use. The above requests are not much to ask, are even supportive of the development, yet bring community care to an otherwise dangerous and unsafe situation for Little Italy, DELO residents and Louisville Middle school families and staff.



Section 17.08.374 of the Louisville municipal code states: "The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced ***while still being in harmony with the surrounding neighborhood.***" In order to meet this requirement, the developer and planning department must work with Little Italy residents to address their major concerns. If the preliminary plat is approved the city planner has advised that changes involving Front St. and/or the alley used by residents (our highest and foremost concern) will be almost impossible to amend. The charge for a Special Review Use Analysis states: "***External and negative impacts on adjacent properties are controlled for and reduced.***" Existing Louisville residents have not had a voice until now, and more time is needed for their voices to be heard.

Please do not approve this preliminary plat until the planning department and developer negotiate solutions to existing resident concerns. Thank you, and we look forward to finding common ground from one historic residential area to a new (if approved) residential area.

Sincerely,

Residents of Little Italy and Supportive Community Members  
(83 signatures collected via change.org petition management):

| <b><i>Name</i></b> | <b><i>City</i></b> | <b><i>Postal Code</i></b> | <b><i>Signed On</i></b> |
|--------------------|--------------------|---------------------------|-------------------------|
| Lauren Foster      | Louisville         | 80027                     | 9/5/24                  |
| Parke Pleasants    | Louisville         | 80027                     | 9/5/24                  |
| Anita Menendez     | Louisville         | 80027                     | 9/6/24                  |
| Victoria Facemire  | Louisville         | 80027                     | 9/6/24                  |
| Nick Facemire      | Louisville         | 80027                     | 9/6/24                  |
| Micah Abram        | Louisville         | 80027                     | 9/6/24                  |
| Jerrica Ash        | Boulder            | 80301                     | 9/6/24                  |
| Juliane Leckey     | Louisville         | 80027                     | 9/6/24                  |
| Moses River        | Louisville         | 80027                     | 9/6/24                  |
| Sandra Beranek     | Lafayette          | 80026                     | 9/6/24                  |
| Michael Mahan      | Louisville         | 80027                     | 9/6/24                  |
| Peter Kostoff      | Denver             | 80231                     | 9/6/24                  |
| Ash Colby          | Louisville         | 80027                     | 9/6/24                  |
| Lisa Brooke        | Portland           | 97214                     | 9/6/24                  |
| Sawyer Pierce      | Louisville         | 80027                     | 9/6/24                  |
| Linda Cateora      | Louisville         | 80027                     | 9/7/24                  |
| Else Roth          | Englewood          | 80150                     | 9/7/24                  |
| MARK Zeman         | Louisville         | 80027                     | 9/7/24                  |
| Sondra Hittle      | Boulder            | 80303                     | 9/7/24                  |

|                      |              |       |        |
|----------------------|--------------|-------|--------|
| Sanam Pejuhesh       | Louisville   | 80027 | 9/7/24 |
| Tami Cantrel         | Denver       | 80226 | 9/7/24 |
| Maribel Saldana      | Golden       | 80403 | 9/7/24 |
| Conrad Zeman         | Louisville   | 80027 | 9/7/24 |
| Niko Silvis          | Luisville    | 80027 | 9/7/24 |
| Joan Doolittle       | Louisville   | 80027 | 9/7/24 |
| Jose Rodriguez       | Louisville   | 80027 | 9/7/24 |
| Mary Thompson        | Louisville   | 80027 | 9/7/24 |
| Janice Larson        | Louisville   | 80027 | 9/7/24 |
| Carol Wilson         | Denver       | 80231 | 9/7/24 |
| Kelly Bocker         | Louisville   | 80027 | 9/7/24 |
| Ellen Kirk           | Louisville   | 80027 | 9/7/24 |
| Kirstan Vaughan      | Winder       | 30680 | 9/8/24 |
| Julie Maes           | Louisville   | 80027 | 9/8/24 |
| Rafael Rodriguez     | Lafayette    | 80026 | 9/8/24 |
| Naeem janjua         | Sacramento   | 95832 | 9/8/24 |
| Erika Rikhiram       | Clermont     | 34711 | 9/8/24 |
| Divya Nagendran      | Aurora       | 60505 | 9/8/24 |
| Adam Kaluba          | Burleson     | 76028 | 9/8/24 |
| Joyce Goglio         | Louisville   | 80027 | 9/8/24 |
| Tammy Lastoka        | Louisville   | 80027 | 9/8/24 |
| Todd Lastoka         | Denver       | 80220 | 9/8/24 |
| Jayden Lastoka       | Louisville   | 80027 | 9/9/24 |
| Sara Blumhardt       | Louisville   | 80027 | 9/9/24 |
| James C. Lastoka     | Louisville   | 80027 | 9/9/24 |
| Dustin Sagrillo      | Louisville   | 80027 | 9/9/24 |
| Lauryl Danuff        | Louisville   | 80027 | 9/9/24 |
| Scott Carey          | Louisville   | 80027 | 9/9/24 |
| Jody Ash             | Louisville   | 80027 | 9/9/24 |
| Jennifer Benshoof    | Louisville   | 80027 | 9/9/24 |
| Kay Weaver           | Louisville   | 80027 | 9/9/24 |
| Joanna Roberts       | Bronx        | 10461 | 9/9/24 |
| Andrew w Maass       | Louisville   | 80027 | 9/9/24 |
| Cynthia Corne        | Louisville   | 80027 | 9/9/24 |
| Lisa Zavarella-DeBoy | Louisville   | 80021 | 9/9/24 |
| Ali Frusciano        | Louisville   | 80027 | 9/9/24 |
| Marissa Rodrigues    | Longmont     | 80501 | 9/9/24 |
| Dawn Mcneal          | Fergus Falls | 56537 | 9/9/24 |
| Bob Musslewhite      | Louisville   | 80027 | 9/9/24 |
| Mark Gasper          | Louisville   | 80027 | 9/9/24 |



|                       |               |       |         |
|-----------------------|---------------|-------|---------|
| Ella Miller           | Louisville    | 80027 | 9/10/24 |
| Terri Johnson         | Louisville    | 80027 | 9/10/24 |
| Bob Tofte             | Louisville    | 80027 | 9/10/24 |
| Wendy Appel           | Louisville    | 80027 | 9/10/24 |
| Allyson Stone         | Louisville    | 80027 | 9/10/24 |
| Allister Layne        | Conyers       | 30094 | 9/10/24 |
| Chante Ash            | Louisville    | 80027 | 9/10/24 |
| Steven Morigi         | Denver        | 80234 | 9/10/24 |
| Wild Heritage Gardens | Louisville    | 80027 | 9/10/24 |
| Amber Morelock        | Manor         | 78653 | 9/10/24 |
| Mary Rizzi            | Louisville    | 80027 | 9/10/24 |
| Roxann Waneka         | Lafayette     | 80026 | 9/10/24 |
| Robin Waneka          | Louisville    | 80027 | 9/10/24 |
| David Brandt          | Oklahoma City | 73149 | 9/10/24 |
| will Scherer          | Louisville    | 80027 | 9/10/24 |
| Abbe Gilroy           | Louisville    | 80027 | 9/10/24 |
| Bruce Bernhardt       | Louisville    | 80027 | 9/10/24 |
| Constance Bernhardt   | Louisville    | 80027 | 9/10/24 |
| Dan Barnes            | Louisville    | 80027 | 9/10/24 |
| Stephanie Hartstein   | Denver        | 80219 | 9/10/24 |
| Derek Wood            | Louisville    | 80027 | 9/11/24 |
| Katie Facemire        | San Antonio   | 78249 | 9/11/24 |
| Jorge Bautista        | Corona        | 92882 | 9/11/24 |
| Kirsten LoGalbo       | Abbotsford    | 54405 | 9/11/24 |

**From:** [Sharon Maes](#)  
**To:** [Planning](#)  
**Subject:** Coal creek  
**Date:** Wednesday, September 11, 2024 6:21:33 PM

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Sent from my iPad I disagree wholeheartedly with this idea of coalcreek unit  
In our already confected part of town surrounded by traffic.  
There must be a better location for this, but not for our area.

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**From:** Rita Zamora <[rita@ritazamora.com](mailto:rita@ritazamora.com)>

**Sent:** Monday, July 27, 2020 9:48 PM

**To:** City Council

**Subject:** Traffic / Pedestrian Safety

Hello City Council - Please consider examining traffic / pedestrian safety at Cannon St. and Griffith St.

Please consider a crosswalk at this intersection. Cars come off or speed toward Courtesy Rd/42 on Griffith St. as if there is no speed limit.

As a resident of Griffith St. I can tell you there are numerous speeders throughout the day... this area of East Louisville, DELO, has become popular with walkers of all ages, a senior citizen who walks with a cane, seniors walking pets, young families walking with strollers, toddlers and youngsters, teens on skateboards and cyclists of all ages, as well as numerous pets, enjoy life here--and this area continues to grow from apartment renters and home-owners, more and more residents are out and about walking here.

Even though we have railroad tracks and Louisville Middle School to the west of the Cannon/ Griffith St. intersection, drivers continue to speed.

Please help improve traffic safety and make this area of our neighborhood safer for senior citizens, kids, families, residents and pets.

Thank you!

--

Rita Zamora

**From:** [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@303-748-1719)  
**To:** [Planning](#)  
**Subject:** Public meeting comments for Coal Creek Village Mixed Use Development...  
**Date:** Thursday, October 10, 2024 12:09:38 PM

---

Greetings Board Members,

Dustin Sagrillo, 1435 Front St, Louisville, CO 80027. I was one of the attendees at the 9/12 meeting that did not get a chance to express my concerns before the end of the meeting. Unfortunately I will be out of town for tonight's meeting so I'm sending this message instead.

Many issues and concerns were expressed and I agree with what my neighbors said on the night of the 12th. First and foremost I am appalled that the city planners on this project would "strongly recommend" the approval of this resolution. This tells me they are not residents of the city and they have no idea how this city became as great as it is today.

The idea that this project should have an "urban" feel is out of line with the character of the adjacent neighborhood let alone the entire balance of the City of Louisville.

The word "Attainable" being used to describe the proposed 'for sale' property is ridiculous. Don't be fooled, this developer does not care about affordable housing in Louisville. If he did he'd be building condos instead of apartments. Roughly 75% of the proposed development will be privately owned, for rent apartments. How is that making Louisville more attainable? Again the term is not a real estate term and is empty and meaningless in the context they're implying. For example, anything is attainable if you have enough money. You could even buy a local, treasured, par three golf course only to close it down to build your house if you have enough money; just as this developer did with Haystack Mountain Golf Course. <https://www.lhvc.com/story/2021/05/05/news/tee-time-coming-to-an-end/6205.html>

"Micro Townhomes" - don't be fooled here either, these are condos and are not an affordable or marketable product practically speaking. As proposed they're smaller than a small two car garage and even worse they're two stories. When you subtract the room needed for a staircase and utility closet these are comparable to living in two dumpsters stacked on atop the other but at least two dumpsters would be affordable. These "attainable" homes as proposed will have a market price of \$1000/sqft. Wow, thanks a lot Markel for doing our town such a huge favor in proposing these units as the main selling point in your presentation. I for one strongly oppose this piece of the plan. It's a bait and switch tactic for more apartments as I see it.

The community of Little Italy has tried several times to meet with the city and the developer with minimal response. The bottom line is they both point at each other as who is responsible for pushing the Front St as a main thoroughfare issue. It seems as neither knows what's going on and neither seem to care about the impact to the adjacent historic neighborhood. The connection at Front St should be for emergency access only. The neighborhood, railroad crossing and middle school cannot handle the traffic this proposed development will bring.

This change puts too much in too little space. It's not needed nor wanted, especially if it's 75% rental units which does nothing to help grow the community of homeowners here in Louisville.

The fact that the city staff would use the original plat to get out of providing dedicated open space is embarrassing and shameful. The lots platted would have been sold in 1,2,3, or 4 parcels



per owner and homes would have been developed in line with what you see in old town today. The city also would have retained space for a park as the development progressed just as they did in old town. The idea that this plat be compared or used as a technicality to omit dedicated community space also tells me we have the wrong people in the planning department positions as they are not in line with the planners that came before and made this city what it is today.

The transition between the existing neighborhood and the proposed new development is laughable. The architecture and curb appeal of the renderings are atrocious and in no way resemble anything in the adjacent neighborhood. The existing alley behind Griffith should be used as alley access to single family homes in the proposed space that resemble the size and shape of homes on the Little Italy side of the alley. This would make a more reasonable buffer and that line of homes could use the alley and access to Front St as a reasonable compromise to the neighborhood accessibility issue.

Why are we not talking about the long overdue underpass to connect the ball fields, King Soopers commercial area and trail connectivity to Lafayette? This is the time to make these improvements. If this development continues as proposed it'll be the last nail in the coffin forever cutting off the access the city has long needed and wanted.

The little or no front and back yards on the proposed townhomes backing to the railroad tracks is unreasonable. How does one access their "front door"? When they stand on their doorstep and the weed control rail car pass by spraying poison is it considered a selling point? LOL

I will say my favorite part of the meeting was when the developer attempted to explain the snow removal and storage plan, or lack thereof. I don't think "climate change" is a responsible plan for lack of forethought in regards to watershed and snow storage and I have no idea how the planners would strongly approve this resolution which paves the way for this plan or something similar to move forward.

Please don't agree to pass this resolution. This is not in line with who we say we are in this great city we love.

***Best Regards,***



**Dustin Sagrillo - REALTOR since 2005**

***"I help you love where you live and enjoy the process of getting there."***

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**Certified Negotiation Expert, CNE**  
**Senior Real Estate Specialist, SRES**  
**Colorado Collaborative Divorce Professionals**

**RE/MAX of Boulder**

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Boulder, CO 80302

Direct: (303) 748-1719

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[www.thesagrillgroup.com](http://www.thesagrillgroup.com)

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**To:** [Planning](#)  
**Subject:** Public meeting comments for Coal Creek Village Mixed Use Development...  
**Date:** Thursday, October 10, 2024 12:09:38 PM

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**From:** LLC LLC  
**To:** Planning  
**Subject:** PUPL-346-2021 ZON 347-2021 SRU-520-2024  
**Date:** Saturday, September 7, 2024 12:15:59 PM

---

Dear Planning Commissioners,

I have lived in the Little Italy neighborhood since purchasing my home 31 years ago. I've attended several meetings over the decades re the blighting, revitalization, railroad fast tracks and development of the east side of the railroad. Today, I am writing about the development of the land north of Little Italy-The Coal Creek Village. My intent is to protect the Historic Little Italy neighborhood, my neighborhood.

Please consider my concerns as you make decisions for the proposed development of Coal Creek Village.

1) Traffic inside the Little Italy neighborhood. I am absolutely opposed to the Front St connection through Little Italy to the north into the Coal Creek Village development. Allowing traffic to and from the development to pass through the existing neighborhood would be disruptive, unsafe, busy, noisy and unnecessarily negatively impact the neighborhood. The development plan already has 2 access streets to S. Boulder Rd and 1 access to 95th St. Providing access to Griffith St directly through the Little Italy neighborhood potentially increases traffic by 100s of vehicles per day. This volume of traffic would ruin the small compact neighborhood and create a backlog of traffic at the intersection of Front and Griffith streets. Griffith St already has an unsafe situation in the morning and afternoon when it is flooded by vehicles and students going to Louisville Middle School. Griffith St., also, already backs up with traffic for each passing train. I am in support of an access on Front St into the development for emergency response, pedestrians and bicycles. I am not in support of increased cars. Perhaps gated or pylons or the like of other limiting access that has been employed by the city elsewhere could be used here.

2) There is an alley on the north side of Little Italy that needs to remain open. Currently it is used for residents to access garages and private property. The plan for Coal Creek Village shows the alley used as a water detention area for the development. As there are already flood risk in that area, water needs to be diverted farther north away from the existing homes. There is already a natural marshy area with cat tails closer to the existing car wash that could possibly be enhanced to support detention water.

3) Density. There's a request to rezone and increase the density from the prior density zoning that was decided for this development. I am not in support of this rezoning request. Traffic, noise, light pollution has already impacted Little Italy from the Delo development. Increasing density from the plan that was already set forth in the Coal Creek Village development would further impact this neighborhood.

4) Green space. The Delo development to the South of Little Italy is lacking in shade. The area is hot and dry. Let us not create another paved, hot, and dry development without consideration of shade, permeable ground and greenery larger than a planter. The existing trees on the land proposed to be developed, although in need of tending and trimming, serve as perch areas for great horned owls, red tailed hawks and rarely bald eagle. Although these birds of prey are usually looking for the opportunity to take a backyard chicken, they are a magnificent sight either in flight or at rest. I would support the Coal Creek Village development incorporating the unique opportunity of highlighting the cat tails, cottonwoods and ecosystem



(including salamanders) that is already present on the land.

Louisville is a cool town. Let's not make the necessary efforts for housing deter from the small town vibe by rezoning the plan for even higher density and allowing development to severely impact an often overlooked historic neighborhood by creating a thoroughfare for vehicles, denying access to garages and properties and eliminating an ecosystem. The Coal Creek Village can be an example of how development can protect what is worth protecting while being utilized to serve the housing needs of our small town.

Thank you for your time and consideration.

Linda Cateora

1439 Front St

Louisville

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**From:** [tamar.krantz](#)  
**To:** [Rob Zuccaro](#); [Jeff Hirt](#); [Matt Post](#); [Steve Brauneis](#); [Planning](#); [Planning Commission](#)  
**Subject:** Re: Misinterpretation of code at Hearing last night-- Public Land Dedication Required  
**Date:** Saturday, October 12, 2024 9:41:43 AM  
**Attachments:** [image.png](#)  
[image.png](#)

---

Planning Commissioners and Staff,

I am thinking hard about the importance of our code that requires 15% public land dedication for residential developments. Future residents and neighbors at Coal Creek Village require open space and quality public spaces for their wellbeing.

Please recall the community engagement summary presented at the August 8th Planning Commission Hearing.

The survey question and responses below show that residents clearly want new development to prioritize Open Space and Quality Public Spaces.

In addition to following the municipal code, please follow the desires of the community.

Tamar

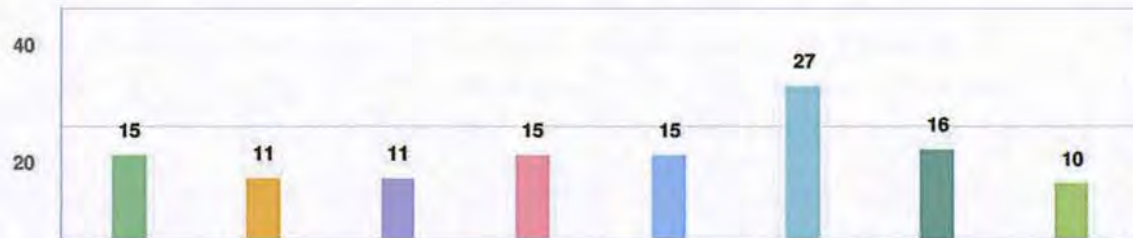
***What does "development that maintains or enhances our unique quality of life" mean to you?***

Open Space was the clear definer for this value. Other topics received relatively high support, as well, except for Zoning Regulations, Historic Preservation, and Public Art and Community Identity.

| Answer Options                    | Total Votes Received | Priority Votes (In-Person Only) |
|-----------------------------------|----------------------|---------------------------------|
| Open Space                        | 97                   | 37                              |
| Quality Public Spaces             | 79                   | 20                              |
| Community Character               | 66                   | 13                              |
| Public Art and Community Identity | 52                   | 6                               |
| Community Centers                 | 51                   | 7                               |
| Historic Preservation             | 50                   | 5                               |
| Zoning Regulations                | 47                   | 9                               |



**Q3** What does "development that maintains or enhances our unique quality of life" mean to you?



**Question options**

- Zoning Regulations - laws to protect neighborhood character related to land use, buildings, and density
- Community Centers - places for neighbors to connect
- Public Arts and Community Identity - representation of Louisville's community culture through public art
- Historic Preservation - protection and enhancement of Louisville's architectural and cultural heritage
- Quality Public Spaces - safe and well maintained public spaces that enhance neighborhoods

▲ 1/2 ▼

On Fri, Oct 11, 2024 at 3:54 PM tamar krantz <[tamarkrantz@gmail.com](mailto:tamarkrantz@gmail.com)> wrote:

Dear Director Zuccaro, Senior Planner Post, Planning Commission Chair, and Commissioners,

There seems to be a misinterpretation of code applied at the Planning Commission Hearing last night during the hearing on the Coal Creek Village Mixed-Use Development.

A public land dedication or fee in lieu is required but none was included. During the meeting last night, the issue was boiled down to what I believe to be a misinterpretation of the word "adequate". I have copied the transcript of the conversation below for your reference.

First of all, boiling this down to one word ignores the purpose and intent of the entirety of Title 16, Subdivisions. To make the determination that *NO* public land dedication is "adequate" is an enormous stretch. Common sense, our Comprehensive Plan, the HWY 42 Framework Plan, and the purposes expressed in the general provisions for subdivisions in LMC 16.04.020 require a public land dedication or fee in lieu. Please take the time to review the purposes set forth in 16.40. 020, specifically, purposes C and N. Please review the entire context of 16.60.060, Public Sites and Dedications. Taken in context, it is clear that a new development of this size requires "focal points for the community", "open space" or "public amenities" and the need to "provide for adequate and convenient open spaces...and recreation". The importance of this is reiterated in our code; the code gives the Planning Commission the authority to require more public space if 15% is not adequate (LMC.16.16.010 B and E). Relying on a stretch of one word, in one exception, to discount the public good is unacceptable.

While I believe that Director Zucaros's interpretation of the word "adequate" is out of context, I also believe it is incorrect.



First, I hope you will agree with a minor clarification: I believe Chair Brauneis and Director Zuccaro were referring to the word "satisfactory" in the code section that allows an exception to the public land dedication requirement for previously subdivided land. LMC16.16.60 B (4) states:

*"The requirements of the section shall not apply in cases where **satisfactory** dedication arrangements were made and approved by the city council at the time of annexation or previous subdivision of the same property."*

The subdivision plat does not comply with this exception. You will see that there is *NO* public land dedication in the subdivision plat from 1890. This is neither adequate nor satisfactory. Was there even a city council at the time? If the applicant, Markel Homes, refused to add a public land dedication, they may wish to argue that zero was acceptable and refer to a plat from 1890. However, given that the city council and planning commission have the authority to interpret *ZERO* public land dedication as unsatisfactory and that the planning commission and city council have the authority to require more, the city would prevail.

I believe that you will be able to solve this problem at the hearing when it is continued on December 12. The applicant, Jason Markel, expressed willingness to work with the community, planning staff, and the commission to look into the traffic concerns. I was very impressed with his patience and expressions of flexibility, especially when it came to making Front Street a thorough street. When asked about the public land dedication, he sounded willing to work with the findings of staff and the planning commission.

Staff, why not ask if they would provide a public land dedication?

Commissioners, why not follow the city code and send this back to be redesigned with a public land dedication? This is a preliminary plat and PUD, giving you the opportunity to give input before a final.

Let me reiterate a few reasons for a public land dedication that would require a small sacrifice in proposed density.

- The small park, tiny pocket parks, and drainage areas are not adequate and will not serve the increased density that the waiver requests would allow. Future residents require more outdoor space and breathing room
- A community designed with smaller indoor living areas requires an adult gathering area such as a dog park, picnic pavilion, pool, exercise area, basketball court, or other amenity.
- Residents of Little Italy would like to have a buffer between their homes and the development



- Reserving a space for a passenger rail station would be a well-justified use for a public land dedication.

Thanks for considering this.

Tamar Kranz

Louisville

**Transcript of Conversation on Public Land Dedication from [10/10/24 video](#):**

At 2:33:25 in the hearing Jeff Moline asked the applicant about his "thinking about the parks dedication".

At 2:35:40 Jason Markel addressed the public land dedication. He said, "I'm not the expert, but what I do remember is that because this was happening years ago with different staff, everyone dug in really firmly on that aspect of things and I believe the city attorney was involved and we had a lot of different discussions about that. It wasn't overlooked. It was dug into and thought through. And that was the staff's finding. Rob, do you have more to add about that?"

At 2:36:30, Director Zukarro said: "So the public land dedication, when a property is already subdivided, our practice has been that even if it was subdivided 100, 110, 120 years ago our practice has been that we don't seek a public land dedication because it has already been subdivided. The code language does maybe have some discretion there but that's been our practice."

Chair Brauneis then said: "I take it that your interpretation of the word "adequate" to mean what was in place at the time it was subdivided and so at the time it was subdivided in the 1890's there was no land dedication required so that was considered adequate at the time."

Director Zuccaro responded, "I think that's the logic but "adequate" is up open for anybody to determine of course."

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# SUMMARY OF MAJOR PLANNING DOCUMENTS AS THEY PERTAIN TO COAL CREEK VILLAGE DEVELOPMENT AND FRONT STREET PROPOSED CONNECTION:

Overview of all documents and key quotations:

## **TRANSPORTATION MASTER PLAN:**

Not a single line of support for a connected Front St and MANY, MANY things that are opposed.

- **The TMP is explicitly designed to REPLACE previous development plans** (such as the 2016 Coal Creek Station, 42/S 96<sup>th</sup> Street Gateway Alternative Analysis, and the South Boulder Road Small Area Plan). This document supersedes those former plans for guidance regarding transportation decisions in Louisville:
  - Pg 1-3: "Previously, the City's transportation goals were housed within multiple planning documents that the City developed over time, including ... In recognizing the benefits of coordinated transportation planning city-wide, rather than incrementally for specific corridors or areas of the city, the City has developed this Transportation Master Plan (TMP)... "The TMP takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City's current transportation goals."
  - For example, the 2016 South Boulder Road Small Area Plan discusses connectors, including the Kaylix connector, which is explicitly described as a part of the 2019 TMP. However, the out-of-date Front Street connection has been REMOVED from the 2019 TMP because it clashes with the goals of the TMP, Boulder County TMP, Future42 report, and Preservation Master Plan.
- **Six of the eight TMP goals are focused on concepts that are fundamentally opposed to the Front St. to South Boulder Road auto connection.** They instead support safety, reductions in auto traffic within the Old Town Overlay to incentivize walking and biking, and improvements to safety in key areas (including South Boulder Rd/SH42 and Louisville Middle School). These goals are likely, in part, a response to the following concerns repeated throughout the plan from Page 2-2:
  - "Traffic congestion and cut-through regional traffic are getting worse."
  - "Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking."
  - "Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and is also near some intersections with higher numbers of collisions." (Pg. 3-27)
- **Mentions of development or developer** are all related to meeting the goals of the TMP which discourage connection of Front Street and encourage focuses on walkable/bikeable places and developments:
  - Pg. 3-12: "Higher density housing... can help reduce reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity."
  - "Allowing transit-supportive development patterns and land uses, such as mixed-use development at higher densities, can accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network." (Pg. 3-17)



- “In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
- “The City’s adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There should be a focus on promoting walkable places in the city’s main commercial corridors along McCaslin Boulevard and South Boulder Road, especially as redevelopment opportunities occur.” (pg. 4-10)
- “Land use decisions and site planning for new developments should consider how to leverage investments in transit.” (pg. 4-30)
- “Program 2: TDM incentivizes non-vehicular transportation modes... Louisville should promote or require TDM as part of new developments”
- **Top 3 policies, top 3 projects, and top 3 programs are all** focused on **reductions in car traffic and/or increased focus on safe/accessible walking/biking**, especially in neighborhoods like Little Italy and Louisville Middle School (called out as an area of concern in all TMP discussions regarding traffic accidents and walking/biking to school):
  - **“Policy 1** Summary: Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode.
  - This policy provides a guide for the design of new streets or for improving infrastructure on existing streets and should take into consideration the surrounding context and land uses.
  - Pedestrian, bicycle and transit facilities should be considered a priority in all road designs”
  - **“Policy 2** Summary: In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
  - **“Policy 3** Summary: Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed- use neighborhoods... and TOD helps to reduce congestion and support environmental sustainability.”
  - **Project 1:** Corridor Improvements is focused on “improve safety and multi-modal access” through larger corridor-level improvements. This project discusses plans for The Little Italy area, none of which mention a connection, but all of which highlight safety and congestion concerns on these corridors and the potential to impact nearby neighborhoods.
  - **Project 2** lists two improvements near Little Italy (see maps) which are focused on (1) a safe bike route (BK11), and (2) a Louisville Middle School connection Off-Street Shared Path (MU5)
  - **Project 3**, connectivity and safety improvements, states: “Research shows that investment in walkable environments, and neighborhoods that are pedestrian-friendly often attract a disproportionate level of commercial activity.”
  - **“Program 1:** A Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City’s family-friendly small-town character.”
  - They list “diverters to restrict vehicular movements” as an example tenant and the eligibility includes: “speeding, traffic volume/cut-through traffic, crashes, child safety issues, location of designated school routes.” Little Italy and the proposed Front Street connection meet every single one of these key considerations.
  - **“Program 2:** Transportation Demand Management (TDM) TDM strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving.”
  - **“Program 3:** Safe Routes to School - The goal is to reverse the decline in children walking and bicycling to schools and increase kids’ safety. Safe Routes to School activities include infrastructure improvements for sidewalks and crossings; safety, education and encouragement programs; Walking School Bus or Bike Trains.”

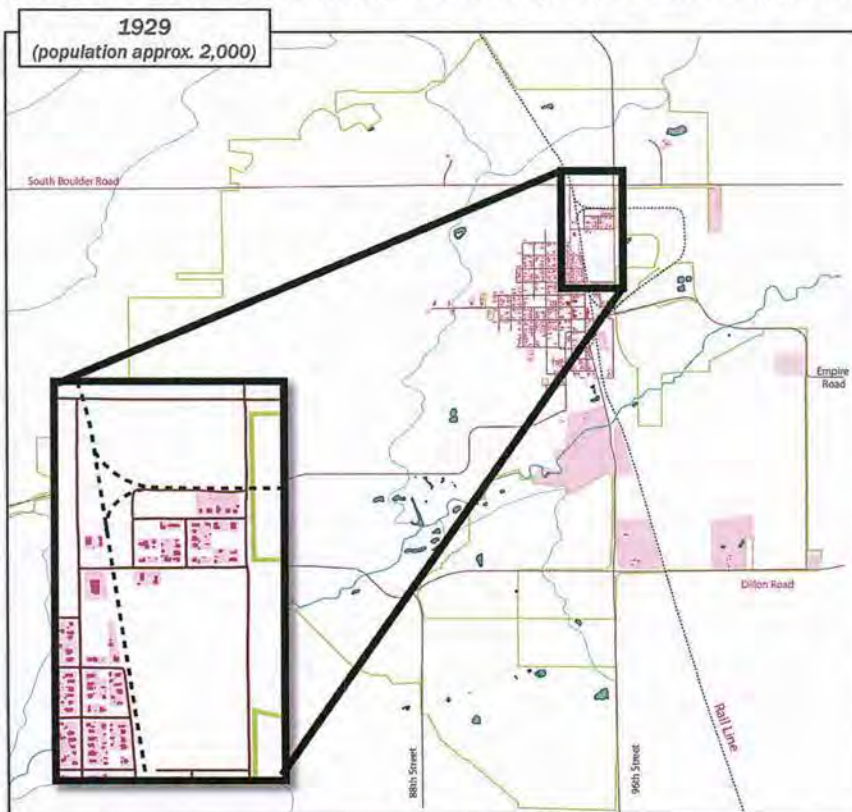


- Two explicit connections ARE proposed to complete gaps in Louisville where they are recommended (Kaylix Connector and CTC Connector). Front Street, Little Italy, and Coal Creek developer property are shown on every map throughout the report with no connection and all discussion or mention of these areas is focused on safety, for residents and Louisville Middle School students, in the face of being near one of the highest-crash intersections in the city.
  - There is no content anywhere that mentions or supports a connected Front St from South Boulder Road, through ONE CITY BLOCK to where it dead ends at the discontinuous Delo parking access simultaneous to 1-2 car backups at the railroad and Louisville Middle School safe school route. This is not only NOT a part of the TMP, it is extensively rebutted throughout.

### **Preservation Master Plan (2015)**

The preservation master plan

- “The “Little Italy” neighborhood encompassed the approximately twenty-five homes north of Griffith Street between Main Street and Highway 42. Italians eventually became the largest single ethnic group in Louisville, with bocce courts, numerous popular restaurants and other local businesses, and the continuing prevalence of Italian surnames marking their influence on the community.” (pg. 7)
- Pg 10: 1929 Development map shows majority of Little Italy present in 1929.



- “Louisville’s older houses... recall the importance of living in close knit, friendly neighborhoods.” (pg. 14)
- Pg. 16: Little Italy is an important part of Old Town Overlay, which was “created to protect against insensitive new constructure in the oldest residential areas of Louisville”
- Focus on more collaboration with other city entities. Currently there is not someone in the historic planner role to review the Coal Creek village plan, so that will fall to the Planning Commission:



- **Objective 4.1** - Encourage greater collaboration between the Historic Preservation Commission and other City Boards and Commission. **Objective 4.2** - Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum”
- “Historic Preservation Commission members are positioned to collaborate with other City Boards and Commissions while the Planning staff has opportunities to further integrate preservation more into the full range of municipal activities.”
- “Evaluate potential amendments to the municipal code to allow waivers from design standards in exchange for preservation of historic resources through the PUD process.” (Pg. A-2)

#### **Future42 Plan (2022)**

The Future42 plan is focused on safety on the 42 corridor, and does not include recommendations for connecting South Boulder Road to Little Italy via Front, or any other, street. Some key quotes here, and a full list below.

- “Vehicular traffic will be safer with the implementation of a design that is more in line with the context of the adjacent land uses” (pg. 8)
- “These zoning districts play a huge part in how the roadway should interact and be built contextually... and with at least 29% of peak-hour trips being entirely within the community, there is opportunity to offset some of these trips through multimodal connectivity.” (pg. 15)
- “the project team will need to work with the State Historic Preservation Office, and local jurisdiction historical preservation programs to minimize impacts on historic sites.” (pg. 29)
- “It should be noted that there are two major drainage basins located within project limits (Coal Creek [7.58acft 100-yr detention required] and Bullhead Gulch)... Water quality and detention requirements were preliminary determined based the site area and imperviousness in each major basin... Where regional extended detention basins are utilized, it should be evaluated if the project volume requirements can be combined and/or shared with adjacent developments.” (pg. 54)

#### **Louisville South Boulder Road Connectivity Plan (2019)**

Does not include ANY provision, mention, or conceptual goal for connection of Front Street and is the most recent document, coupled with the 2019 TMP, that describes plans in this part of Louisville.

All detailed quotes are provided in the ensuing pages. These summarize over 250pgs of major city plans:



## 2019 Transportation Master Plan quotations:

### Transportation Master Plan (2019):

- Pg 1-2: “Finding more ways to limit vehicle travel by providing convenient and viable multimodal alternatives has also been a priority for the City. Providing better access to non-vehicular options can help those who are not able to drive or do not have access to personal vehicles, and can help reduce traffic congestion and vehicle emissions.”
- Pg 1-3: “Previously, the City’s transportation goals were housed within multiple planning documents that the City developed over time, including ... In recognizing the benefits of coordinated transportation planning city-wide, rather than incrementally for specific corridors or areas of the city, the City has developed this Transportation Master Plan (TMP)... “The TMP takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City’s current transportation goals.”
- Pg 1-5 to 1-8 TMP Goals:
  - “1. Operate efficiently and safely for all users... The transportation network must also be safe for all users. It should be designed in a way that minimizes crashes”
  - “2. Be a cohesive and layered system of streets and trails for walking, biking, transit, driving, and recreation. “
  - “4. Utilize new technologies to provide safe, reliable, clean, and convenient transportation choices.”
  - “5. Increase mobility options and access for people of all ages, abilities, and income levels... It must improve mobility and remove barriers for drivers and non-drivers, younger and older people, families and individuals, regardless of income.”
  - “6. Provide complete streets that are inviting, enhance livability and reflect the City’s small-town atmosphere. Streets should be designed to work for all modes of transportation. Complete streets are functional and inviting to a variety of users, whether they be on foot, on bike, or in a car. They should be designed to feel safe, promote use by all modes, and reflect Louisville’s small- town character.”
  - “8. Improve environmental and community health by reducing emissions, and supporting mode share and sustainability... The transportation system should be designed to encourage the use of alternative modes of transportation, and minimize the barriers toward the use of such facilities. The system should also promote technologies that lead to greater efficiency and more accessible multi-modal networks.”
- Pg 2-2: “Major themes from the community input included:
  - While driving is how most people get around, the participants wanted more investment in multimodal infrastructure such as underpasses, transit connections, bike lanes, and safer road crossings.
  - The city’s trails are a great amenity for residents and continued investment in trails is desired.
  - Traffic congestion and cut-through regional traffic are getting worse.
  - Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking.
- Pg 2-3
  - “Comments most frequently addressed biking and walking connectivity, with many ideas for new or improved connections. Safety was also a frequent topic, with more specific concerns noted by mode throughout the community geographically.”
  - “The public input summary identifies major areas of focus along SH 42/S 96th Street, South Boulder Road ... Many of these comments related to improving connectivity and accessibility for multiple modes, and improving areas of congestion.”



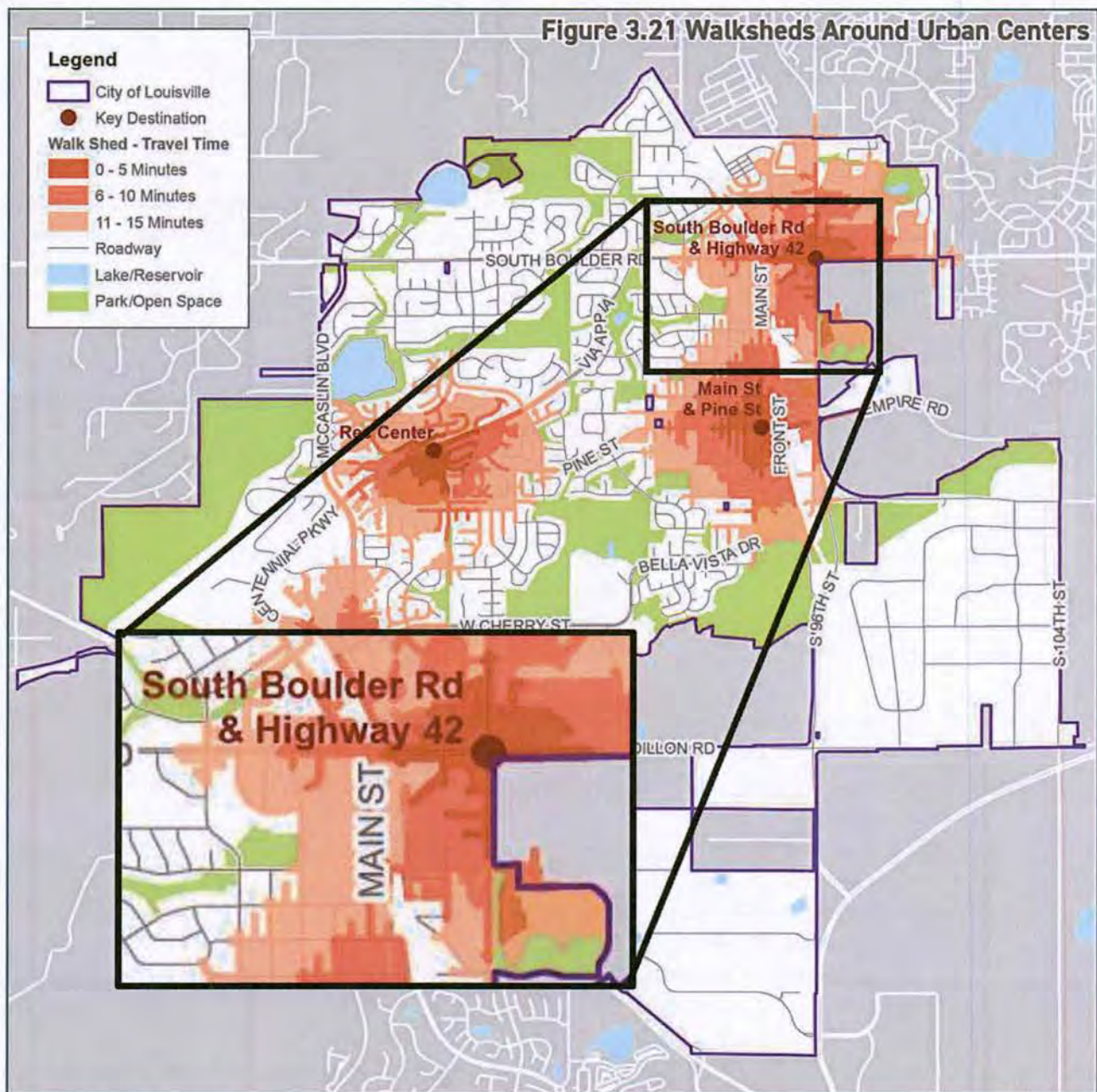
- Pg. 2-5:
  - “The survey indicated that key barriers to transportation within Louisville included the following: Walking... some intersections don’t feel safe, and vehicle speeds may negatively affect feelings of safety and comfort”
  - “The top priorities were identified as access to bike/pedestrian destinations, regional transit service, first and last- Sidewalks & curb ramps mile connections to transit, and bike lane improvements.”
  - “The top three types of projects that people identified were for bike/pedestrian underpasses, commuter rail, and intersection safety improvements for all modes.”
- Pg. 2-7: “More connections to and within destinations are needed for walking and biking access.”
- Pg. 3-12: “Higher density housing, like apartments and townhomes, can be complementary to transit stops and can help reduce reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity. More affordable housing is desired in the region and the City has recently endorsed the Boulder County Regional Housing Strategy to expand affordable housing options.”
- Pg. 3-17
  - “Nonwork-based trips are typically much shorter. These shorter trips can be more strongly influenced by enhancing modal options, particularly walking and biking.”
  - “Allowing transit-supportive development patterns and land uses, such as mixed-use development at higher densities, can accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network.”
- Pg. 3-18
  - “Currently, 31% of trips within Louisville, or to or from Louisville, are 3 miles or less in distance. Short trips are more easily completed using a mode other than driving. Three miles equates approximately to a 15-minute bike ride at average speed. Providing high-quality choices for non-car modes can reduce the demand on existing roadways and ease congestion. Adequate infrastructure that people perceive as safe and attractive helps to promote walking and biking. The share of short trips is predicted to remain constant through 2040. As the total number of trips in Louisville is projected to increase by 25% between today and 2040, shifting a portion of the short trips from driving alone to another mode could result in meaningful impacts to overall travel conditions.”
  - “Louisville has the potential to increase the share of trips made by walking, biking, and transit through investments in infrastructure supportive of those uses.”
- Pg. 3-20 “Challenges along the corridor are drivers speeding downhill, limited pedestrian crossings, a freight rail line, and cut-through traffic from Boulder and Lafayette.”
- Pg. 3-21 “Traffic volumes cause delays in the Downtown area, especially at the South Boulder Road signal. There are open spaces and parks to the east, but they are difficult to reach on foot and by bike due to a lack of crossings.”
- Pg. 3-24 “South Boulder Road west of Highway 42/S 96th Street to Main Street operates at a LOS E, S 96th Street south of Downtown is a LOS E, and Highway 42/S 96th Street between Pine Street and South Boulder Road is estimated to be LOS F”
- Pg. 3-26
  - “1. Main Street is signed as a 25 mph roadway, and while there is some speeding near Louisville Middle School, most cars travel well under the speed limit within Downtown. To the south, on County Road, speeding has been observed.”
  - “2. South Boulder Road experiences peaks during typical commute hours, with considerable eastbound delays in the PM, especially between Main Street and SH 42/S 96th Street. In the AM approximately 60% of cars are traveling westbound, towards Boulder,



while the split is reversed in the PM. Speeding is most problematic for eastbound vehicles traveling down the hill east of Washington Ave.”

- “7.The speed limit on S 96th Street is 40 mph, however most cars travel well over that.”
- Pg. 3-27:
  - “The actual and perceived safety of an intersection or a corridor can greatly impact people’s desire to utilize certain routes, particularly for those on foot or bike.”
  - “Safety surrounding schools is also a key factor in mobility and health.”
  - “Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and is also near some intersections with higher numbers of collisions.”
  - “Pedestrian safety in relation to schools is a key factor for mobility and health.”
- Pg. 3-28: “Figure 3.20 shows the concentration of crashes over a span of three years (2013-2015). The areas around the intersection of McCaslin Boulevard and Dillon Road, the intersection of South Boulder Road and Highway 42/S 96th Street, and the intersection of Pine Street and Highway 42/S 96th Street stand out for their especially high concentration of crashes.”
- Pg. 3-29: “Having a complete transportation network will afford people the option to make trips using a variety of modes, whether it is driving, walking, bicycling or riding transit.”
- Pg. 3-30: “The walkability of an area is heavily influenced by the quality of the pedestrian infrastructure, including width and surface of the path or sidewalk, block lengths, buffering and separation from vehicles, relationship of sidewalks to buildings, intersection distances and treatments, lighting and other amenities such as landscaping and seating.”
- Pg. 3-31: “Downtown Louisville has a score of 82 and is considered “very walkable,” suggesting that most errands can be accomplished on foot.”
- Pg. 3-32: “Figure 3.21 shows the areas within a five-, ten-, and fifteen-minute walk of key destinations in Louisville. The walksheds indicate the areas from which people are most likely to reach a central destination on foot.”





- Pg. 3-33: “Expanding the bicycle network with safe facilities will improve access to more destinations, and encourage biking by making riders feel more comfortable.”
- Pg. 3-36: “These short travel times indicate that biking is a convenient way for people living and working in Louisville to access local destinations—and that people are likely to make trips by bike if safe, comfortable, and attractive facilities connect to the places they wish to go.”
- Pg. 3-41: “Figure 3.26 depicts the areas within a five- and ten-minute walk of RTD bus stops in and around Louisville. Many of the residential areas in Louisville can access a bus stop within a ten-minute walk.” [Little Italy and Coal Creek are in a 0-5min transit shed]
- Pg. 4-3: Recommendations that support a multi-modal connection (emergency only automobiles) at Front St between Little Italy and Coal Creek:
  - Policy 1: Great Streets
  - Policy 2: Guidelines for Walkable and Bikeable Places
  - Policy 3: Transit Oriented Development Guidelines
  - Project 2: All Ages and Abilities Bicycle Network



- Project 3: Connectivity and Safety Improvements
  - Program 1: Neighborhood Traffic Management Program
  - Program 3: Safe Routes Programs
- Pg. 4-4:
  - “Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode.”
  - “This policy provides a guide for the design of new streets or for improving infrastructure on existing streets and should take into consideration the surrounding context and land uses.”
  - “This Great Streets Policy has the potential to lead to the creation of more livable places, increased comfort and safety for people walking and biking, improve first and last-mile access to transit, reduce congestion, and improve air quality.”
  - “The Great Streets policy incorporates safe and comfortable places for all modes of transportation, including walking, biking, transit users and driver, and users of all ages and abilities. Design is specific to the location and type of facility.”
  - “Great Streets will reduce and eliminate conflicts that could lead to crashes.”
- Pg. 4-5: “Pedestrian, bicycle and transit facilities should be considered a priority in all road designs.”
- Pg. 4-6: “Intersections can become significant barriers to Great Streets if not designed properly.”
- Pg. 4-8: “Generally, a network designed to encourage people of all ages and abilities will include buffers and physical protection from vehicular traffic on roadways with higher levels of vehicle traffic, conflict points, and design speeds.”
- Pg. 4-10:
  - “In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
  - “Reducing the reliance on an automobile for short trips and encouraging active transportation options.”
  - “Again reducing the reliance on an automobile for short trips and encouraging active transportation options.”
  - “Implementation: The City’s adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There should be a focus on promoting walkable places in the city’s main commercial corridors along McCaslin Boulevard and South Boulder Road, especially as redevelopment opportunities occur.”
- Pg. 4-13/14: “CP1 & 2: SH 42 / S 96th Street” – Developer should focus on putting high profit dollars towards corridor improvements on SH42 instead of increased traffic and safety concerns through dead end neighborhoods.
  - “the corridor is experiencing increasing travel and anticipates further increases over time. Additionally, the City anticipates future transit service along the corridor and the corridor lacks comfortable multi-modal options.”
- Pg. 4-19: “CP5 South Boulder Road Study”
  - “Current issues include congestion, safety concerns at intersections, and an uncomfortable bicycle lane.”
  - “The community desires additional underpasses along the corridor and several at-grade crossing improvements are currently planned as short- term high-priority projects.
  - “Short-term improvements... should focus on crossing improvements for people walking and biking, and providing a buffer or physical separation between vehicles and bicycles in the current bicycle lanes where possible.”
- Pg. 4-22 “BK 11 Bike Route DELO to Downtown”



- Pg. 4-24 “MU5 “Off-Street Shared Path Louisville Middle School connection”
- Pg. 4-26:
  - “Research shows that investment in walkable environments, and neighborhoods that are pedestrian-friendly often attract a disproportionate level of commercial activity.”
  - “The at-grade connections are high-value and relatively low cost and many of the higher-priority at-grade improvements can be considered. The Great Streets and Walkable and Bikeable Places policies informed these selections and should guide the specific improvement at each location”
- Pg 4-28: “GS5 Underpass South Boulder Rd at SH 42 Regional Trail”
- Pg. 4-29:
  - “Project 4 recommends an enhanced connection between the Rec Center, neighborhood bikeways, trails, and Downtown. This focuses on enhancing proposed bikeways through separation and protection from vehicles and widening sidewalks to improve accessibility.”
  - “This project can be phased into separate segments and incorporate a variety of treatment types to enhance the safety and ability of people walking and biking.”
  - “Intersections along the enhanced connection route should be enhanced and prioritized for the safety of people walking and biking while crossing.”
- Pg 4-30
  - “Improvement for those in the community who are transit-dependent should be prioritized.
  - Land use decisions and site planning for new developments should consider how to leverage investments in transit. “
- Pg. 4-34
  - “A Neighborhood Traffic Management Program • (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City’s family-friendly small-town character.
  - Diverters to restrict vehicular movements
  - With limited resources, an NTMP should provide criteria that will aid in prioritization of projects throughout the city. Considerations for eligibility for improvements may include:
    - Speeding
    - Traffic volume/cut-through traffic
    - Crashes
    - Child safety issues
    - Location of designated school routes
  - The City should ensure that investments are made fairly and equally in all parts of the city.
  - NTMPs should utilize a public process that includes data collection, community outreach, identification and evaluation of potential solutions, and community input on identified solutions.
- Pg. 4-35 Transportation Demand Management (TDM) strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving.
  - “Disincentives for driving”
  - “Ordinances and development conditions”
  - “TDM strategies may include a wide range of programs that promote walking, biking, transit, and ridesharing.”
  - “Online tools can include a variety of resources to help making biking, walking, and transit use a convenient way to make trips in the City.”



- “Shared Parking - Shared parking between uses in mixed-use areas, (retail/office and office/residential) create opportunities to share parking due to the varying time-of-day parking demands.”
- Pg. 4-36: Program 3: Safe Routes Program
  - “A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools”
  - “Safe Routes to School - The goal is to reverse the decline in children walking and bicycling to schools and increase kids’ safety. Safe Routes to School activities include infrastructure improvements for sidewalks and crossings; safety, education and encouragement programs; Walking School Bus or Bike Trains.”
- Pg. 4-41: Program 9: Bicycle-Friendly Designation
  - “Enforcement is achieved through the creation, enforcement, and interpretation of bicycle-friendly laws and ordinances.”
- Pg. 5-2: “Projects can be grouped based on their intent, such as all at-grade crossings that are located around schools, or by location where all projects in the vicinity of Downtown could be grouped.”
- Pg. 5-10:
  - “This program provides funding for transportation projects or programs likely to contribute to the attainment or maintenance of a national ambient air quality standard.”
  - “Transportation Alternatives (TA)... Many TA projects enhance non-motorized transportation, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and recreational trail program projects.”
- Pg. 5-11:
  - “Funding is intended to be used for transit, TDM programs, multimodal projects that incorporate new technology, studies, and bicycle/ pedestrian projects.
  - The Recreational Trails Program (RTP) funds trails for recreational modes such as walking, hiking, bicycling.
  - *Safe Routes to Schools (SRTS)* The Colorado Department of Transportation (CDOT) administers Colorado’s Safe Routes to School (SRTS) program to make school routes safe for children while walking or cycling to school.
- Pg. 5-17: “The goals identified for the TMP represent building blocks to continue to develop a community with a high degree of mobility that is accessible and safe for people of all ages and abilities to travel.”
- Pg. 5-18: 12/17 listed performance metrics for the TMP would be negatively impacted by connecting one block of Front St through historic Little Italy to South Boulder Road.

## 2015 Preservation Master Plan quotations:

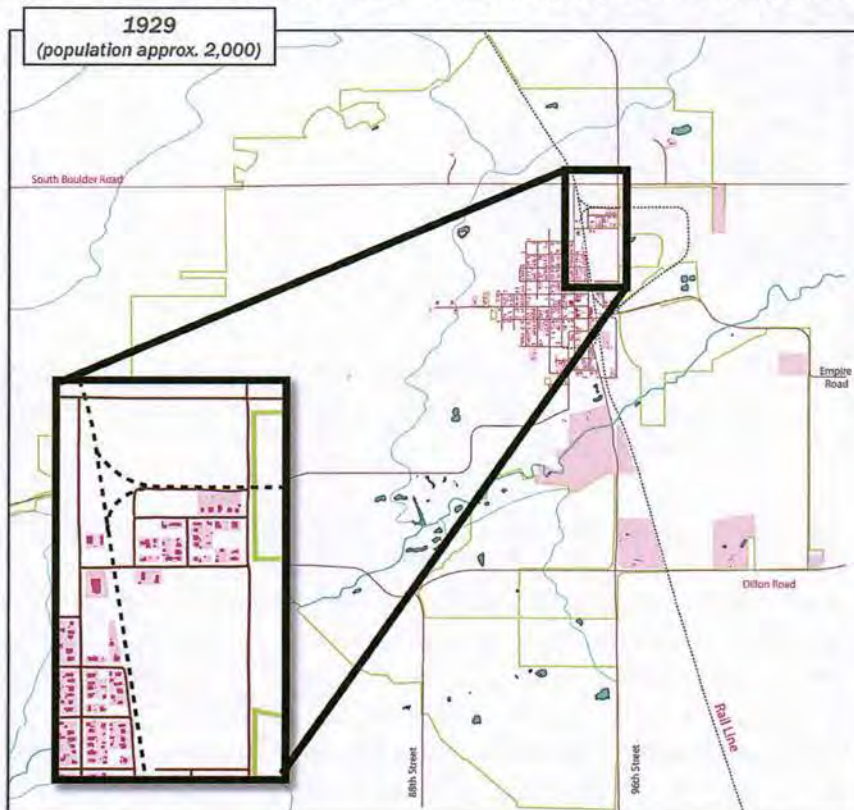
### Preservation Master Plan (2015):

- Pg II:
  - “The preservation of historic resources is vital for maintaining Louisville’s small town character.”
  - “The citizens of Louisville retain connections to our past by fostering its stewardship and preserving significant historic places. Preservation will reflect the authenticity of



Louisville's small town character, its history, and its sense of place, all of which make our community a desirable place to call home and conduct business."

- "Development continues to change the built environment. Citizens are realizing important resources could be lost."
- Pg 7: "The "Little Italy" neighborhood encompassed the approximately twenty-five homes north of Griffith Street between Main Street and Highway 42. Italians eventually became the largest single ethnic group in Louisville, with bocce courts, numerous popular restaurants and other local businesses, and the continuing prevalence of Italian surnames marking their influence on the community."
- Pg 9: "I think that to view the historic downtown as a strength is to value several things: our downtown businesses; treasured public institutions located downtown such the Louisville Public Library, Louisville Center for the Arts, and Louisville Historical Museum; and of course the historic residential neighborhoods that give the town such a unique sense of place. Historic Main Street alone is a city asset that I think that many communities envy about Louisville and that we shouldn't take for granted."
- Pg 10: 1929 Development map shows majority of Little Italy present in 1929.



- Pg. 14
  - "Preservation is not just about pristine architecture but, more importantly, the sites that define the City's history and evolution."
  - "Louisville's older houses... recall the importance of living in close knit, friendly neighborhoods."
  - "Unlike new planned developments, most historic residential neighborhoods and downtown commercial areas possess a pleasing mix of architectural variety that has evolved over time."
  -



- Pg. 15: “our pursuit of a preservation master plan shows our commitment and dedication to preserving our heritage while placing Louisville in the company of other historic preservation big leaguers.”
- Pg. 16: Little Italy important part of Old Town Overlay “created to protect against insensitive new construction in oldest residential areas of Louisville”



- Pg. 25: “Louisville’s “connection to its heritage” is one of the City’s 14 core community values. The desire to recognize, value, and encourage both preservation and promotion of the community’s history inspired the guiding principles for this Plan.”
- Pg. 26:
  - “GOAL #3 Encourage voluntary preservation of significant archaeological, historical, and architectural resources”
  - “GOAL #4 Foster preservation partnerships. **Objective 4.1** - Encourage greater collaboration between the Historic Preservation Commission and other City Boards and Commission. **Objective 4.2** - Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum”
  - “Historic Preservation Commission members are positioned to collaborate with other City Boards and Commissions while the Planning staff has opportunities to further integrate preservation more into the full range of municipal activities.”
- Pg. A-1:
  - “Louisville is a livable, walkable city with nearly 30 landmarks.”
  - “**Create interpretive plan for signs at key historic sites**  
Interpretive signs are one way to share details about the history and architecture of Louisville landmarks and other important locations”
- Pg. A-2:
  - “**Evaluate expanding Planned Unit Development (PUD) waiver allowances to include preservation** Evaluate potential amendments to the municipal code to allow waivers from design standards in exchange for preservation of historic resources through the PUD process.”



- “Relying upon completed historic contexts to make informed choices, the City should prioritize surveying its most significant and physically intact places. Surveys should be phased, with each project recording approximately 50 properties. Recommended surveys: Louisville Historic Residential Subdivisions”
- Pg. B-1:
  - “Historic Districts: Official recognition for groups of historic buildings that share significance... Louisville (local) historic districts: allows for protection of larger areas than single site designation”
  - “Code Modifications: Potential to maximize development of historic site without significant change to massing, scale, and number of buildings”
- Pg. B-2: “Neighborhood Plans | Recommended in the 2013 Comprehensive Plan, these important (based upon established eligibility criteria) and documents address strategies for preserving the unique and special qualities of each residential area | - Plans address housing rehabilitation, traffic, safe routes to school, aging infrastructure, and monitoring/maintenance of community services. - Intended to ensure plan areas remain livable, stable, and successful in face of growth and changes”

## 2022 Future42 Plan quotations:

### Future42 Report:

- Pg. 8:
  - “The purpose of the Future 42: Connecting People and Places Study is to help shape the future transportation patterns along CO 42 for roadway users of all types, ages, and abilities, which includes bicyclists, pedestrians, and people with disabilities.”
  - “To increase safety, road users will be separated from one another, with protective elements being used to shelter the most vulnerable users (pedestrians and bicyclists) from fast-moving traffic and accommodate future transit use. Vehicular traffic will be safer with the implementation of a design that is more in line with the context of the adjacent land uses and the primary vehicle in the corridor instead of a state highway with a truck as the main design vehicle.”
- Pg. 9: “the South Boulder Road intersection have poor utilization of both travel lanes”
- Pg. 10:
  - “South Boulder Road has a large volume of traffic, making it a busy intersection with CO-42. Due to this congestion, a protected intersection would likely create a bottleneck in traffic, therefore a more traditional intersection with channelized right-turn lanes was proposed.”
  - “A bicycle and pedestrian underpass under the east leg of the intersection and exploration should happen for a southern leg underpass as well. This will allow pedestrians and bicyclists to cross without the potential for conflict with vehicular traffic.”
- Pg. 14: “The goal is for community members to be able to choose any mode they desire and travel safely and comfortably. The study includes recommendations for improved bicycle facilities, pedestrian facilities, pedestrian facilities, bicycle, and pedestrian underpasses, safe motor vehicle facilities, and accommodations for future Bus Rapid Transit (BRT).”
- Pg. 15: “These zoning districts play a huge part in how the roadway should interact and be built contextually... and with at least 29% of peak-hour trips being entirely within the community, there is opportunity to offset some of these trips through multimodal connectivity.”



- Pg. 18: “CO 42 has been the subject of previous planning efforts, both by the City of Louisville and Boulder County. The Future 42 Study is designed to build on and modernize previous planning efforts that have previously been completed... The City of Louisville's TMP was conducted by the City to look comprehensively at transportation conditions and options throughout Louisville and the region for all modes of transportation. The TMP highlights that CO 42 is a valuable corridor for the City of Louisville's long-term development... Providing better access to non-vehicular options can also help reduce traffic congestion and vehicle emissions.”
- Pg. 20: “Most of the traffic impacts could be mitigated through the addition of turn lanes since most of the impacts occur from turning vehicles causing slowdowns... Past planning efforts have recommended that CO 42 be transformed from a vehicular corridor to one that supports multiple forms of transportation including pedestrians, bicycles, and transit. The Future 42 study creates a vision for a multimodal corridor that brings past planning efforts to life. Future 42 will turn CO 42 into a cutting-edge multimodal corridor.”
- Pg. 24: “The intersection of CO 42 and Griffith Street also operates at LOS E during the morning peak due to the high volume of the eastbound left and northbound left turns and difficulty in finding a gap in traffic on CO 42 for drivers because of the high volume of southbound through movement on CO 42. The demand for these turns is high in the morning peak likely due to school drop-off at the Louisville Middle School at Main Street and Griffith Street.”
- Pg. 28: “NAMS identified five future bus rapid transit (BRT) corridors including a BRT along CO 42. The CO 42 BRT line would operate along CO 42 the length of the study area with termini at the intersection of Arapahoe Road and US 287 to the north and the US 36 and Broomfield Station to the south.”
- Pg. 29: “Historic Resources: Preliminary research shows historic resources within the study area... the project team will need to work with the State Historic Preservation Office, and local jurisdiction historical preservation programs to minimize impacts on historic sites.”
- Pg. 34: “Improved safety for all road users was at the forefront for each of the three alternatives during the development processes... lower the current speed limit to fit the context of adjacent land uses and access points.”
- Pg. 54: “It should be noted that there are two major drainage basins located within project limits (Coal Creek [7.58acft 100-yr detention required] and Bullhead Gulch)... Water quality and detention requirements were preliminary determined based the site area and imperviousness in each major basin... Where regional extended detention basins are utilized, it should be evaluated if the project volume requirements can be combined and/or shared with adjacent developments.”



**From:** [Lauren Foster](#)  
**To:** [Planning](#)  
**Subject:** URGENT: For Oct. 10th Planning Commission Packet  
**Date:** Wednesday, October 9, 2024 3:43:30 PM  
**Attachments:** [image.png](#)  
[Concerns\\_Visually.pdf](#)  
[SUMMARY OF MAJOR PLANNING DOCUMENTS AS THEY PERTAIN TO COAL CREEK VILLAGE DEVELOPMENT AND FRONT STREET PROPOSED CONNECTION.pdf](#)

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Dear Planning Commission,

Since our meeting on September 12th the developer reached out, saying they wanted to work with the historic Little Italy neighborhood. They attended one meeting with us, and declined to share their drainage plans: "I have concerns about giving our engineer's information out to the public." We also met with the city planners, Matt and Rob, who followed up with the developer to ask them to postpone this meeting (Thursday, October 10th) so that they could work with Little Italy. The developer declined to postpone their meeting.

I have attached some visuals of the major traffic/safety concerns violated by connecting Front St. through the 1 block of historic Little Italy, to a dead-end at an already difficult intersection: (1) the offset Delo development parking access road, (2) the train crossing, (3) the school safety corridor. This intersection was excluded from the developer's traffic study.

The residents of Little Italy believe that connecting auto traffic from South Boulder Road, through the Coal Creek development, into the historic Little Italy neighborhood, is not aligned with any of the City's recent comprehensive plans, especially the Transportation Master Plan from 2019. These included the following, with some key quotes. I have also attached a longer document that pulls out all text relevant to this discussion from over 250pgs of city documents (note: first 3pgs include this summary from the email).

Thank you for voting to postpone or denying this PUD as it is currently described, sincerely,  
Lauren Foster  
1011 Harper St.

Overview of all documents and key quotations:

**TRANSPORTATION MASTER PLAN:**

Not a single line of support for a connected Front St and MANY, MANY things that are opposed.

- **The TMP is explicitly designed to REPLACE previous development plans** (such as the 2016 Coal Creek Station, 42/S 96<sup>th</sup> Street Gateway Alternative Analysis, and the South Boulder Road Small Area Plan). This document supersedes those former plans for guidance regarding transportation decisions in Louisville:
  - o Pg 1-3: "Previously, the City's transportation goals were housed within multiple planning documents that the City developed over time, including ... In recognizing the benefits of coordinated transportation planning city-wide, rather than incrementally for specific corridors or areas of the city, the City has developed this Transportation Master Plan (TMP)... "The TMP takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City's current transportation goals."
  - o For example, the 2016 South Boulder Road Small Area Plan discusses connectors, including the Kaylix connector, which is explicitly described as a part of the 2019 TMP. However, the out-of-date Front Street connection has been REMOVED from the 2019 TMP because it clashes with the goals of the TMP, Boulder County TMP, Future42 report, and Preservation Master Plan.

- **Six of the eight TMP goals are focused on concepts that are fundamentally opposed to the Front St. to South Boulder Road auto connection.** They instead support safety, reductions in auto traffic within the Old Town Overlay to incentivize walking and biking, and improvements to safety in key areas (including South Boulder Rd/SH42 and Louisville Middle School). These goals are likely, in part, a response to the following concerns repeated throughout the plan from Page 2-2:

- o "Traffic congestion and cut-through regional traffic are getting worse."
- o "Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking."
- o "Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and is also near some intersections with higher numbers of collisions." (Pg. 3-27)

- **Mentions of development or developer** are all related to meeting the goals of the TMP which discourage connection of Front Street and encourage focuses on walkable/bikeable places and developments:

- o Pg. 3-12: "Higher density housing... can help reduce reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity."
- o "Allowing transit-supportive development patterns and land uses, such as mixed-use development at higher densities, can accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network." (Pg. 3-17)
- o "In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places."
- o "The City's adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There should be a focus on promoting walkable places in the city's main commercial corridors along McCaslin Boulevard and South Boulder Road, especially as redevelopment opportunities occur." (pg. 4-10)
- o "Land use decisions and site planning for new developments should consider how to leverage investments in transit." (pg. 4-30)
- o "Program 2: TDM incentivizes non-vehicular transportation modes... Louisville should promote or require TDM as part of new developments"

- **Top 3 policies, top 3 projects, and top 3 programs are all** focused on **reductions in car traffic and/or increased focus on safe/accessible walking/biking**, especially in neighborhoods like Little Italy and Louisville Middle School (called out as an area of concern in all TMP discussions regarding traffic accidents and walking/biking to school):

- o **"Policy 1** Summary: Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode.
- o This policy provides a guide for the design of new streets or for improving infrastructure on existing streets and should take into consideration the surrounding context and land uses.
- o Pedestrian, bicycle and transit facilities should be considered a priority in all road designs"
- o **"Policy 2** Summary: In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places."
- o **"Policy 3** Summary: Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed- use neighborhoods... and TOD helps to reduce congestion and support environmental sustainability."
- o **Project 1:** Corridor Improvements is focused on "improve safety and multi-modal access" through larger corridor-level improvements. This project discusses plans for The Little Italy area, none of which mention a connection, but all of which highlight safety and congestion concerns on these corridors and the potential to impact nearby neighborhoods.
- o **Project 2** lists two improvements near Little Italy (see maps) which are focused on (1) a safe bike route (BK11), and (2) a Louisville Middle School connection Off-Street Shared Path (MU5)
- o **Project 3,** connectivity and safety improvements, states: "Research shows that investment in walkable environments, and neighborhoods that are pedestrian-friendly



often attract a disproportionate level of commercial activity."

- o "**Program 1:** A Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City's family-friendly small-town character."

- o They list "diverters to restrict vehicular movements" as an example tenant and the eligibility includes: "speeding, traffic volume/cut-through traffic, crashes, child safety issues, location of designated school routes." Little Italy and the proposed Front Street connection meet every single one of these key considerations.

- o "**Program 2:** Transportation Demand Management (TDM) TDM strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving."

- o "**Program 3:** Safe Routes to School - The goal is to reverse the decline in children walking and bicycling to schools and increase kids' safety. Safe Routes to School activities include infrastructure improvements for sidewalks and crossings; safety, education and encouragement programs; Walking School Bus or Bike Trains."

- Two explicit connections ARE proposed to complete gaps in Louisville where they are recommended (Kaylix Connector and CTC Connector). Front Street, Little Italy, and Coal Creek developer property are shown on every map throughout the report with no connection and all discussion or mention of these areas is focused on safety, for residents and Louisville Middle School students, in the face of being near one of the highest-crash intersections in the city.

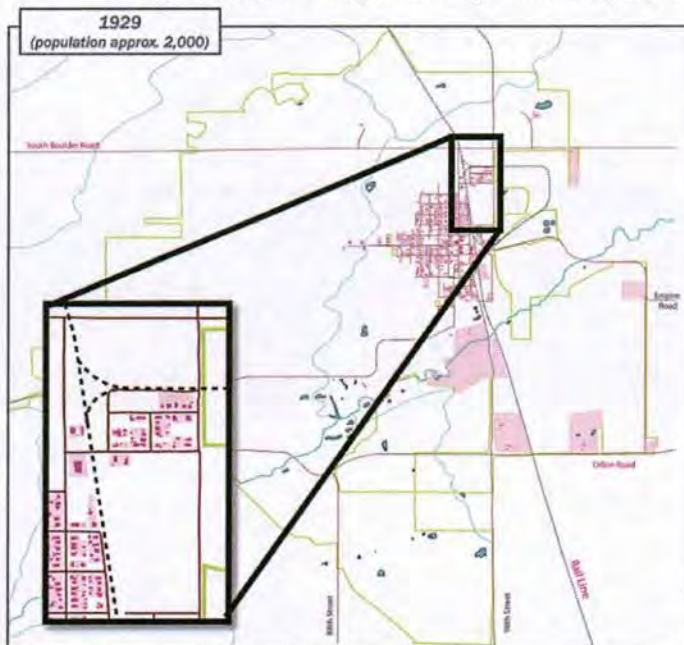
- o There is no content anywhere that mentions or supports a connected Front St from South Boulder Road, through ONE CITY BLOCK to where it dead ends at the discontinuous Delo parking access simultaneous to 1-2 car backups at the railroad and Louisville Middle School safe school route. This is not only NOT a part of the TMP, it is extensively rebutted throughout.

### **Preservation Master Plan (2015)**

The preservation master plan

- "The "Little Italy" neighborhood encompassed the approximately twenty-five homes north of Griffith Street between Main Street and Highway 42. Italians eventually became the largest single ethnic group in Louisville, with bocce courts, numerous popular restaurants and other local businesses, and the continuing prevalence of Italian surnames marking their influence on the community." (pg. 7)

- Pg 10: 1929 Development map shows majority of Little Italy present in 1929.





- "Louisville's older houses... recall the importance of living in close knit, friendly neighborhoods." (pg. 14)
- *Pg. 16: Little Italy is an important part of Old Town Overlay, which was "created to protect against insensitive new constructure in the oldest residential areas of Louisville"*
- Focus on more collaboration with other city entities. Currently there is not someone in the historic planner role to review the Coal Creek village plan, so that will fall to the Planning Commission:
  - o **Objective 4.1** - *Encourage greater collaboration between the Historic Preservation Commission and other City Boards and Commission. **Objective 4.2** - Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum"*
  - o "Historic Preservation Commission members are positioned to collaborate with other City Boards and Commissions while the Planning staff has opportunities to further integrate preservation more into the full range of municipal activities."
- "Evaluate potential amendments to the municipal code to allow waivers from design standards in exchange for preservation of historic resources through the PUD process." (Pg. A-2)

#### **Future42 Plan (2022)**

The Future42 plan is focused on safety on the 42 corridor, and does not include recommendations for connecting South Boulder Road to Little Italy via Front, or any other, street. Some key quotes here, and a full list below.

- "Vehicular traffic will be safer with the implementation of a design that is more in line with the context of the adjacent land uses" (pg. 8)
- "These zoning districts play a huge part in how the roadway should interact and be built contextually... and with at least 29% of peak-hour trips being entirely within the community, there is opportunity to offset some of these trips through multimodal connectivity." (pg. 15)
- "the project team will need to work with the State Historic Preservation Office, and local jurisdiction historical preservation programs to minimize impacts on historic sites." (pg. 29)
- "It should be noted that there are two major drainage basins located within project limits (Coal Creek [7.58acft 100-yr detention required] and Bullhead Gulch)... Water quality and detention requirements were preliminary determined based the site area and imperviousness in each major basin... Where regional extended detention basins are utilized, it should be evaluated if the project volume requirements can be combined and/or shared with adjacent developments." (pg. 54)

#### **Louisville South Boulder Road Connectivity Plan (2019)**

Does not include ANY provision, mention, or conceptual goal for connection of Front Street and is the most recent document, coupled with the 2019 TMP, that describes plans in this part of Louisville.

**==CAUTION: EXTERNAL EMAIL==**

**This email originated from outside the City of Louisville's email environment. Do not click links or open attachments unless you validate the sender and know the content is safe. Please contact IT if you believe this email is suspicious.**



Dear Louisville Planning Commission,

The Louisville residents in the historic Little Italy neighborhood, as well as local community members, are pro-development, but have the following major concerns about the Coal Creek development as it is currently described in the PUD. We urge the planning commission not to approve the Preliminary Plat until the planning department and developer have met with Little Italy residents and considered a few major revisions to preserve existing neighborhood character. Three major items that need amendment before approval of the Preliminary Plat are summarized here and described in detail below:

1. Remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially since Louisville Middle School students are expected to walk to school (no bus) within these blocks. These connections should be revised to multi-use pathways with emergency vehicle access only.
2. Reduce the number of townhomes on A Road and B Drive by 4 in order to maintain the existing alley, along with existing Little Italy property access, including unplatted lands. As designed the development could trigger Adverse Possession and delay the development. Moreover, this would safely ensure surface drainage of flood waters to Outlot D, which are currently routed through the existing alley.
3. Increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level.

**First**, and most importantly, Little Italy is strongly opposed to a connected motorway along Front St. between the Coal Creek development and Little Italy neighborhood. We propose that the road be designed only for emergency vehicle access but restricted to bikes and pedestrians at all other times, either through the use of pylons or a gate. Without this important safety measure, motorists will cut through the Little Italy neighborhood, reducing safety and increasing traffic substantially in a small, historic area that was not designed to accommodate throughway traffic. As currently planned, the Coal Creek development has three entrance and exit locations onto South Boulder Road and Highway 42. There is no need for additional auto traffic through the Little Italy neighborhood. With 188 dwellings planned this would completely alter the character and safety of the historic neighborhood, and impact school drop-off at Louisville Middle School. A previous development on Weldon Way in Louisville created an unsafe accessway and the City had to retroactively close this connection. Little Italy asks that this connection be removed in an amendment before approval is granted, not retroactively once it has become a problem as in the Weldon Way development.

**Second**, the development provides a connection to the existing alley, which triggers all the concerns described above connecting the development to Front St. Little Italy asks that there be no connection to the existing alley, which is used by many residents to access their properties, particularly alley-facing garages. The plan appears to cut into (or completely cut off) access to the existing alley (which is 20' wide) at the west end near C Avenue. Narrowing the alley is also not an appropriate or necessary development choice and will adversely impact current Louisville residents in Little Italy. If the developer removes only 4 units of the planned 188 on A Road and B Avenue they can proceed with the



development without triggering Adverse Possession by impacting existing Little Italy access to their properties along the alley, which has been maintained in its current configuration since at least 1952.

***Third***, the plan does not appear to provide enough green infrastructure, and the storm line management is lacking. This is especially important given that the current lot has a small wetland region in the northeast that serves as critical habitat and a migration pathway for birds of prey, and that the entire lot is a major drainage point for the city. As designed, the amount of impermeable surface will increase flood risks to the historic Little Italy neighborhood and nearby major streets of South Boulder Road and especially Highway 42. The developer needs to design the plans to include best management practices for green storm-water infrastructure, including space for stormwater capture to prevent flooding (outlot D is not sufficient given the drainage directions noted on page 17/32 on the PUD). On the current PUD, the existing dirt alley is set up to channel water into outlot D, with drainage directions showing water is directed towards Little Italy and its alleyway along the entire adjoining region. A dirt alley will not be able to route the amount of water without major damage that the City will be responsible for regularly managing, especially as flood risks increase in a changing climate. Little Italy residents would bear the brunt of this poor design.

Besides water and flood management risks, the elevation drawings have no trees on the alley-loaded dwellings, negatively impacting the current residents. Alley loaded units need to be given the same attention as other units by providing trees between the Little Italy neighborhood and new development. The section of the Coal Creek development facing the historic Little Italy neighborhood lists no trees (Block 2 and Block 3), or only 1 tree/300sf (Block 1) as compared to 1 tree per 20 linear foot on Blocks facing South Boulder Road, Highway 42, and- internal to the development- Cannon Circle. While there are trees on the drawing, the requirements listed in the boxes do not include trees. Little Italy would like a commitment from the developer to plant relatively mature trees as is drawn on the landscaping plan, but not listed in the Block requirements on that same page. These greenway adjustments will help to address other resident concerns about a potential heat island and/or the right of quiet enjoyment within the Little Italy neighborhood.

***In addition*** to these three major concerns, the Little Italy neighborhood will be permanently altered by this development. The developer should provide improvement to the existing alleyway, burying of utility lines to connect with the development's proposed updated service, improvement to sewer lines in Little Italy (only 10" diameter on Harper Street and with increase of flood waters from development this will become untenable), and general improvements to the neighborhood, including access to improved utility services coming to the Coal Creek development. Lastly, has there been an analysis of the potential impact of underground mines on construction/development safety?

The City of Louisville, its government and people, are making a lot of changes to accommodate this development including Rezoning and Special Review Use. The above requests are not much to ask, are even supportive of the development, yet bring community care to an otherwise dangerous and unsafe situation for Little Italy, DELO residents and Louisville Middle school families and staff.



Section 17.08.374 of the Louisville municipal code states: ""The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced **while still being in harmony with the surrounding neighborhood.**" In order to meet this requirement, the developer and planning department must work with Little Italy residents to address their major concerns. If the preliminary plat is approved the city planner has advised that changes involving Front St. and/or the alley used by residents (our highest and foremost concern) will be almost impossible to amend. The charge for a Special Review Use Analysis states: "**External and negative impacts on adjacent properties are controlled for and reduced.**" Existing Louisville residents have not had a voice until now, and more time is needed for their voices to be heard.

Please do not approve this preliminary plat until the planning department and developer negotiate solutions to existing resident concerns. Thank you, and we look forward to finding common ground from one historic residential area to a new (if approved) residential area.

Sincerely,

Residents of Little Italy and Supportive Community Members  
(83 signatures collected via change.org petition management):

| <b>Name</b>       | <b>City</b> | <b>Postal Code</b> | <b>Signed On</b> |
|-------------------|-------------|--------------------|------------------|
| Lauren Foster     | Louisville  | 80027              | 9/5/24           |
| Parke Pleasants   | Louisville  | 80027              | 9/5/24           |
| Anita Menendez    | Louisville  | 80027              | 9/6/24           |
| Victoria Facemire | Louisville  | 80027              | 9/6/24           |
| Nick Facemire     | Louisville  | 80027              | 9/6/24           |
| Micah Abram       | Louisville  | 80027              | 9/6/24           |
| Jerrica Ash       | Boulder     | 80301              | 9/6/24           |
| Juliane Leckey    | Louisville  | 80027              | 9/6/24           |
| Moses River       | Louisville  | 80027              | 9/6/24           |
| Sandra Beranek    | Lafayette   | 80026              | 9/6/24           |
| Michael Mahan     | Louisville  | 80027              | 9/6/24           |
| Peter Kostoff     | Denver      | 80231              | 9/6/24           |
| Ash Colby         | Louisville  | 80027              | 9/6/24           |
| Lisa Brooke       | Portland    | 97214              | 9/6/24           |
| Sawyer Pierce     | Louisville  | 80027              | 9/6/24           |
| Linda Cateora     | Louisville  | 80027              | 9/7/24           |
| Else Roth         | Englewood   | 80150              | 9/7/24           |
| MARK Zeman        | Louisville  | 80027              | 9/7/24           |
| Sondra Hittle     | Boulder     | 80303              | 9/7/24           |

|                      |              |       |        |
|----------------------|--------------|-------|--------|
| Sanam Pejuhesh       | Louisville   | 80027 | 9/7/24 |
| Tami Cantrel         | Denver       | 80226 | 9/7/24 |
| Maribel Saldana      | Golden       | 80403 | 9/7/24 |
| Conrad Zeman         | Louisville   | 80027 | 9/7/24 |
| Niko Silvis          | Luisville    | 80027 | 9/7/24 |
| Joan Doolittle       | Louisville   | 80027 | 9/7/24 |
| Jose Rodriguez       | Louisville   | 80027 | 9/7/24 |
| Mary Thompson        | Louisville   | 80027 | 9/7/24 |
| Janice Larson        | Louisville   | 80027 | 9/7/24 |
| Carol Wilson         | Denver       | 80231 | 9/7/24 |
| Kelly Brocker        | Louisville   | 80027 | 9/7/24 |
| Ellen Kirk           | Louisville   | 80027 | 9/7/24 |
| Kirstan Vaughan      | Winder       | 30680 | 9/8/24 |
| Julie Maes           | Louisville   | 80027 | 9/8/24 |
| Rafael Rodriguez     | Lafayette    | 80026 | 9/8/24 |
| Naeem janjua         | Sacramento   | 95832 | 9/8/24 |
| Erika Rikhiram       | Clermont     | 34711 | 9/8/24 |
| Divya Nagendran      | Aurora       | 60505 | 9/8/24 |
| Adam Kaluba          | Burleson     | 76028 | 9/8/24 |
| Joyce Goglio         | Louisville   | 80027 | 9/8/24 |
| Tammy Lastoka        | Louisville   | 80027 | 9/8/24 |
| Todd Lastoka         | Denver       | 80220 | 9/8/24 |
| Jayden Lastoka       | Louisville   | 80027 | 9/9/24 |
| Sara Blumhardt       | Louisville   | 80027 | 9/9/24 |
| James C. Lastoka     | Louisville   | 80027 | 9/9/24 |
| Dustin Sagrillo      | Louisville   | 80027 | 9/9/24 |
| Lauryl Danuff        | Louisville   | 80027 | 9/9/24 |
| Scott Carey          | Louisville   | 80027 | 9/9/24 |
| Jody Ash             | Louisville   | 80027 | 9/9/24 |
| Jennifer Benshoof    | Louisville   | 80027 | 9/9/24 |
| Kay Weaver           | Louisville   | 80027 | 9/9/24 |
| Joanna Roberts       | Bronx        | 10461 | 9/9/24 |
| Andrew w Maass       | Louisville   | 80027 | 9/9/24 |
| Cynthia Corne        | Louisville   | 80027 | 9/9/24 |
| Lisa Zavarella-DeBoy | Louisville   | 80021 | 9/9/24 |
| Ali Frusciano        | Louisville   | 80027 | 9/9/24 |
| Marissa Rodrigues    | Longmont     | 80501 | 9/9/24 |
| Dawn Mcneal          | Fergus Falls | 56537 | 9/9/24 |
| Bob Musslewhite      | Louisville   | 80027 | 9/9/24 |
| Mark Gasper          | Louisville   | 80027 | 9/9/24 |



|                       |               |       |         |
|-----------------------|---------------|-------|---------|
| Ella Miller           | Louisville    | 80027 | 9/10/24 |
| Terri Johnson         | Louisville    | 80027 | 9/10/24 |
| Bob Tofte             | Louisville    | 80027 | 9/10/24 |
| Wendy Appel           | Louisville    | 80027 | 9/10/24 |
| Allyson Stone         | Louisville    | 80027 | 9/10/24 |
| Allister Layne        | Conyers       | 30094 | 9/10/24 |
| Chante Ash            | Louisville    | 80027 | 9/10/24 |
| Steven Morigi         | Denver        | 80234 | 9/10/24 |
| Wild Heritage Gardens | Louisville    | 80027 | 9/10/24 |
| Amber Morelock        | Manor         | 78653 | 9/10/24 |
| Mary Rizzi            | Louisville    | 80027 | 9/10/24 |
| Roxann Waneka         | Lafayette     | 80026 | 9/10/24 |
| Robin Waneka          | Louisville    | 80027 | 9/10/24 |
| David Brandt          | Oklahoma City | 73149 | 9/10/24 |
| will Scherer          | Louisville    | 80027 | 9/10/24 |
| Abbe Gilroy           | Louisville    | 80027 | 9/10/24 |
| Bruce Bernhardt       | Louisville    | 80027 | 9/10/24 |
| Constance Bernhardt   | Louisville    | 80027 | 9/10/24 |
| Dan Barnes            | Louisville    | 80027 | 9/10/24 |
| Stephanie Hartstein   | Denver        | 80219 | 9/10/24 |
| Derek Wood            | Louisville    | 80027 | 9/11/24 |
| Katie Facemire        | San Antonio   | 78249 | 9/11/24 |
| Jorge Bautista        | Corona        | 92882 | 9/11/24 |
| Kirsten LoGalbo       | Abbotsford    | 54405 | 9/11/24 |

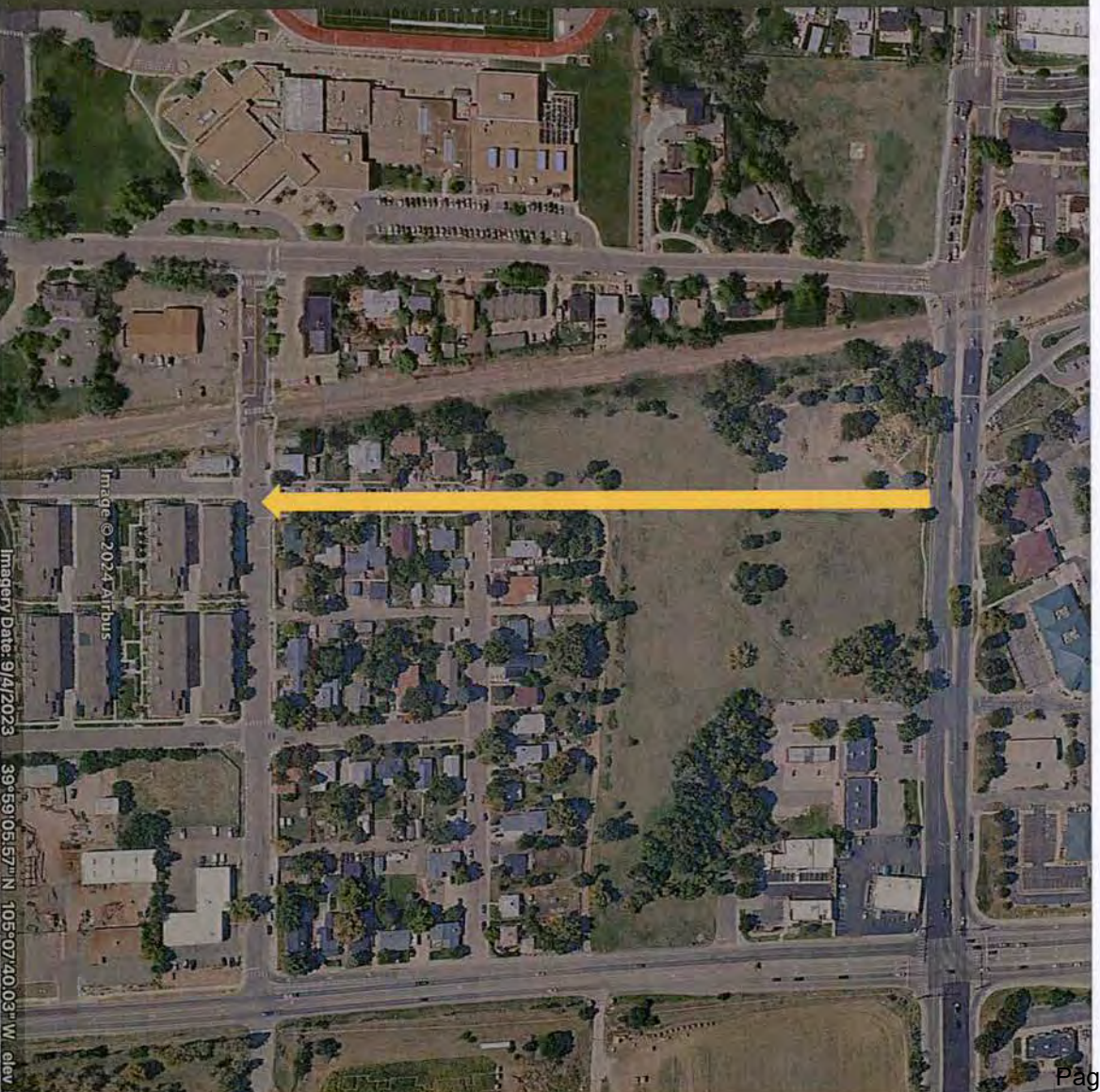
# Major Issues with Coal Creek Development Plan

1. Routing traffic on too small roads into school zone
2. Drainage plan incomplete, high risk flood zone
3. Blocking resident access to homes and garages on alley used and maintained for over 60 years



# Routing traffic from South Boulder Road through tiny Little Italy, into school safety zone:

- Proposal connects Front St. from South Boulder Road to dead end at DELO





# Major concerns:

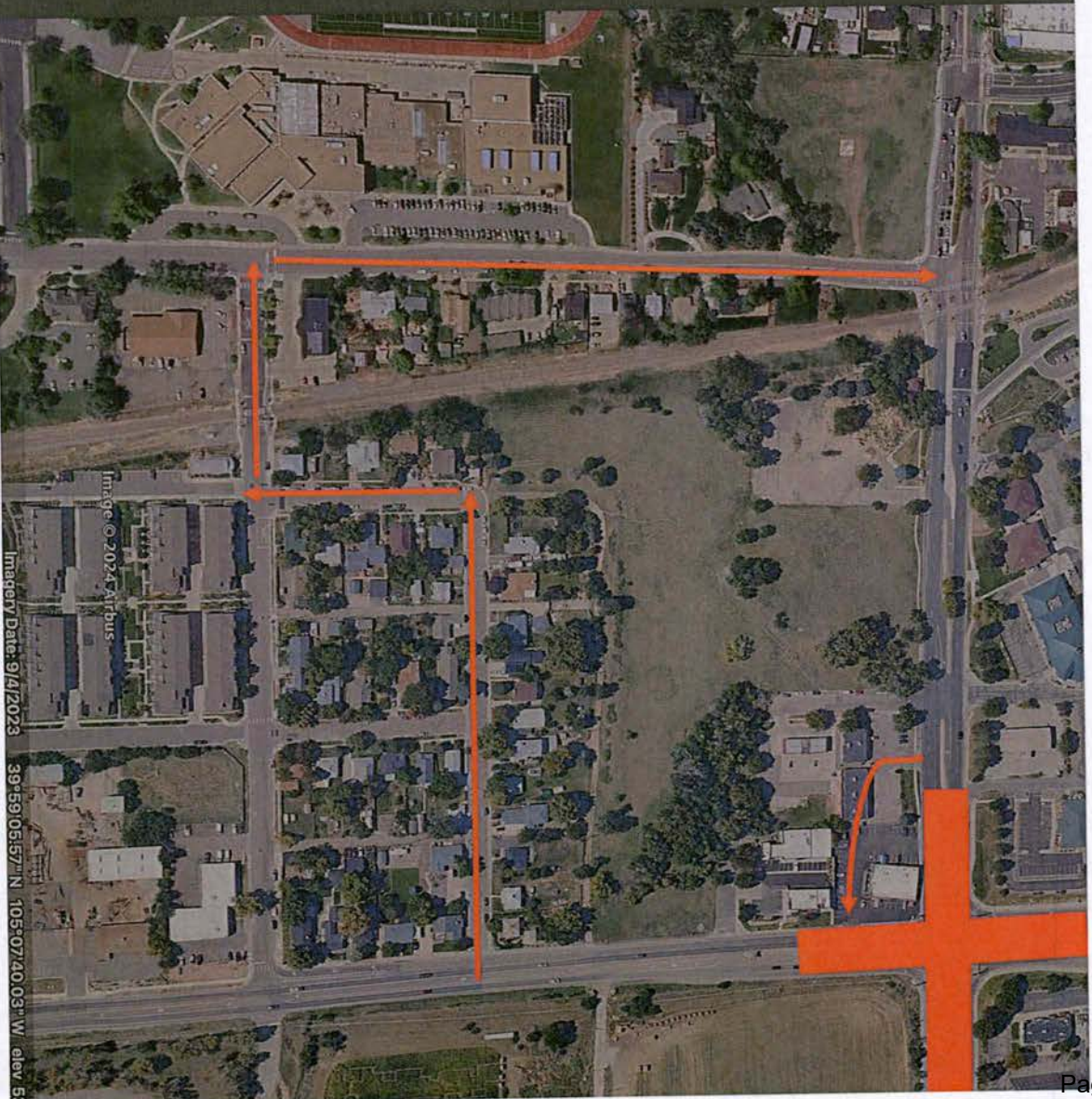
- Front St. cannot continue because of Delo development, offset and leads to parking lot for Delo
- Only takes 2-4 cars to block intersection at train crossing (already a problematic intersection for small neighborhood residents)





# Major concerns:

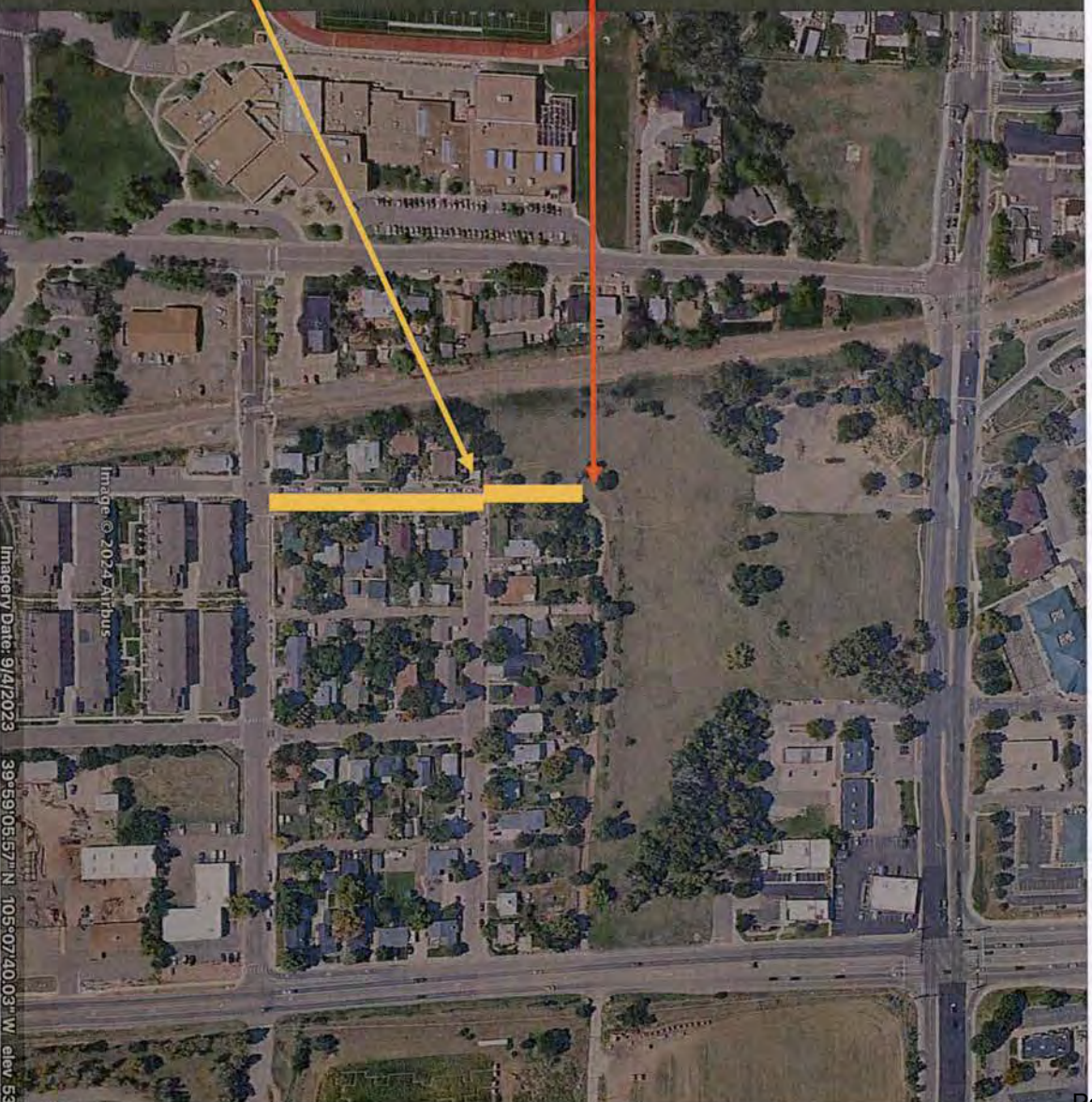
- Failing intersection at S. Boulder Rd. and 42
- There are already problems with cut-through traffic and increasing safety issues at Louisville Middle School





# Major concerns:

- Blocks existing resident access to their properties and garages (existing alley used and maintained for over 60 years by both city and residents)
- Offset due to a lack of land ownership north of Front St. blocks safe continuity of flow.





# Developer's traffic study did not include this critical intersection

- Front St. and Griffith St. (clog point, railroad crossing, and major safety + traffic problem) not included in traffic study.
- Recent city investment in quieter train crossings did not anticipate routing thousands more cars/day through intersection.





## ALL RECENT CITY PLANS oppose proposed connection, only old/very old plans support:

- Opposed and/or not included (see attached document):
  - Transportation Master Plan (2019)
  - Historic Preservation Plan (2015)
  - South Boulder Road Connectivity Plan (2019)
  - Future42 (2022)
- Shown/mentioned by planning department at Sept 12<sup>th</sup> meeting:
  - 2003 Highway 42 Revitalization Plan (replaced by Future42)
  - 2016 Coal Creek Station Plan (56 units, pre-dated new key planning documents like the TMP 2019, designed pre-DeLo with Front reaching Pine in a true gridded street, now only one block long)
  - Caledonia Place Plat (1890)
  - Coal Creek Station Filing (1978)



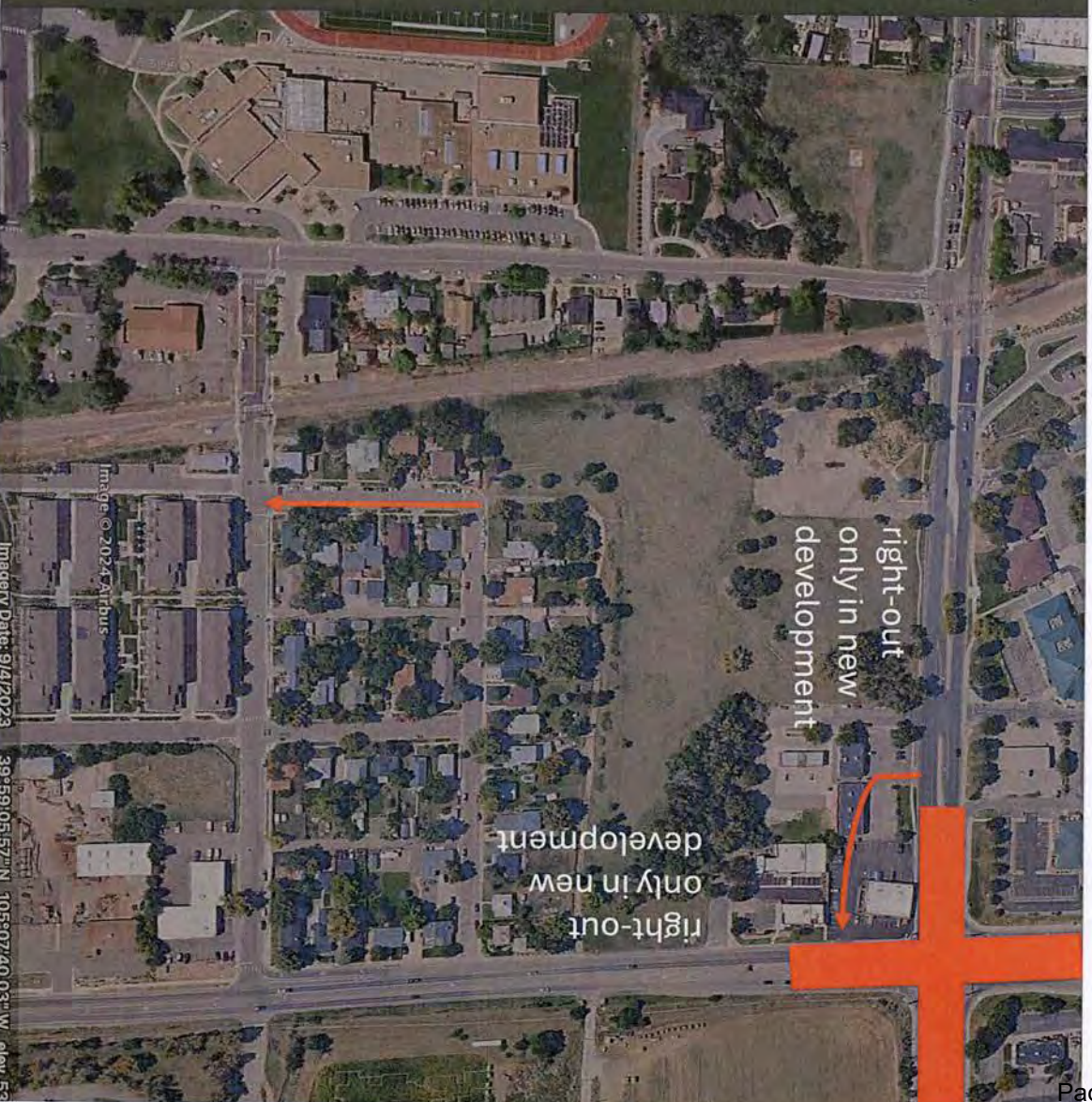
- Coal Creek village is at the bottom of one of the more significant drainage basins in the city, and is a seasonal wetland that helps mitigate flood risks in the surrounding neighborhoods and regional roads (S. Boulder Rd., SH42).
- PUD proposes routing all water TOWARDS Little Italy into underground storage, if these fail, historic houses built on cobbles/cinderblocks will be risked.
  - Developer was unwilling to share flood engineering drawings with Little Italy residents.
  - Additionally, sewer lines in Little Italy are only 10", and already have flood issues





# City/New Traffic Study concerns (2025):

- Failing intersection at S. Boulder Rd. and 42
- Development must be right out only... the city thinks the SINGLE unconnected block of Front St. (red arrow) will IMPROVE safety on South Boulder Road because that intersection is failing.
- Car traffic on red arrow is over 900% higher on narrow, historic street with pedestrian traffic (also will become walking route for new development to downtown).





# City/traffic study keep citing THIS old (2013) road plan

- City says connection will:

The Front Street connection provides numerous benefits to the Louisville community. The Front Street connection will allow for transportation redundancy as part of a gridded street network. Gridded networks have more capacity and increase circulation with narrower roadways that are safer for pedestrians and other multimodal traffic. It also aligns with the City's previous planning efforts.

- But this plan DOES NOT EXIST since Delo was built – no grid, no way to connect to Pine/downtown anymore. Front St. is a SINGLE historic block, it does not provide gridded connectivity.
- The Front Street connection CAUSES safety concerns for schools, pedestrians, bikes (increase in traffic >900%), this is not a tradeoff for a 45% reduction in weave maneuvers on SBoRd. The intersection fails w/ or w/o connection (no city benefit/gain).

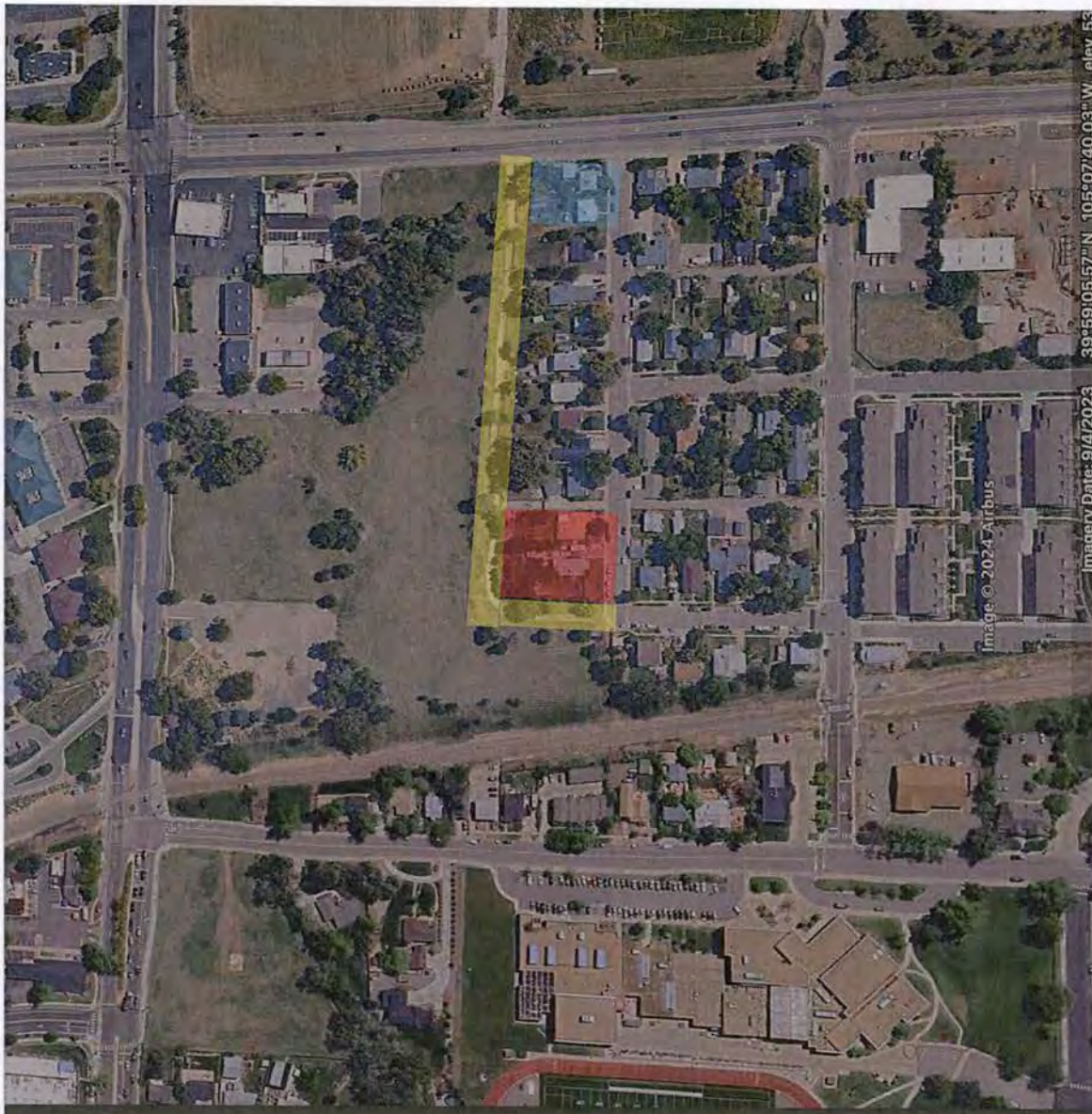
Figure 9. Future Roadway Network





# What about the alley?

- Nearly every other alley in the city of Louisville has been paved and is maintained by the city – neglected in Little Italy
- The alley has been actively used and maintained by residents for over 100 years... over 65 years by current residents (Mary Rizzi).
- Residents access garages and properties through alley, without alley, they lose access.
- Red highlight is NOT formally platted in the two corner houses (Micah/Andy, and Mary Rizzi).
- The house on highway 42 to the NE (blue) regularly floods via the alley (hence concern about development drainage)







## Proposed Solutions

- Little Italy wants to collaborate and has suggested solutions.
- To the right is a 12% suggested park (less than the required 15% land dedication that the city is agreeing to WAIVE for this developer).
- Using this area for a park solves ALL issues and blends new/old neighborhoods with shared outdoor space.
  - Helps with drainage (BMP)
  - Stops Front St. connection and allows resident alley access
  - Honors history of Little Italy



**From:** [Planning](#)  
**To:** [Matt Post](#)  
**Subject:** FW: Coal Creek Village  
**Date:** Thursday, October 2, 2025 4:02:50 PM

---

**From:** LLC LLC <cateoral@gmail.com>  
**Sent:** Wednesday, October 1, 2025 8:27 PM  
**To:** Planning <planning@louisvilleco.gov>; City Council <Council@louisvilleco.gov>  
**Subject:** Coal Creek Village

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Dear Planning Commission  
I'm writing to oppose the PUD for Coal Creek Village.

At the last planning commission meeting a larger traffic study was requested. That new traffic study indicates that connecting Front St to South Boulder Road will increase traffic through Little Italy, the adjacent neighborhood, by 900%. Front St is 1 block long and terminates on Griffith St. at a school corridor and rail crossings. Given Griffith is a main corridor for LMS & Patchwork preschool creating a 900% increase in traffic is simply irresponsible and dangerous for children. Especially dangerous for 12yr olds riding e-bikes!

The developer has said the Front St connection with Little Italy is unnecessary. Without connecting to Little Italy, Coal Creek Village would still have 3 access points. By comparison, Steele Ranch has 2 access points and DELO has 3. The city planners have said they cannot sign off on the development without the connection-creating the 900% traffic increase in Little Italy and onto the school corridor.

The city is going to waive the 15% land dedication. These houses have high density and small pocket park is not enough space for "cabin fever".

Often referred to is the PUD Coal Creek Station which was approved years ago. Land dedication was waived for that development and therefore is waived in this development with 3.5x higher density. Cherry picking accommodations that are a decade or century old and applying them to a completely different development and calling it precedent



has the tail wagging the dog.

The parcel of land is constricted by SBoulder Rd and Hwy 42 and a simple historic neighborhood. At this time, the infrastructure on the roads can't support the proposed density and forces the unreasonable idea to route traffic through Little Italy.

Attached is an image of the 1 block Front St looking South where it T-bones onto Griffith St. DELO negates any gridded street design by sitting in the middle of Front St.

Attached is Front St looking North to S Boulder Rd. The connection will make a very inviting cut through for traffic wanting to avoid the failing intersection at South Boulder Rd and Hwy42. Again, the result is a 900% increase in traffic in a residential neighborhood. Heavily impacting an adjacent residential neighborhood because the infrastructure can't support the increased traffic isn't the small town, community, pedestrian friendly, safe route to school values that Louisville wants to preserve.

PUD Coal Creek Village isn't the right fit for the constricted challenge of that parcel. Shoe horning the project doesn't make sense.

Linda Cateora











**From:** [Mark-Linda](#)  
**To:** [Lauren Foster](#); [Micah Abram](#); [lauryl danuff](#); [Matt Post](#); [j33sandoval@gmail.com](#); [Diana Langley](#)  
**Subject:** Idea for NB and WB traffic from Coal Creek Village  
**Date:** Friday, September 19, 2025 5:08:50 PM  
**Attachments:** [IMG\\_9463.png](#)  
[IMG\\_9464.png](#)

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**[EXTERNAL EMAIL] From outside of City of Louisville** DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

I found these images that show designated u-turn areas.

In consideration of residents of PUD Coal Creek Village needing to travel N on 96th, Louisville has the Sports Complex parking lot with 3 entrances and one entrance has a traffic light. Perhaps a design similar in concept could utilize part of the parking lot which is often empty (especially on weekday mornings) to allow traffic exiting Coal Creek Village to use the traffic light at Short St for left hand turn to utilize a U-turn lane or area.

For residents needing to travel W on South Boulder Rd, a similar design could utilize southern edge of the parking lot at Burger King/ARC parking lot on South Boulder Rd this would allow more roadway for east bound vehicles to cross into the middle lane on S Boulder Rd to make a U-turn.

This sort of idea would negate the need to route traffic through the Little Italy neighborhood. To a t- intersection at a school corridor, Main St and rail crossing.

Thoughts?  
Linda Cateora







wisconsin.gov



↓ rcut-full-size.JPG (9.1 MB)

Save... X

**From:** [Lauren Foster](#)  
**To:** [Matt Post](#); [Planning](#); [Emily Cline-Gibson](#); [Michael Markel](#); [Jason Markel](#)  
**Cc:** [Lauryl Danuff](#); [Micah Abram](#); [Mark-Linda](#)  
**Subject:** Partnership Opportunity - Coal Creek Village Development  
**Date:** Friday, August 8, 2025 7:11:26 AM  
**Attachments:** [image.png](#)

---

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Dear Markel Homes and City Officials,

We understand Markel is preparing a new development proposal for Coal Creek Village and want to work together to ensure broad community support for your project. We're excited about welcoming new neighbors and supporting Louisville's housing goals, and believe we can find a solution that benefits everyone.

## **PROPOSED SOLUTION: Public Land Dedication Partnership**

We propose that Markel complete the 15% public land dedication requirement using the highlighted green area on the attached map (as shown represents less than 12% of the total property). This approach would expedite approval, ensure community support, and create a win-win outcome for Markel, the City, and Louisville residents.

**This single change would address multiple objectives:**

### **For the Community:**

- Eliminates through-traffic from South Boulder Road, maintaining safety for Louisville Middle School students who walk through our neighborhood
- Preserves existing Harper alley access for Little Italy residents and historic buildings
- Creates a neighborhood park with a plaque honoring Little Italy's historic significance
- Provides improved flood management through upgraded stormwater infrastructure

### **For the Development:**

- Meets city planning compliance with the 15% public land dedication requirement
- Aligns with Louisville's [2019 Transportation Master Plan](#), [2015 Preservation Master Plan](#), and [2022 Future42 Plan](#)
- Addresses Historic Preservation Commission, previously omitted
- Supports the [2024 City of Louisville Housing Plan](#) by incentivizing walkable, bikeable community design with reduced minimum parking requirements

### **For the City:**

- Fulfills multiple planning document objectives simultaneously
- Creates public green space in a high-density area



- Addresses historic preservation and flood management concerns
- Demonstrates successful developer-community collaboration

## **Background Context**

Last year, our community raised concerns centered on three key issues: traffic safety near the school, preservation of historic neighborhood character, and compliance with city planning documents that prioritize walkable communities over cut-through traffic. Over 85 residents signed letters of concern, and more than 20 community members spoke at planning hearings.

## **Moving Forward Together**

We believe this proposal creates an opportunity for Markel to be recognized as a developer who listens to community input and creates developments that enhance existing neighborhoods. We request a brief meeting to discuss this proposal before your submission to ensure we can work together effectively.

We look forward to a collaborative solution that supports both quality development and community well-being.

Thank you for your consideration,

### **Little Italy Residents:**

Amelia Brown  
 Andy Maass  
 Anita Menendez  
 Asher Miller  
 Chante Ash  
 Daniel Alejandro  
 Dustin Sagrillo  
 Jerrica Ash  
 Jessica Sandoval  
 Jim Lastoka  
 Joyce Goglio  
 Jody Ash  
 Lauren Foster  
 Lauryl Danuff  
 Linda Cateora  
 Mark Zeman  
 Mary Rizzi  
 Micah Abram  
 Moses River  
 Nancy Lastoka  
 Nick Facemire  
 Sanam Pejuhesh  
 Tammy Lastoka  
 Terri Johnson  
 Todd Lastoka  
 Victoria Facemire



**Contacts for coordination:**

Lauryl Danuff, [lrindustries@gmail.com](mailto:lrindustries@gmail.com)  
Micah Abram, [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu)  
Linda Cateora, [mlczeman@gmail.com](mailto:mlczeman@gmail.com)  
Lauren Foster, [lauren@highbluff.com](mailto:lauren@highbluff.com)

*Attachment: Proposed public land dedication area map*



**DETAILS ON RESIDENT CONCERN RESOLUTION:**

1. No through traffic from South Boulder Road, solving the traffic safety and conflicts with city plans:
  1. Traffic within the development would remain within the yellow-area of the development and exit to major roads. Following the 2024 Housing Plan, this would incentivize in-town biking and walking with vehicles used for regional transportation only.
2. No loss of Harper alley access for existing residents and historic buildings, including garages in Little Italy accessed by the alley:
  1. Markel and the city planners will work together to officially plat the alley behind Harper Street to bring this historic neighborhood to the level of every other Louisville neighborhood with alley access (most of town).
3. The SW corner would be a park, to be used by the developers future residents and Little



Italy, with a plaque honoring the history of the Little Italy neighborhood, which historically faced discrimination.

1. Designed to meet the city's 15% public land dedication requirement
2. Directly addresses the Historic Preservation Commission (who were omitted from the last round of hearings)
3. Reduces flood risks to Little Italy by providing a larger, upgradient space for BMP and flood management development

**From:** [Lauren Foster](#)  
**To:** [Diana Langley](#)  
**Cc:** [Lauryl Danuff](#); [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com); [Rob Zuccaro](#); [Matt Post](#); [Jeff Hirt](#); [Emily Cline-Gibson](#); [Planning](#)  
**Subject:** Re: Request for Item To Be Moved To November Meeting  
**Date:** Friday, September 19, 2025 10:46:40 PM  
**Attachments:** [image001.png](#)

---

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Hi Diana,

Is moving the meeting impossible even though Matt shared by email that the developer was presenting a new plan at the October meeting that: "This is a new design that Little Italy residents have yet to see, but it will be part the application packet going to the Planning Commission. I am still waiting on a the design concept myself."

Matt shared this by email on September 11th, indicating that in the October meeting the developer will be presenting new material that even staff at planning have not yet seen yet.

We really appreciate your meeting with us.

Thanks,

On Sat, Sep 20, 2025 at 1:50 AM Diana Langley <[dlangleyle@louisvilleco.gov](mailto:dlangleyle@louisvilleco.gov)> wrote:

Good afternoon Lauryl,

Thank you for your patience while I gathered additional information about this project and reviewed the materials provided by Lauren in a separate email. Regarding the timing of the Planning Commission Hearing, the project application was deemed complete by staff in mid-August. Per the City's Municipal Code, once an application is deemed to be approved, the planning commission shall hold a public hearing within 60 days to consider the application. This requires that the project go before the Planning Commission at their October 9<sup>th</sup> meeting.

I cannot defer the Planning Commission meeting, but I am happy to meet with you to discuss your concerns. Please let me know if you are still interested in meeting with me. Thank you.

**Diana Langley** (*she/her*)

City Manager



303.335.4530 (office)

720.762.7488 (cell)

[dlangle@LouisvilleCO.gov](mailto:dlangle@LouisvilleCO.gov)

[LouisvilleCO.gov](http://LouisvilleCO.gov)



---

**From:** Diana Langley

**Sent:** Thursday, September 11, 2025 5:35 PM

**To:** Lauryl Danuff <[laurylita44@yahoo.com](mailto:laurylita44@yahoo.com)>; Emily Cline-Gibson <[eclinegibson@louisvilleco.gov](mailto:eclinegibson@louisvilleco.gov)>; Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>

**Cc:** [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [lauren@highbluff.com](mailto:lauren@highbluff.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com); Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)>; Matt Post <[mpost@louisvilleco.gov](mailto:mpost@louisvilleco.gov)>; Jeff Hirt <[jhirt@louisvilleco.gov](mailto:jhirt@louisvilleco.gov)>

**Subject:** RE: Request for Item To Be Moved To November Meeting

Good afternoon Lauryl,

Thank you for your email and for continuing to engage in the planning process for the Coal Creek Village development. I appreciate the time and effort you and your neighbors have taken to outline concerns. Your email will be shared with the City Council and Planning Commission. I am going to talk to staff to obtain more background on this project, review the materials that were provided by Lauren Foster in a separate email, and review the Traffic Impact Study prepared for the project. I will follow up with you early next week. Thank you.

**Diana Langley** (*she/her*)

City Manager

303.335.4530 (office)

720.762.7488 (cell)

[dlangle@LouisvilleCO.gov](mailto:dlangle@LouisvilleCO.gov)

[LouisvilleCO.gov](http://LouisvilleCO.gov)



---

**From:** Lauryl Danuff <[laurylita44@yahoo.com](mailto:laurylita44@yahoo.com)>  
**Sent:** Wednesday, September 10, 2025 8:43 PM  
**To:** City Council <[Council@louisvilleco.gov](mailto:Council@louisvilleco.gov)>; Emily Cline-Gibson <[eclinegibson@louisvilleco.gov](mailto:eclinegibson@louisvilleco.gov)>; Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>; Diana Langley <[dlangle@louisvilleco.gov](mailto:dlangle@louisvilleco.gov)>  
**Cc:** [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [lauren@highbluff.com](mailto:lauren@highbluff.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com)  
**Subject:** Request for Item To Be Moved To November Meeting

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Hello Planning Commission Members and City Council Members-

It has come to the attention of I and other Little Italy residents that the developers of Coal Creek Village at 0 South Boulder Rd will be re-submitting their PUD for commission approval at the October 9th meeting.

We would like to respectfully ask that the item be moved to the next meeting in November, in order for the necessary representatives to be given time to plan to be there as well as time to prepare properly.

There are meetings among Matt Post, the Planning Department and the neighborhood that have yet to happen.

We also ask that Public Works personnel and a Historical Preservation representative be present at the meeting. We are also hoping to persuade the City Manager to be present.

To start, Matt Post has committed to internal meetings with members of the city- specifically with his colleagues on the planning board to discuss options around the connection of Front Street to South Boulder Rd. As this is one of the communities major concerns, he pledged to take it to the department and to circle back during a meeting with the neighborhood. His last communication to us indicated this internal meeting had been moved, thus he postponed the neighborhood meeting until a later date. As



we have no concrete date for either of these meetings as of yet, we ask that you extend us and the city employees the time to finish this already in progress piece of the discussion.

Many community members have some concerns regarding this coming meeting and the members of the city and community that should be present. Last year there was a lack of representation by public works for the City of Louisville, as well as no person representing Historical Preservation for the City. We ask that another month be given to be sure the proper representatives can be present this year, as we continue the conversation.

As this development is likely to impact the neighborhood of Little Italy directly to the south of the proposed building site, it is important that someone from public works can speak to the already failing and very "historical" sewer and water systems that would be connected to the new development. Since there is immense concern within the neighborhood about water and drainage issues, including snow removal proposed for the development, a public works representative may be able to speak to how to solve for pushing water towards a neighborhood that already floods regularly. The developer has not shared their engineering plans, so we are anxious to hear what might be acceptable in these areas.

We also have concerns about Louisville's ongoing commitment to preserving the historical nature of the city... Little Italy is one of the oldest neighborhoods in Louisville, is rich with history, and is toured regularly by the Historical Society. The claim by the developers that their plans match and blend with the surrounding neighborhoods should be spoken about by someone who has historical knowledge and an understanding of the bordering neighborhoods.

The developer has already explained to us that the PUD has not changed since last years presentation. Please see attached the neighborhood presentation and letter to the planning commission to remind you of our concerns.

Thanks very much for considering moving the item to the November meeting-

Lauryl Danuff Sagrillo

Little Italy and Front Street Resident

**From:** [Lauren Foster](#)  
**To:** [Diana Langley](#)  
**Cc:** [Lauryl Danuff](#); [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com); [Rob Zuccaro](#); [Matt Post](#); [Jeff Hirt](#); [Emily Cline-Gibson](#); [Planning](#)  
**Subject:** Re: Request for Item To Be Moved To November Meeting  
**Date:** Friday, September 19, 2025 10:46:40 PM  
**Attachments:** [image001.png](#)

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We really appreciate your meeting with us.

Thanks,

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**Diana Langley** (*she/her*)

City Manager



303.335.4530 (office)

720.762.7488 (cell)

[dlangley@LouisvilleCO.gov](mailto:dlangley@LouisvilleCO.gov)

[LouisvilleCO.gov](http://LouisvilleCO.gov)



---

**From:** Diana Langley

**Sent:** Thursday, September 11, 2025 5:35 PM

**To:** Lauryl Danuff <[laurylita44@yahoo.com](mailto:laurylita44@yahoo.com)>; Emily Cline-Gibson <[eclinegibson@louisvilleco.gov](mailto:eclinegibson@louisvilleco.gov)>; Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>

**Cc:** [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [lauren@highbluff.com](mailto:lauren@highbluff.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com); Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)>; Matt Post <[mpost@louisvilleco.gov](mailto:mpost@louisvilleco.gov)>; Jeff Hirt <[jhirt@louisvilleco.gov](mailto:jhirt@louisvilleco.gov)>

**Subject:** RE: Request for Item To Be Moved To November Meeting

Good afternoon Lauryl,

Thank you for your email and for continuing to engage in the planning process for the Coal Creek Village development. I appreciate the time and effort you and your neighbors have taken to outline concerns. Your email will be shared with the City Council and Planning Commission. I am going to talk to staff to obtain more background on this project, review the materials that were provided by Lauren Foster in a separate email, and review the Traffic Impact Study prepared for the project. I will follow up with you early next week. Thank you.

**Diana Langley** (*she/her*)

City Manager

303.335.4530 (office)

720.762.7488 (cell)

[dlanglely@LouisvilleCO.gov](mailto:dlanglely@LouisvilleCO.gov)

[LouisvilleCO.gov](http://LouisvilleCO.gov)



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**From:** Lauryl Danuff <[laurylita44@yahoo.com](mailto:laurylita44@yahoo.com)>  
**Sent:** Wednesday, September 10, 2025 8:43 PM  
**To:** City Council <[Council@louisvilleco.gov](mailto:Council@louisvilleco.gov)>; Emily Cline-Gibson <[eclinegibson@louisvilleco.gov](mailto:eclinegibson@louisvilleco.gov)>; Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>; Diana Langley <[dlanglely@louisvilleco.gov](mailto:dlanglely@louisvilleco.gov)>  
**Cc:** [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [lauren@highbluff.com](mailto:lauren@highbluff.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com)  
**Subject:** Request for Item To Be Moved To November Meeting

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Hello Planning Commission Members and City Council Members-

It has come to the attention of I and other Little Italy residents that the developers of Coal Creek Village at 0 South Boulder Rd will be re-submitting their PUD for commission approval at the October 9th meeting.

We would like to respectfully ask that the item be moved to the next meeting in November, in order for the necessary representatives to be given time to plan to be there as well as time to prepare properly.

There are meetings among Matt Post, the Planning Department and the neighborhood that have yet to happen.

We also ask that Public Works personnel and a Historical Preservation representative be present at the meeting. We are also hoping to persuade the City Manager to be present.

To start, Matt Post has committed to internal meetings with members of the city- specifically with his colleagues on the planning board to discuss options around the connection of Front Street to South Boulder Rd. As this is one of the communities major concerns, he pledged to take it to the department and to circle back during a meeting with the neighborhood. His last communication to us indicated this internal meeting had been moved, thus he postponed the neighborhood meeting until a later date. As



we have no concrete date for either of these meetings as of yet, we ask that you extend us and the city employees the time to finish this already in progress piece of the discussion.

Many community members have some concerns regarding this coming meeting and the members of the city and community that should be present. Last year there was a lack of representation by public works for the City of Louisville, as well as no person representing Historical Preservation for the City. We ask that another month be given to be sure the proper representatives can be present this year, as we continue the conversation.

As this development is likely to impact the neighborhood of Little Italy directly to the south of the proposed building site, it is important that someone from public works can speak to the already failing and very "historical" sewer and water systems that would be connected to the new development. Since there is immense concern within the neighborhood about water and drainage issues, including snow removal proposed for the development, a public works representative may be able to speak to how to solve for pushing water towards a neighborhood that already floods regularly. The developer has not shared their engineering plans, so we are anxious to hear what might be acceptable in these areas.

We also have concerns about Louisville's ongoing commitment to preserving the historical nature of the city... Little Italy is one of the oldest neighborhoods in Louisville, is rich with history, and is toured regularly by the Historical Society. The claim by the developers that their plans match and blend with the surrounding neighborhoods should be spoken about by someone who has historical knowledge and an understanding of the bordering neighborhoods.

The developer has already explained to us that the PUD has not changed since last years presentation. Please see attached the neighborhood presentation and letter to the planning commission to remind you of our concerns.

Thanks very much for considering moving the item to the November meeting-

Lauryl Danuff Sagrillo

Little Italy and Front Street Resident



**From:** [Mark-Linda](#)  
**To:** [Matt Post](#)  
**Cc:** [Lauren Foster](#); [Lauryl Danuff](#); [Micah Abram](#); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com)  
**Subject:** Re: Partnership Opportunity - Coal Creek Village Development  
**Date:** Thursday, August 28, 2025 11:06:41 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[IMG\\_9464.png](#)  
[IMG\\_9463.png](#)

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**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Hello All

In consideration of the child/vehicle accident before school this morning on South Boulder and Main St, I suggest no movement on the development until the school/ pedestrian/ bicycle/ residential concerns are safely addressed. Attempting to alleviate traffic at a F-Rated intersection by creating neighborhood cut-through towards a dead end, railroad crossing, middle school and preschool forfeits safety and are irresponsible and asinine.

This email was in draft when the child was injured.

See attachments. At the meeting, alternate ideas were suggested for increased traffic issues with the proposed development. I have a creative idea to manage the issue of the inability for development traffic to turn the North or West from the development. I've attached 2 images one from (Wisconsin and another from Virginia) to base our collective creativity. I suggest designated U-turn space. I'm proposing one to utilize the ball park parking lot on Hwy 42 between the already present driveways. And a second to utilize Burger King/ARC parking lot between the already present driveways.

These U-turn spaces would be a block from the intersection of S. Boulder Rd and Hwy 42 allowing distance for vehicles to access the L turn lane to enter the U-turn area. The parking lot space at the ball fields is already city property and not utilized on weekday mornings or off-season sports schedules. With good design the U-Turn would encroach upon the parking lot but not go through the parking lot. Similar with the Burger King lot.

Lauren's idea for a green space replacing the Front St connection aligns with Safe Routes to School. As it will keep children in the proposed development off South Boulder and in a low traffic neighborhood.

Linda Cateora

On Thu, Aug 28, 2025 at 09:40 Matt Post <[mpost@louisvilleco.gov](mailto:mpost@louisvilleco.gov)> wrote:

Hello All,



I have an internal meeting scheduled next Thursday to discuss the Front St connection on the Coal Creek Village property. We will discuss conditions around the site and the requirement for the Front St connection. I will follow up after that meeting to schedule further discussion with the Little Italy residents.

Lauren – I still have your email on my to-do list. I have two deadlines to meet this week, and I want to take the time to ensure I provide you with a thorough and accurate response where I am able. My goal is to get back to you next week.

Take care,

**Matt Post, AICP**

Senior Planner

Community Development

303.335.4593



[LouisvilleCO.gov](http://LouisvilleCO.gov)

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**From:** Lauren Foster <[lauren@highbluff.com](mailto:lauren@highbluff.com)>

**Sent:** Friday, August 8, 2025 7:10 AM

**To:** Matt Post <[mpost@louisvilleco.gov](mailto:mpost@louisvilleco.gov)>; Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>; Emily Cline-Gibson <[eclinegibson@louisvilleco.gov](mailto:eclinegibson@louisvilleco.gov)>; Michael Markel <[Michael@markelhomes.com](mailto:Michael@markelhomes.com)>; Jason Markel <[jason@markelhomes.com](mailto:jason@markelhomes.com)>

**Cc:** Lauryl Danuff <[lrdindustries@gmail.com](mailto:lrdindustries@gmail.com)>; Micah Abram <[Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu)>; Mark-

Linda <[mlczeman@gmail.com](mailto:mlczeman@gmail.com)>

**Subject:** Partnership Opportunity - Coal Creek Village Development

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Dear Markel Homes and City Officials,

We understand Markel is preparing a new development proposal for Coal Creek Village and want to work together to ensure broad community support for your project. We're excited about welcoming new neighbors and supporting Louisville's housing goals, and believe we can find a solution that benefits everyone.

## **PROPOSED SOLUTION: Public Land Dedication Partnership**

We propose that Markel complete the 15% public land dedication requirement using the highlighted green area on the attached map (as shown represents less than 12% of the total property). This approach would expedite approval, ensure community support, and create a win-win outcome for Markel, the City, and Louisville residents.

**This single change would address multiple objectives:**

### **For the Community:**

- Eliminates through-traffic from South Boulder Road, maintaining safety for Louisville Middle School students who walk through our neighborhood
- Preserves existing Harper alley access for Little Italy residents and historic buildings
- Creates a neighborhood park with a plaque honoring Little Italy's historic significance
- Provides improved flood management through upgraded stormwater infrastructure

### **For the Development:**

- Meets city planning compliance with the 15% public land dedication requirement
- Aligns with Louisville's [2019 Transportation Master Plan](#), [2015 Preservation Master Plan](#), and [2022 Future42 Plan](#)
- Addresses Historic Preservation Commission, previously omitted
- Supports the [2024 City of Louisville Housing Plan](#) by incentivizing walkable, bikeable community design with reduced minimum parking requirements

### **For the City:**

- Fulfills multiple planning document objectives simultaneously
- Creates public green space in a high-density area



- Addresses historic preservation and flood management concerns
- Demonstrates successful developer-community collaboration

## **Background Context**

Last year, our community raised concerns centered on three key issues: traffic safety near the school, preservation of historic neighborhood character, and compliance with city planning documents that prioritize walkable communities over cut-through traffic. Over 85 residents signed letters of concern, and more than 20 community members spoke at planning hearings.

## **Moving Forward Together**

We believe this proposal creates an opportunity for Markel to be recognized as a developer who listens to community input and creates developments that enhance existing neighborhoods. We request a brief meeting to discuss this proposal before your submission to ensure we can work together effectively.

We look forward to a collaborative solution that supports both quality development and community well-being.

Thank you for your consideration,

### **Little Italy Residents:**

Amelia Brown  
Andy Maass  
Anita Menendez  
Asher Miller  
Chante Ash  
Daniel Alejandre  
Dustin Sagrillo  
Jerrica Ash  
Jessica Sandoval  
Jim Lastoka  
Joyce Goglio  
Jody Ash  
Lauren Foster  
Lauryl Danuff  
Linda Cateora  
Mark Zeman  
Mary Rizzi  
Micah Abram  
Moses River  
Nancy Lastoka  
Nick Facemire  
Sanam Pejuhesh  
Tammy Lastoka  
Terri Johnson  
Todd Lastoka



Victoria Facemire

**Contacts for coordination:**

Lauryl Danuff, [lrindustries@gmail.com](mailto:lrindustries@gmail.com)  
Micah Abram, [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu)  
Linda Cateora, [mlczeman@gmail.com](mailto:mlczeman@gmail.com)  
Lauren Foster, [lauren@highbluff.com](mailto:lauren@highbluff.com)

*Attachment: Proposed public land dedication area map*



**DETAILS ON RESIDENT CONCERN RESOLUTION:**

1. No through traffic from South Boulder Road, solving the traffic safety and conflicts with city plans:
  1. Traffic within the development would remain within the yellow-area of the development and exit to major roads. Following the 2024 Housing Plan, this would incentivize in-town biking and walking with vehicles used for regional transportation only.



2. No loss of Harper alley access for existing residents and historic buildings, including garages in Little Italy accessed by the alley:
  1. Markel and the city planners will work together to officially plat the alley behind Harper Street to bring this historic neighborhood to the level of every other Louisville neighborhood with alley access (most of town).
3. The SW corner would be a park, to be used by the developers future residents and Little Italy, with a plaque honoring the history of the Little Italy neighborhood, which historically faced discrimination.
  1. Designed to meet the city's 15% public land dedication requirement
  2. Directly addresses the Historic Preservation Commission (who were omitted from the last round of hearings)
  3. Reduces flood risks to Little Italy by providing a larger, upgradient space for BMP and flood management development

**From:** [Planning](#)  
**To:** [Matt Post](#)  
**Subject:** FW: PUD Coal Creek Village  
**Date:** Thursday, October 2, 2025 4:02:47 PM

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**From:** Mark-Linda <mlczeman@gmail.com>  
**Sent:** Wednesday, October 1, 2025 8:49 PM  
**To:** Planning <planning@Louisvilleco.gov>; City Council <Council@louisvilleco.gov>  
**Subject:** PUD Coal Creek Village

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Dear Planning Commission

The developer for the Coal Creek Village PUD has said that the Front St Connection is not necessary and has bent over backwards to accommodate the city's desire to create the connection.

This connection will increase traffic through a historical neighborhood by 900%. There was a time, when a train station would have benefited by the connection but the construction of DELO private roads and parking has terminated that idea.

I think even though Coal Creek Village will be all right turn entry and exit, traffic could flow R turn onto Hwy 42-R turn onto Griffith Street-R turn onto Main St without cutting through Little Italy. Entering onto Griffith from Hwy 42 will give full visibility to the upcoming intersection at Main Street. This idea gives the same directional flow without a Front St Connection.

I believe the solution the developer has proposed to connect Front St to an unnamed road would work, IF the connection is emergency access only with a gate. This should satisfy the city's desire for the Front St connection and the current developers ambitions.

Mark Zeman



**From:** [Planning](#)  
**To:** [Matt Post](#)  
**Subject:** FW: Coal Creek Village  
**Date:** Thursday, October 2, 2025 4:02:50 PM

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**From:** LLC LLC <cateoral@gmail.com>  
**Sent:** Wednesday, October 1, 2025 8:27 PM  
**To:** Planning <planning@Louisvilleco.gov>; City Council <Council@louisvilleco.gov>  
**Subject:** Coal Creek Village

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Dear Planning Commission

I'm writing to oppose the PUD for Coal Creek Village.

At the last planning commission meeting a larger traffic study was requested. That new traffic study indicates that connecting Front St to South Boulder Road will increase traffic through Little Italy, the adjacent neighborhood, by 900%. Front St is 1 block long and terminates on Griffith St. at a school corridor and rail crossings. Given Griffith is a main corridor for LMS & Patchwork preschool creating a 900% increase in traffic is simply irresponsible and dangerous for children. Especially dangerous for 12yr olds riding e-bikes!

The developer has said the Front St connection with Little Italy is unnecessary. Without connecting to Little Italy, Coal Creek Village would still have 3 access points. By comparison, Steele Ranch has 2 access points and DELO has 3. The city planners have said they cannot sign off on the development without the connection-creating the 900% traffic increase in Little Italy and onto the school corridor.

The city is going to waive the 15% land dedication. These houses have high density and small pocket park is not enough space for "cabin fever".

Often referred to is the PUD Coal Creek Station which was approved years ago. Land dedication was waived for that development and therefore is waived in this development with 3.5xhigher density. Cherry picking accommodations that are a decade or century old and applying them to a completely different development and calling it precedent

has the tail wagging the dog.

The parcel of land is constricted by SBoulder Rd and Hwy 42 and a simple historic neighborhood. At this time, the infrastructure on the roads can't support the proposed density and forces the unreasonable idea to route traffic through Little Italy.

Attached is an image of the 1 block Front St looking South where it T-bones onto Griffith St. DELO negates any gridded street design by sitting in the middle of Front St.

Attached is Front St looking North to S Boulder Rd. The connection will make a very inviting cut through for traffic wanting to avoid the failing intersection at South Boulder Rd and Hwy42. Again, the result is a 900% increase in traffic in a residential neighborhood. Heavily impacting an adjacent residential neighborhood because the infrastructure can't support the increased traffic isn't the small town, community, pedestrian friendly, safe route to school values that Louisville wants to preserve.

PUD Coal Creek Village isn't the right fit for the constricted challenge of that parcel. Shoe horning the project doesn't make sense.

Linda Cateora



**From:** [lauryl.danuff](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek Village Comments for Oct. 9 2025 Packet  
**Date:** Thursday, October 9, 2025 11:01:57 AM  
**Attachments:** [Downtown and NE Corner of Louisville.pdf](#)  
[IMG\\_4426.HEIC](#)  
[IMG\\_4423.HEIC](#)

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**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Hello Commission, City Council, and Planning Department -

Thank you for hearing our comments and concerns and for doing the important jobs you do for our city!

I am writing with my updated concerns around the proposed Coal Creek Village development.

You heard me last year, as I asked for Front Street not to be opened up to South Boulder Road. As I told you how my kids walked these streets, how my cats roam and we walk our dogs and greet the townspeople who walk through our streets from our front yards, in Little Italy and DELO. How we love watching the hawks and other wildlife that live in the field. Though I hope you remember how passionately I and my neighbors feel about our few blocks of Little Italy, I won't go too deep into that again, especially because in the last year since our previous discussions, so much more has come to light about the possible effects of this development.

You asked for an updated traffic study to understand the impacts on the streets and intersections around my neighborhood and this proposed development. It shows that what we feared is quite likely true. That the intersections surrounding Little Italy are already stressed- particularly S Boulder Rd and Hwy 42 – which received an F rating – same as the last study. It also showed that opening up Front Street to SBR would increase the traffic on the current block of Front St by 900% It confirmed that right now a car comes down my street every 6 or 7 minutes and it would change that to every 40 or 50 seconds. This is a drastic change for my little historic block, regardless of the statistical nature of that being “ok” traffic for a residential street by the cities parameters. It continues to be not ok for us who are at the effect of this. This traffic will then be forced either towards the Middle School, towards highway 42, or through DELO parking lots and driveways. None of which is appropriate, safe, or helpful. What we learned also and really importantly is that driving this much traffic down Front Street doesn't actually help the intersections at -S Boulder Rd and Main St. – Griffith and Main Street – Front and Griffith – Griffith and Hwy 42 – and most importantly again, S Boulder Rd and 42 which remains rated an F even with Front Street open. So the city is proposing heavy impacts on Louisville's oldest neighborhood, a school zone and other stressed intersections without the public benefit that would justify it. I and my neighbors have been informed repeatedly by Markel folks that the connection is not needed by them to make the development work, but that the city won't approve the development without it.

SO I'd like to talk about the answer we have been given repeatedly, and really the only answer given when we have asked the city planners why they need it open. This includes asking through Diana Langley, who reported back with the same information. I quote the



answer she sent to me in response to her question regarding whether Front Street could take a more circuitous route from S Boulder Rd to the connection on our block rather than be a straight shot-

*This would require a significant redesign of the subdivision and development plan and is not consistent with the Mixed Use Design Standards that call for a traditional street grid to match Downtown. The street grid would improve and facilitate safe pedestrian connections. The Mixed Use Design Standards state "The street and block standards are a fundamental cornerstone in creating a pedestrian-oriented and pedestrian-friendly district... the street and block standards purposely model the existing street grid and block system in Downtown Louisville to encourage the MU-R and CC Districts to mature as an extension of Downtown, and to enable the present and future vehicle, pedestrian, and visual access between areas." Having the direct street grid connection to DELO would also support the DELO commercial area, best practice design of streets in support of TOD for future train station, and support connections to Downtown.*

Great – this all sounds really great and is something anyone could get behind in theory. I'd like to ask you, however, to please consider this whole North East area of Louisville that we are speaking about. If you can see on the west side of Little Italy, DELO and the proposed development site - the railroad runs north/south. There are crossings on South Boulder Rd, Griffith, and Pine. Three streets to connect the east side of the tracks to the west side of the tracks which contains the entirety of the downtown gridded street system the city refers to. As soon as you go east of the tracks, the gridded system is no longer. If you are looking at Little Italy and the development site, bordered on the west by the tracks unchangeably separating it from the downtown grid, look east to Hwy 42 and how it runs along Boulder County open space, 7<sup>th</sup> generation farm, the ballfield complex, the recycling areas etc going south. No grid to be found and no grid able to be made. Look to the North, over S Boulder Rd where the Christopher Village shopping center, apartment buildings and eventually Steel Ranch and the affordable housing apartment buildings sit – no grid system to be found there and none able to be made without starting over. Look to the South to the supposed DELO grid system. Front street is offset, which disturbs the grid, and even if it wasn't it leads into a parking lot, past the park, into the apartments parking lot where it dead ends. The one street that runs through from Little Italy to DELO is Cannon, where it goes two blocks before it dead ends near Miners field. It also can never run north because of the houses that block it on Harper, it has to dead end on Harper. That stretch of Cannon, that three blocks, is the longest piece of grid in the entire section of town – 3 blocks that dead end on both sides. Technically, the two blocks of Little Italy are the only two blocks of continuous (if you call two continuous) grid anywhere in the vicinity of the proposed development. May I also point out that the proposed development that city planning is so eager to support is not designed in a grid system. I have attached a map of Louisville showing exactly what I am talking about.

Now I don't know what is going on here – the reality is clear that the grid system is a moot point. There is no grid now. Opening Front Street does not create a grid system. No grid system will be built, with or without this development. It's a non-conversation. And it's a non answer to our questions. And now I hate to think that the folks who are in charge of development and planning of this city don't even know it's own streets – that these folks are so unfamiliar with what the town actually looks like and how it's laid out that they are just giving us an uneducated answer. That is very disturbing. The other option



may be more so – if they are trying to convince us this is the answer because something else is going on that they don't want to talk to us about – well, I don't even know – I think I'd rather think they don't understand the city they are planning. Either way, I am highly disturbed. I implore you commissioners to keep a sharp eye on the reasons for what is being proposed as we move through this process. The city has said they need this grid primarily for pedestrian safety, while at the same time, agreeing to the variances asked that would remove bike lanes and make the sidewalks thinner in this new development. How does that make sense? Council - please see that the presented reason for putting Front Street through to South Boulder Rd is false. It does not create a grid. It does not solve traffic in surrounding intersections. And it does not work for the public's benefit.

I would bring up, at this point as well, the conversation about parks and green space. This lot has been slated as mixed use residential for as long as anyone can remember and, like all developable lots, is meant to have a park and green space dedication. We have been informed that this piece of land at some point in the past was granted a variance that allowed them to skip the public park or green space, at some past PUD approval of some development that never came to be. The city now tells us that because it was granted in the past, that it's their habit to carry those exceptions into the present – thus Coal Creek Village will not be asked to follow the same guidelines as the rest of Louisville's developments and will not be required to add any public green space or park at all -much less at the percentage legally required. Markel has informed us that we may walk up and use their "pocket park". Thanks guys.

I am also worried, now that I've discovered some of the city's answers to our questions aren't actually true, that other answers we've been given may be false. The lack of clarity around the alley behind Harper – Is that city owned and maintained? If it is as we are sometimes told so, why has the city never maintained it in the time any of us can remember? \*I've attached a picture of the alley from the west end looking east, you can see it's winding nature and lack of maintenance.\* What about the piece of the alley that is owned by the unplatted properties at the end of Harper? Why would the developers design an alley next to an alley? How will the piece of property owned by the city that was once a railroad spur be incorporated into the development? – has that been given or sold to Markel as we are sometimes told? \*I've also attached a picture of the spot where Front St would go through which includes pieces of land owned by Markel, the city, and the residents of the street all in that tiny spot.\* What about the two houses not platted on Harper? What about asking for help from the developers to update the road infrastructure around the proposed site to be able to support this kind of development? What about emergency evacuation?

It has come to my attention recently, that the current infrastructure is deficient, not only in every day traffic usage, but in the realm of emergency evacuation. This is not speculation, this is the direct experience of the most recent emergency evacuation a couple of years ago during the Marshall Fire. As cars moved to evacuate from Downtown Louisville, South Boulder Road and Highway 42 became gridlocked for blocks and blocks and blocks. Had the fire moved in the direction of downtown there would have been a real emergency and disaster resulting in huge tragedy and loss of life, as cars were stuck on these two roads for hours. This development means that next time Downtown is asked to evacuate, 188 more households, meaning 300 or 400 more possible people and cars will be trapped in this gridlock, will be making it worse, and will be putting the entire community in more danger.

This site has been sitting here for the entire history of Louisville. This site has been

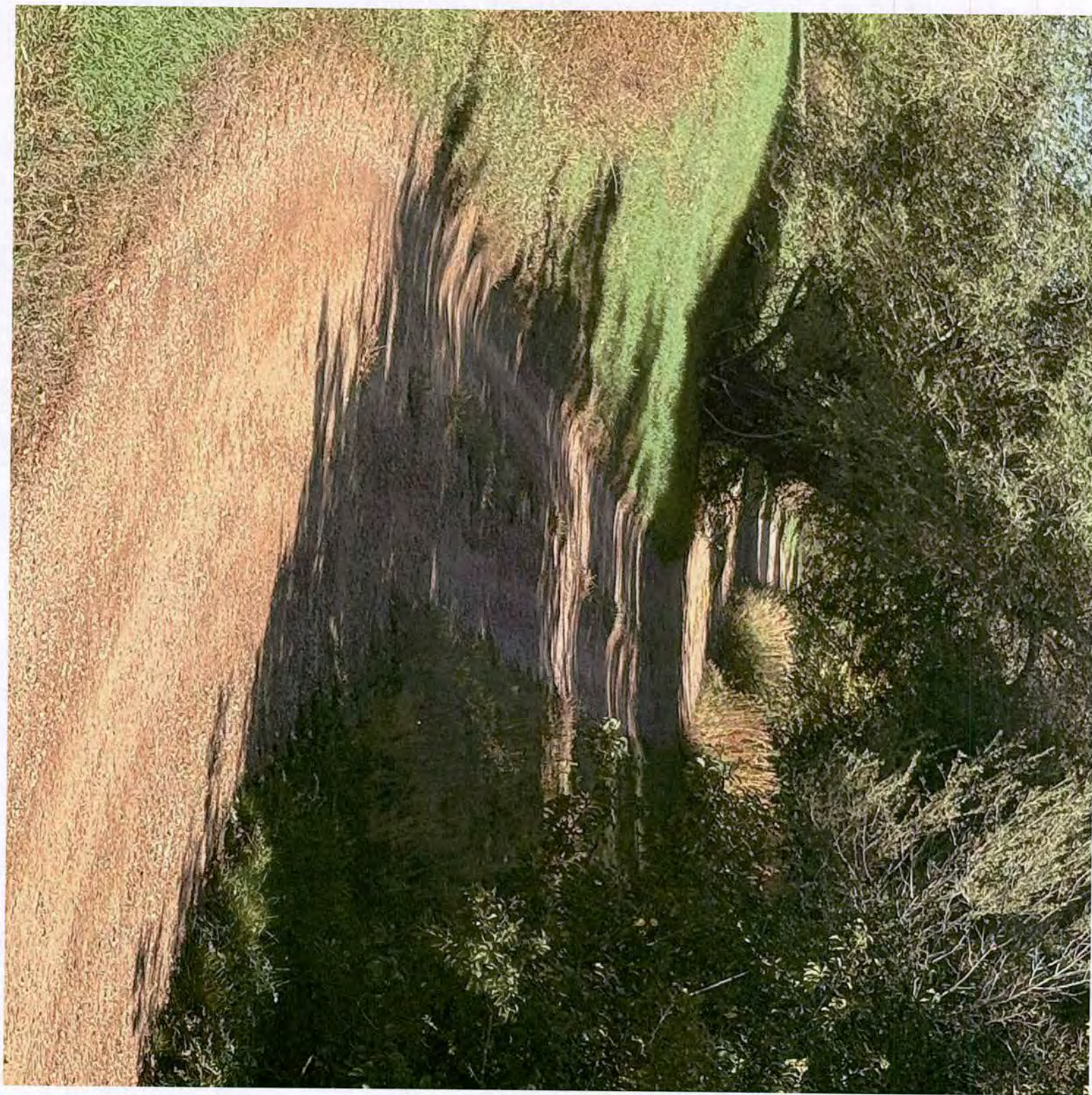


proposed for development many times over the history of Louisville. This site has never really been able to be developed in all that time. The last developer died trying to make it happen, and that was a plan for 51 houses in a similar layout as Little Italy. It is unbelievable that THIS plan would be the one that actually happens. The city code says anything like this has to provide enough public benefit. The benefit of more housing is real in Louisville – that would be the benefit. But I also believe that statement has to refer to detriment caused by any plans or development as well. The current deficient infrastructure does not support putting 188 more households on this plot of land and the destructive means it would take to do so. There are other places in Louisville that may be more appropriate, but this plot of land is super constricted on all sides, and just cannot responsibly be developed at the current plan. It increases danger to our whole community and asks a historic neighborhood to bear the burden of this deficiency while the city pretends that it is a solution, and pretends that the development is somehow aesthetically coordinated with the surrounding neighborhoods. It asks the only neighborhood adjacent to the proposed site to just take the word of the developers and planning department that we'll be considered and taken care of in this process. Please do not allow this preliminary PUD to be passed through until these situations and questions that affect both Little Italy and Louisville as a whole, are legally and satisfactorily addressed.

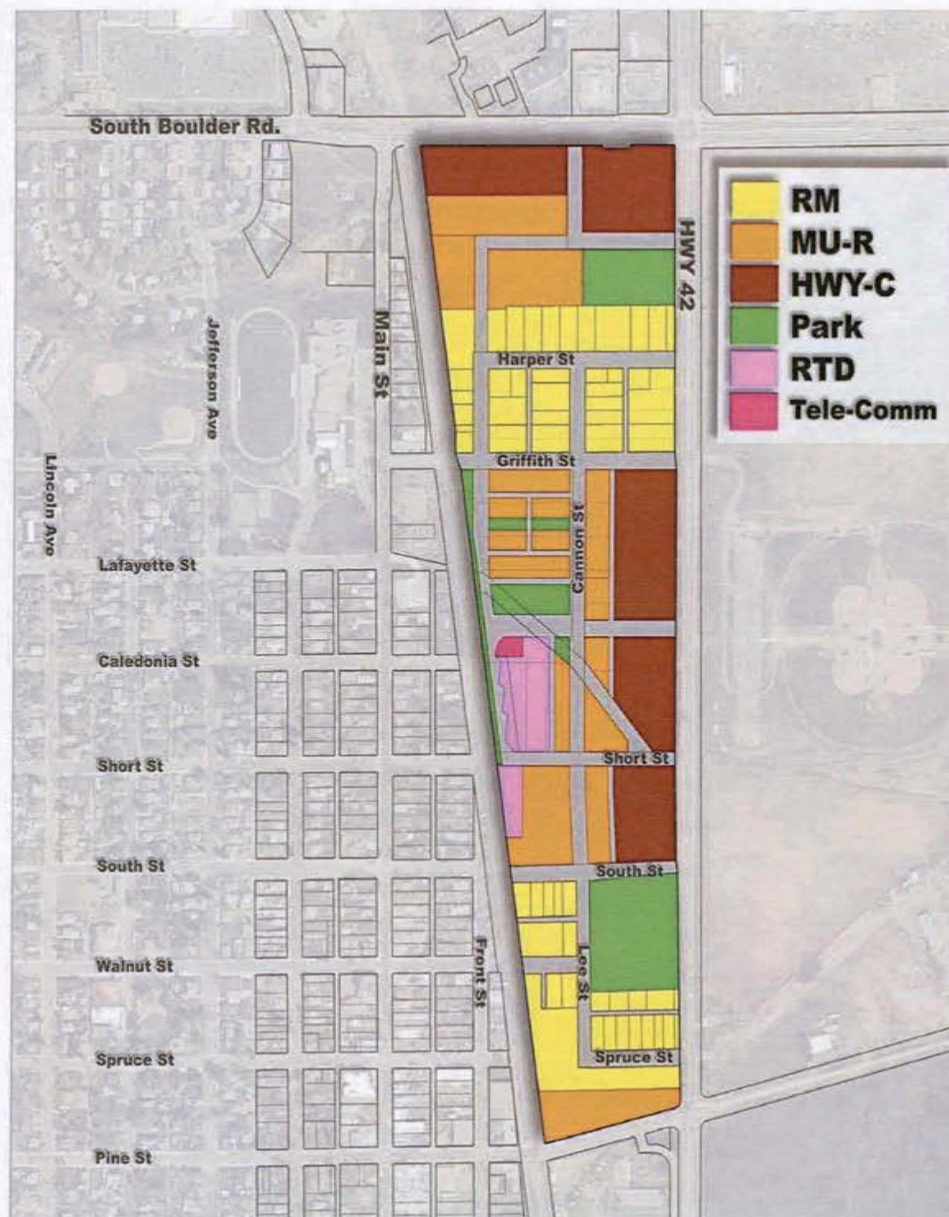
Thank you so much for your time and consideration. See you at the meeting tonight.













Current Commercial and Apartment Buildings  
Not Gridded

Permanent Break In Grid For Railroad  
Runs The Length Of Louisville, with very few crossings.



**From:** [tamar krantz](#)  
**To:** [Planning; Steve Brauneis](#)  
**Cc:** [Diana Langley](#)  
**Subject:** Please require public land dedication for Coal Creek Village  
**Date:** Thursday, October 9, 2025 11:13:38 AM

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**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Dear Chair Brauneis and Planning Commissioners,

Please discuss the lack of adequate public land dedication at Coal Creek Village.

The Coal Creek Village Plat requires a public land dedication of 15%. LMC 16.16.060 (b) requires subdivisions to include 15% public land dedication exclusive of streets, drainage areas, etc. It allows a fee in lieu, but your commission and Council can choose whether or not to allow that or other options depending on the need of the subdivision. In this case 188 housing units will require more than what is proposed. Since the property is 10.7 acres, the 15% public land dedication requires 1.605 acres. According to the staff report, "A 20,908 square-foot park is located on Outlot C which is designed to accommodate the main entrance of 18 townhomes on site, while a smaller, 2,350 square-foot pocket park is provided within the micro townhome block." This does not meet the minimum required by code. A fee in Lieu is not proposed.

There seemed to be confusion over interpretation of the exception during your previous meeting. LMC 16.16.060 (b)(4) states,

*"The requirements of the section shall not apply in cases where satisfactory dedication arrangements were made and approved by the city council at the time of annexation or previous subdivision of the same property."*

While the land was previously platted about 100 years ago, it did not include "satisfactory dedication arrangements" because there was NO dedication. Interpreting this in such a way that this is considered moot is not a valid legal determination because it is obvious from the context that a previous council intended to include a dedication upon previous or current platting.

Because Open Space is an option, and is the option desired by the Little Italy residents, I hope you will require it rather than allowing fee in lieu

Thanks,



Tamar Krantz,  
Louisville

**From:** [Sondra Hittle](#)  
**To:** [Planning](#)  
**Subject:** Proposed development, corner of South Boulder Road and Highway 42  
**Date:** Wednesday, October 8, 2025 4:29:07 PM

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**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

October 8 2025

To Whom it May Concern,

I am writing to express my firm opinion that it is NOT in the best interest of the neighborhood of "Little Italy", as well as the city of Louisville, to develop the corner of South Boulder Road and Highway 42, into high density housing with increased traffic and congestion. This would cause a 900% increase in traffic (as shown in the traffic study) to the adjacent neighborhood, Little Italy, as well as directly in front of Louisville Middle School on Main Street. This would create an unsafe route to school as it is not pedestrian/cycling friendly for kids and families. It would highly increase the risk of accidents and injury to the children and citizens traveling through that area.

Also, there is planned water shedding from the development toward Little Italy as the city has waived the required 15% land dedication for green space. This is clearly not in the best interest of this Louisville historical neighborhood.

I visit the neighborhood regularly and can foresee the unfortunate challenges this proposed development would create. It seems that to develop the land is only in the best interest of the developer, as forcing the issue by opening Front Street from South Boulder Road to Griffith will only create congestion and unsafe traffic patterns.

Please take these concerns seriously and keep Louisville and its historic districts safe and valued!

Sondra Hittle



**From:** [Juliana Massaro](#)  
**To:** [Matt Post](#); [Rob Zuccaro](#)  
**Cc:** [Brad Curl](#)  
**Subject:** Coal Creek Village - email comments for Planning Commission Hearing on 10/9  
**Date:** Tuesday, October 7, 2025 10:41:52 AM  
**Attachments:** [image002.png](#)

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**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Good morning Matt and Rob,

Thanks again for the discussion last week concerning Snarf's access concerns. Following conferral with Snarf's, we have prepared the following email and request that it be included in the materials for the Planning Commission hearing on October 9:

This email contains comments to the Planning Commission regarding the pending application for Coal Creek Village by Markel Homes. Our firm represents the owner of Snarf's Sandwiches located at 1100 E South Boulder Road (just east of, and adjacent to, the site of the proposed development). Snarf's Sandwiches is locally owned and operated by Jimmy ("Snarf") Seidel, who started Snarf's Sandwiches in Colorado and has since expanded the business to two other states, but Jimmy and Snarf's both still call Colorado home. Snarf's asked us to take a look at the Coal Creek Village application documents due to concerns that the primary access point into the Louisville Snarf's parking lot would be closed if the development were approved as proposed.

The restaurant is located on the corner of South Boulder Rd and Cannon Circle, just west of Union Jack Liquor. Based on its location, Snarf's has two access points: 1) for customers coming from the east, the restaurant is accessed via a lefthand turn to the south from South Boulder Road onto Cannon Circle and via Cannon Circle access into the parking lot, and 2) customers coming from the west access the restaurant via either the primary access off Cannon Circle or the secondary access directly from South Boulder Road into the Snarf's parking lot. The secondary access from South Boulder Road is not accessible from the east due to the brick median on South Boulder Road.

There was previously a discussion regarding whether to close the primary Cannon Circle access to Snarf's in connection with the developer undertaking the Coal Creek Village project. In fact, the current version of the PUD still seemingly indicates closing that access.

Snarf's strongly opposes any closure of this existing access point. As you are aware,



customers are critical to the viability of any retail business, particularly a low-margin sandwich shop. Closing the primary access to Snarf's would have a catastrophic impact on its business.

Although we continue to disagree that the developer has any legal authority to affect curb cuts on the other side of a 60-ft right-of-way from its property, we have worked closely with staff on this issue and have discussed alternatives that would avoid negative impact on Snarf's business. Following our discussions, we understand that staff does not want to close the Cannon Circle access, but rather requires that that business access remain open. In that regard, Snarf's supports the inclusion of Condition No. 4 to the Staff Recommendation, which condition requires that: "[t]he applicant shall work with staff and the property owner at 1110 E. South Boulder Road to modify the plans as necessary and ensure the vehicular access to the property from Cannon Circle is provided."

In connection with related preliminary discussions, staff proposed the following adjustments to the existing access: (i) move the northern curb cut to the south about 6 feet narrowing the Cannon Circle access from around 31 feet to around 24 feet in width, and (ii) install "DO NOT BLOCK" pavement paint on Cannon Circle directly to the west of the Cannon Circle business access. Snarf's is agreeable to those proposed revisions in connection with maintaining the existing access and wants to be clear that, as depicted in the Traffic Calming Exhibit, direct access to the property must remain available to those travelling southbound on Cannon Circle (i.e., there is no median constructed in that portion of Cannon Circle, which would require southbound traffic on Cannon Circle to travel south past the store, make a u-turn near oncoming traffic at a 90-degree angle, travel back north on Cannon Circle, then turn right into the property).

We want to thank staff for their willingness to work with Snarf's to address our concerns and look forward to finalizing the details related to maintaining the existing access to our property as this project progresses through the approval process.

Thanks,  
Juliana

[Juliana@PackardDierking.com](mailto:Juliana@PackardDierking.com) | [Website](#) | [vCard](#)

**Juliana M.H. Massaro**

Attorney  
2595 Canyon Blvd., Suite 200 Boulder, CO 80302  
Phone: 303.447.0450 x 114 Fax: 303.447.0451

NOTICE: This message and its attachments are confidential and may contain legally privileged information. Any unauthorized use or dissemination is prohibited. Please notify the sender if you have received this message in error.



**From:** [Planning](#)  
**To:** [Matt Post](#)  
**Subject:** FW: Developing unincorporated land between South Boulder and Harper.  
**Date:** Tuesday, October 7, 2025 4:40:55 PM

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**From:** nick Briggs <nbriggs437@gmail.com>  
**Sent:** Tuesday, October 7, 2025 4:22 PM  
**To:** Planning <planning@Louisvilleco.gov>  
**Subject:** Developing unincorporated land between South Boulder and Harper.

**[EXTERNAL EMAIL] From outside of City of Louisville** DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

I am emailing you to tell you that I am not in support of developing the unincorporated area of land between South Boulder Road and Harper Street. It is already too crowded and there is too much traffic. Our small community does not have the infrastructure to support this many residents comfortably as is.

Thank.

**From:** [Bruce Bernhardt](#)  
**To:** [Planning](#)  
**Subject:** Concerns about Coal Creek Village Development  
**Date:** Wednesday, October 8, 2025 3:07:29 PM

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**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

My wife and I have been residents of Louisville for the past 8 years. We live in the DELO Townhome community. We are very concerned about the proposed Coal Creek Village development planned for the area between South Boulder Road and the Little Italy community.

In particular, we're concerned about the planned extension of Front Street from the Coal Creek Village development to Griffith Street. This extension would generate additional traffic to an already congested area on Griffith Street around the Louisville Middle School, the railroad crossing, and the intersection with Rt. 42.

In addition, this extension is likely to encourage traffic to cut through our townhome community to find another way to access Rt. 42 and avoid the likely back-ups on Griffith. This portion of Front Street (south of Griffith) is a PRIVATE ROAD, which our townhome community maintains. It is NOT a city street, and it is NOT designed as a through street. Maria, Johnson, and Leonard Lanes in our community are in reality private ALLEYS.

Drivers who pass through our community on Front will likely turn on Maria, Johnson, or Leonard Lane to get to Cannon Street and on to Rt. 42. This will create a dangerous scenario. All of our garages open onto these lanes, and homeowners back out of their garages. Also very concerning is that small children often learn to bike on these lanes. We have attached a number of pictures of the DELO Townhome portion of Front Street and our DELO lanes to better illustrate our concerns.

We're asking that the Planning Commission vote NO to any plan for Coal Creek Village which includes this Front Street extension or which generates additional traffic in and around Griffith Street, Little Italy, and the DELO Townhome community.

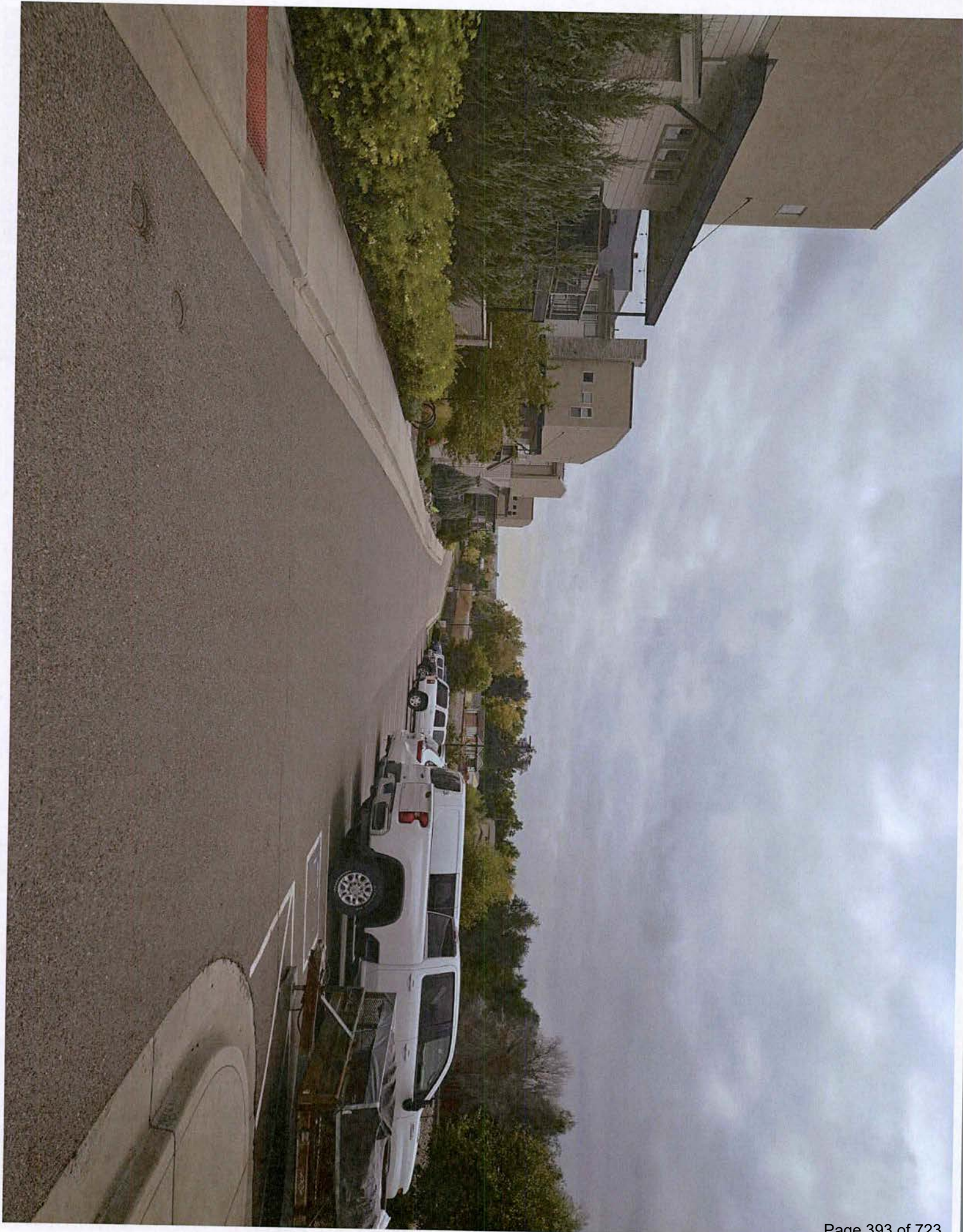
Sincerely,

Bruce and Connie Bernhardt  
1079 Leonard Lane























**From:** [Lauryl Danuff](#)  
**To:** [Diana Langley](#)  
**Cc:** [mlczeman@gmail.com](#); [lauren@highbluff.com](#); [Micah.abram@colorado.edu](#); [j33sandoval@gmail.com](#); [Rob Zuccaro](#); [Matt Post](#); [Jeff Hirt](#); [Emily Cline-Gibson](#)  
**Subject:** Re: Coal Creek Village  
**Date:** Monday, October 6, 2025 12:44:40 PM  
**Attachments:** [image002.png](#)  
[image001.png](#)

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**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Thank you Diana - Both for coming to see the site and for hearing us out, as well as the good amount of work you've done to find the answers to these questions!

The information you've compiled does indeed answer several of the questions we have been curious about and directs us to the source of the information which is super valuable, so we are very grateful! We may have future questions, and I will let my other neighbors respond with their thoughts or questions. But my first concern is this answer we also keep getting from the city regarding the gridded streets. They have said repeatedly that they need the gridded street system to both match the rest of the downtown grid as well as to promote traffic flow and pedestrian access and safety. That all sounds reasonable and understandable, when you apply to to somewhere else... when you look at this particular area that we are discussing - the site for the possible development, the Little Italy Neighborhood and the surrounding areas -there is already no gridded areas, and there is really no way to create gridded areas, including by connecting Front Street. Consider please, that the west boundary of these areas are restricted by the railroad track, with a crossing at South Boulder Rd, Griffith, and Pine but nowhere in between, and that is not going to change without some drastic infrastructure that is not in the plans - this restricts any chance of continuing into or connecting to the downtown grid. On the east is Hwy 42, which the city is actively trying to close streets to - the recent South Street closure that was voted down, plus the alley in Little Italy slated to be closed, which is next to open space, the 7th Gen Farm, the ballfields, the recycle center, open space and trails beyond that - which is certainly not gridded and won't be. To the North of the proposed development is South Boulder Rd and across that is the Christopher Village commercial space and apartment buildings, and then Steel Ranch. None of this is in a grid structure and is not slated to be gridded, ever, it would require an entire re work that won't happen. To the South of Little Italy is DELO which is also not gridded - Front Street is offset, as we explained to you, and continues into a parking lot, with the townhouses driveways off of it, then continues into the apartments parking lot and dead ends. Cannon Street continues from Little Italy into DELO but only for two blocks before it also dead ends by Miners Field. Cannon cannot continue in a grid fashion to the north as the houses on Harper prevent it. SO that leaves the one block by two block Little Italy neighborhood that is gridded. That is two city blocks that have four streets around it. There is no way to match the current downtown grid in this area. The new development isn't even proposed as gridded! So adding one stretch of ungridded Front Street to the current one block of it DOES NOT CREATE A GRID, NOR CAN A GRID EVER BE CREATED!! I am incredibly frustrated by this answer, as the main reason to connect Front Street to South Boulder Rd in a straight shot. It is a non answer and I feel messed with by the city. Do they truly not understand the street structure in this part of town or is this a cover answer for something else? What, in your opinion, is going on here with this conversation?

Again, I am so grateful for your work and for your willingness to be in conversation around this topic with our neighborhood!

Lauryl

On Friday, October 3, 2025 at 01:37:09 PM MDT, Diana Langley <[dlanglely@louisvilleco.gov](mailto:dlanglely@louisvilleco.gov)> wrote:

Good afternoon Lauryl,



Thank you for coordinating the on-site meeting on Wednesday. It was helpful to see the area in person and hear some of the neighborhood's concerns. Please find responses below to some of the questions raised.

- Front Street

- Does the alignment of Front Street have to be straight through from South Boulder Road to Harper Street? Or, can the alignment be more circuitous?

*Community Development - This would require a significant redesign of the subdivision and development plan and is not consistent with the Mixed Use Design Standards that call for a traditional street grid to match Downtown. The street grid would improve and facilitate safe pedestrian connections. The Mixed Use Design Standards state "The street and block standards are a fundamental cornerstone in creating a pedestrian-oriented and pedestrian-friendly district... the street and block standards purposely model the existing street grid and block system in Downtown Louisville to encourage the MU-R and CC Districts to mature as an extension of Downtown, and to enable the present and future vehicle, pedestrian, and visual access between areas." Having the direct street grid connection to DELO would also support the DELO commercial area, best practice design of streets in support of TOD for future train station, and support connections to Downtown.*

*Public Works - The current design has a curvilinear alignment to the degree allowed with the short run from South Boulder road to the existing connection. There are also considerations for access points being too close to another on an arterial street (talking about moving the Front Street connection along South Boulder Road)*

- Can the road through the development have a different name than Front Street? They are not supportive of Front Court as noted on the updated "Front Street Connection – Private Drive Concept" figure.

*Community Development - This would be non-standard, but I believe could be accommodated if needed. This would not be consistent with the Mixed Use Design Standards policies for a traditional street grid.*

- At the connection with South Boulder Road, can a "Not a Through Street" sign be installed?

*Community Development - The Front Street connection should be clear to the residents and visitors. This connection provides an access to westbound South Boulder Road from the development and limits dangerous lane crossings and u-turns on South Boulder Road.*

*Public Works - Staff would consider a "local traffic only" sign after*



*development if there is significant cut-through traffic. The proposed traffic calming (raised crosswalk and bump outs) will minimize this. Based on the peak traffic, staff doesn't believe cut-through traffic will be an issue, as the right turn from South Boulder Road to Highway 42 is not delayed significantly.*

- Drainage Design

- They noted that they have not seen the drainage report. I found a copy on the website dated March 2024. Is that the latest copy? To your knowledge, has this been provided to the residents?

*Community Development - The drainage report has not been sent directly to the residents, but the most recent report is posted on the website. Link to drainage report - [2941 drainage](#)*

- Can you please confirm the drainage improvements that will be constructed with this project? In reading the report, my understanding is the following:
  - Outlot D Detention Basin is designed to provide adequate detention for the historical 10-yr and 100-yr flows. Release rates will be set to match the historic and allowable release rates for the development.

*Public Works - This is a requirement for all development and based on the preliminary drainage report, they are meeting the criteria. Further details will need to be provided with the Final Drainage Report (Final PUD) to verify the design meets the standards.*

- A Bypass Storm Sewer is proposed through the site for the Goodhue Ditch and for offsite flows from a storm sewer system on the north half of S. Boulder Road r/w. The developer and city are partnering together to pay for the bypass storm sewer.

*Public Works - Once the downstream connection (Drainageway 7-1) is constructed through the Harney Lastoka open space, the diversion structure will be constructed to divert stormwater to Coal Creek. The City is covering a portion of the costs for the diversion pipe based on difference between historic flows and this new flow that will be diverted through the system. This is correct.*

- Does the design consider historical flows from the Little Italy neighborhood?

*Public Works - Any historical flows entering this development are accounted for in the drainage report per our standards.*

- 20' Existing Alley

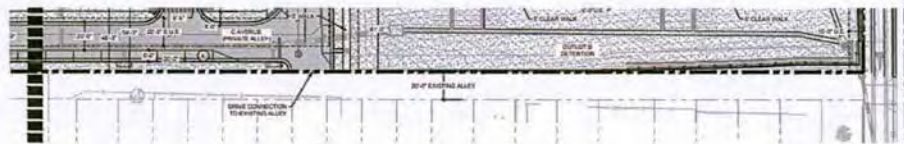


Who owns the underlying title for the existing alley? Who will provide ongoing maintenance for the alley?

*Community Development - The alley is dedicated city right of way. The city has maintenance responsibility.*

- How does the actual dirt alley align with the south property line of Coal Creek Village? Will the developer be doing anything to the existing dirt alley?

*Public Works - The alley is dedicated city right of way by a previous plat. There are old railroad parcels overlapping this right of way that the developer will be required to dedicate the alley portion to the City. The developer will be required to improve the alley and then the city will maintain.*



- Utility Connections

- Where are the water connections for the development?
  - I looked at the utility plan in the application and found the following connections. Can you please confirm? Link to Plans - [\(638602595712800000\)](#) Utility Plan is page 16
    - South Boulder Road & Front Street – Water connection
    - South Boulder Road & Cannon Circle – Water extension
    - Front Street & Harper Street – Water connection
    - CO 42 & Cannon Circle – Water connection

*Public Works - This is correct.*

- Where are the sewer connections for the development?
  - I looked at the utility plan in the application and found the following connections. It does not appear that the project is connecting to any existing sewer lines at Front Street and Harper Street. Can you please confirm that these are the only connections?
    - CO 42 & Cannon Circle – Sewer connection
    - Cannon Circle Knuckle – It looks like there is a connection to the existing sewer line

*Public Works - There is an existing line in the north-south run of Cannon Circle that they are connecting to as well as Highway 42/Cannon. They are replacing the east-west sewer line in Cannon Circle in a slightly different location (moving it south).*



Please let me know if you have any additional questions or would like to review the responses.

Diana Langley (*she/her*)

City Manager

303.335.4530 (office)

720.762.7488 (cell)

[dlangley@LouisvilleCO.gov](mailto:dlangley@LouisvilleCO.gov)

[LouisvilleCO.gov](http://LouisvilleCO.gov)



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**From:** Diana Langley  
**Sent:** Wednesday, September 24, 2025 10:45 AM  
**To:** Lauryl Danuff <[laurylita44@yahoo.com](mailto:laurylita44@yahoo.com)>  
**Cc:** [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [lauren@highbluff.com](mailto:lauren@highbluff.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com); Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)>; Matt Post <[mpost@louisvilleco.gov](mailto:mpost@louisvilleco.gov)>; Jeff Hirt <[jhirt@louisvilleco.gov](mailto:jhirt@louisvilleco.gov)>; Emily Cline-Gibson <[eclinegibson@louisvilleco.gov](mailto:eclinegibson@louisvilleco.gov)>  
**Subject:** RE: Request for Item To Be Moved To November Meeting

Good morning Lauryl,

I can meet in the evening on October 1<sup>st</sup>. What time works for all of you? I can reserve the Spruce Room at City Hall or let me know if you would prefer to meet on-site later in the afternoon or early evening to walk me through the concerns. Thank you.

Diana

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**From:** Lauryl Danuff <[laurylita44@yahoo.com](mailto:laurylita44@yahoo.com)>  
**Sent:** Tuesday, September 23, 2025 9:56 AM  
**To:** Diana Langley <[dlangley@louisvilleco.gov](mailto:dlangley@louisvilleco.gov)>  
**Cc:** [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [lauren@highbluff.com](mailto:lauren@highbluff.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu);



[j33sandoval@gmail.com](mailto:j33sandoval@gmail.com); Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)>; Matt Post <[mpost@louisvilleco.gov](mailto:mpost@louisvilleco.gov)>; Jeff Hirt <[jhirt@louisvilleco.gov](mailto:jhirt@louisvilleco.gov)>; Emily Cline-Gibson <[eclinegibson@louisvilleco.gov](mailto:eclinegibson@louisvilleco.gov)>

**Subject:** Re: Request for Item To Be Moved To November Meeting

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Thank you for your response, Diana-

We would be very happy to have a meeting with you - we are set to meet the developers this Thursday the 25th, so ideally we meet you after that but before the October 9th Commission meeting. Wednesdays and Thursdays in the evening seem to be the best for the neighborhood folks - Does the 1st or 2nd work for you?

Lauryl

On Friday, September 19, 2025 at 04:50:19 PM MDT, Diana Langley <[dlangley@louisvilleco.gov](mailto:dlangley@louisvilleco.gov)> wrote:

Good afternoon Lauryl,

Thank you for your patience while I gathered additional information about this project and reviewed the materials provided by Lauren in a separate email. Regarding the timing of the Planning Commission Hearing, the project application was deemed complete by staff in mid-August. Per the City's Municipal Code, once an application is deemed to be approved, the planning commission shall hold a public hearing within 60 days to consider the application. This requires that the project go before the Planning Commission at their October 9<sup>th</sup> meeting.

I cannot defer the Planning Commission meeting, but I am happy to meet with you to discuss your concerns. Please let me know if you are still interested in meeting with me. Thank you.

**Diana Langley** (*she/her*)

City Manager

303.335.4530 (office)

720.762.7488 (cell)

[dlangle@LouisvilleCO.gov](mailto:dlangle@LouisvilleCO.gov)

[LouisvilleCO.gov](http://LouisvilleCO.gov)



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**From:** Diana Langley

**Sent:** Thursday, September 11, 2025 5:35 PM

**To:** Lauryl Danuff <[laurylita44@yahoo.com](mailto:laurylita44@yahoo.com)>; Emily Cline-Gibson <[eclinegibson@louisvilleco.gov](mailto:eclinegibson@louisvilleco.gov)>; Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>

**Cc:** [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [lauren@highbluff.com](mailto:lauren@highbluff.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com); Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)>; Matt Post <[mpost@louisvilleco.gov](mailto:mpost@louisvilleco.gov)>; Jeff Hirt <[jhirt@louisvilleco.gov](mailto:jhirt@louisvilleco.gov)>

**Subject:** RE: Request for Item To Be Moved To November Meeting

Good afternoon Lauryl,

Thank you for your email and for continuing to engage in the planning process for the Coal Creek Village development. I appreciate the time and effort you and your neighbors have taken to outline concerns. Your email will be shared with the City Council and Planning Commission. I am going to talk to staff to obtain more background on this project, review the materials that were provided by Lauren Foster in a separate email, and review the Traffic Impact Study prepared for the project. I will follow up with you early next week. Thank you.

**Diana Langley** (*she/her*)

City Manager

303.335.4530 (office)

720.762.7488 (cell)

[dlangle@LouisvilleCO.gov](mailto:dlangle@LouisvilleCO.gov)

[LouisvilleCO.gov](http://LouisvilleCO.gov)



**From:** Lauryl Danuff <[laurylita44@yahoo.com](mailto:laurylita44@yahoo.com)>  
**Sent:** Wednesday, September 10, 2025 8:43 PM  
**To:** City Council <[Council@louisvilleco.gov](mailto:Council@louisvilleco.gov)>; Emily Cline-Gibson <[eclinegibson@louisvilleco.gov](mailto:eclinegibson@louisvilleco.gov)>; Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>; Diana Langley <[dlanglely@louisvilleco.gov](mailto:dlanglely@louisvilleco.gov)>  
**Cc:** [mlczeman@gmail.com](mailto:mlczeman@gmail.com); [lauren@highbluff.com](mailto:lauren@highbluff.com); [Micah.abram@colorado.edu](mailto:Micah.abram@colorado.edu); [j33sandoval@gmail.com](mailto:j33sandoval@gmail.com)  
**Subject:** Request for Item To Be Moved To November Meeting

**[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.**

Hello Planning Commission Members and City Council Members-

It has come to the attention of I and other Little Italy residents that the developers of Coal Creek Village at 0 South Boulder Rd will be re-submitting their PUD for commission approval at the October 9th meeting.

We would like to respectfully ask that the item be moved to the next meeting in November, in order for the necessary representatives to be given time to plan to be there as well as time to prepare properly.

There are meetings among Matt Post, the Planning Department and the neighborhood that have yet to happen.

We also ask that Public Works personnel and a Historical Preservation representative be present at the meeting. We are also hoping to persuade the City Manager to be present.

To start, Matt Post has committed to internal meetings with members of the city- specifically with his colleagues on the planning board to discuss options around the connection of Front Street to South Boulder Rd. As this is one of the communities major concerns, he pledged to take it to the department and to circle back during a meeting with the neighborhood. His last communication to us indicated this internal meeting had been moved, thus he postponed the neighborhood meeting until a later date. As we have no concrete date for either of these meetings as of yet, we ask that you extend us and the city employees the time to finish this already in progress piece of the discussion.

Many community members have some concerns regarding this coming meeting and the members of the city and community that should be present. Last year there was a lack of representation by public works for the City of Louisville, as well as no person representing Historical Preservation for the City. We ask that another month be given to be sure the proper representatives can be present this year, as we continue the conversation.

As this development is likely to impact the neighborhood of Little Italy directly to the south of the proposed building site, it is important that someone from public works can speak to the already failing and very "historical" sewer and water systems that would be connected to the new development. Since there is immense concern within the neighborhood about water and drainage issues, including snow removal proposed for the development, a public works representative may be able to speak to how to solve for pushing water towards a neighborhood that already floods regularly. The developer has not shared their engineering plans, so we are anxious to hear what might be acceptable in these areas.

We also have concerns about Louisville's ongoing commitment to preserving the historical nature of the city... Little Italy is one of the oldest neighborhoods in Louisville, is rich with history, and is toured regularly by the Historical Society. The claim by the developers that their plans match and blend with the surrounding neighborhoods should be spoken about by someone who has historical knowledge and an understanding of the bordering neighborhoods.

The developer has already explained to us that the PUD has not changed since last years presentation. Please see attached the neighborhood presentation and letter to the planning commission to remind you of our concerns.

Thanks very much for considering moving the item to the November meeting-

Lauryl Danuff Sagrillo

Little Italy and Front Street Resident



**From:** [Planning](#)  
**To:** [Matt Post](#)  
**Subject:** FW: Coal Creek Village Development  
**Date:** Monday, October 6, 2025 8:44:22 AM  
**Attachments:** [2020CommunicationToCityCouncil.png](#)  
[CrosswalkSignCannonandGriffithSept2022.png](#)  
[2024LouisvilleGovCrosswalkTraffic.png](#)

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**From:** Rita Zamora <rita@ritazamora.com>  
**Sent:** Sunday, October 5, 2025 12:50 PM  
**To:** Planning <planning@Louisvilleco.gov>  
**Cc:** City Council <Council@louisvilleco.gov>  
**Subject:** Fwd: Coal Creek Village Development

**[EXTERNAL EMAIL] From outside of City of Louisville** DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

**Subject:** Coal Creek Village PUD

**To:** Louisville Planning Commission

**Meeting:** October 9, 6:30 p.m.

**From:** Rita Zamora, Louisville resident (Cannon + Griffith St. area)

Hello Commissioners,

Thank you for your service and for considering neighborhood input on the proposed Coal Creek Village PUD.

I'm writing to respectfully request that the Commission **deny** the new proposal as submitted.

### **Why the current proposal is unsafe for our streets**

Our neighborhood streets are narrow and already experiencing excessive speeds and cut-through traffic. Two examples illustrate this:

**Cannon & Griffith crosswalk hazard.** The "Yield to Pedestrians—State Law" center-of-road sign at this crosswalk has been struck repeatedly and required full sign replacement five or six times before it was ultimately removed rather than replaced. If a simple crosswalk sign cannot survive at this location, it's difficult to believe our streets can safely absorb the large traffic increase from 188 new residential units plus commercial activity. (See Photo: "Crosswalk Sign—Cannon & Griffith.")

**Non-functioning speed monitor.** A portable digital speed sign was placed near my home for



several weeks; it never displayed speeds even once, as observed by me and several neighbors. It was removed shortly thereafter. This raises concerns about the accuracy and completeness of any speed or volume data being used to assess traffic impacts.

These are not isolated concerns. I have previously contacted the City about persistent speeding and pedestrian safety risks in this same area and requested crosswalk and safety improvements. (See attached prior emails to City Council dating back to 2020.)

### **Scale and cut-through risk**

The 2016 approval contemplated 51 residential units and roughly 29,472 sq ft of commercial space.

The new proposal seeks 188 residential units and about 13,534 sq ft of commercial space — a **268% increase in housing density** with fewer commercial square feet.

**In other words, nearly four times as many residences are being proposed, which would directly translate to significantly more daily vehicle trips on already overburdened neighborhood streets.**

Additionally, the proposed connection to Front Street would funnel new traffic through Little Italy and DELO Townhomes, sending even more cars into our residential grid where streets were not designed for that volume.

This scale is fundamentally different. Without strong mitigations, our neighborhood will face more speeding, noise, collisions, and pedestrian risk, eroding the quality of life for residents, seniors, families with strollers, children, and pets.

Please **deny** this new development proposal.

Thank you,

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

From: **Rita Zamora** <[rita@ritazamora.com](mailto:rita@ritazamora.com)>

Date: Thu, Oct 10, 2024 at 12:20 PM

Subject: Coal Creek Village Development

To: <[CityCouncil@louisvilleco.gov](mailto:CityCouncil@louisvilleco.gov)>, <[Planning@louisvilleco.gov](mailto:Planning@louisvilleco.gov)>

Hi - I have been emailing the Louisville City Council since 2020 about safety concerns on Griffith St. and Cannon St., adjacent to Little Italy, and near the proposed Coal Creek Village Development. (see attached)

Since that time I have communicated with the city or council off and on about replacing our damaged crosswalk signs due to being struck by vehicles. I can hear each time the signs are struck as it sounds like a gunshot when it is struck and then the cars just speed



off on their way.

As of a few months ago, the crosswalk sign was yet again struck by a vehicle but this time the crosswalk sign was never replaced.

Keep in mind this is an intersection that many Louisville Middle School kids use when walking, and riding bikes and ebikes, from Ziggis Coffee Shop to school.

I think since the original crosswalk sign was placed around 2020 it has been replaced about 5 or 6 times due to damage from being struck by vehicles.

This intersection is tight and again a main route for Louisville Middle School pedestrians, e-bikes, and cyclists as well as neighborhood activity.

The city is already adding significant traffic from the upcoming East Louisville DELO development to this area and Griffith St. will be severely impacted.

Please consider how adding additional density as proposed in the Coal Creek Village development is going to negatively impact our safety and quality of life here on Griffith St.

Thank you for your consideration,  
Rita Zamora

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**Rita Zamora**

 [rita@ritazamora.com](mailto:rita@ritazamora.com)

**From:** Diana Langley  
**Sent:** Tuesday, January 13, 2026 5:06 PM  
**To:** Rob Zuccaro; Matt Post  
**Subject:** FW: Coal Creek access and Cannon Circle

FYI

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**From:** Barbara Hamlington <[BHamlington@louisvilleco.gov](mailto:BHamlington@louisvilleco.gov)>  
**Sent:** Tuesday, January 6, 2026 3:13 PM  
**To:** Diana Langley <[dlangle@louisvilleco.gov](mailto:dlangle@louisvilleco.gov)>  
**Cc:** Dietrich Hoefner <[DHoefner@louisvilleco.gov](mailto:DHoefner@louisvilleco.gov)>  
**Subject:** Fw: Coal Creek access and Cannon Circle

Forwarding the email below for staff visibility in preparation for the agenda item

**Barbara Hamlington | City Council Ward III**  
City of Louisville  
Cell 269-277-7673



*Please note: all incoming and outgoing emails may be subject to the Colorado Open Records Act, § 24-72-100.1, et seq.*

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**From:** [dharp@comcast.net](mailto:dharp@comcast.net) <[dharp@comcast.net](mailto:dharp@comcast.net)>  
**Sent:** Tuesday, January 6, 2026 2:08 PM  
**To:** Barbara Hamlington <[BHamlington@louisvilleco.gov](mailto:BHamlington@louisvilleco.gov)>  
**Subject:** Coal Creek access and Cannon Circle

**[EXTERNAL EMAIL] From outside of City of Louisville** DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Barbara

I am the owner of Unionjack Liquor on South Boulder Road. It has come to my attention that the traffic study of the Coal Creek project has stated that the intersection of Cannon Circle and South Boulder Road would become a Right-In , Right-Out only.

That would most certainly destroy the access for Snarfs, the smoke shop, the health products store and myself (Unionjack Liquor). Anyone trying to exit those businesses could not go west unless they



went to Griffith Street, up to Main Street and then on to South Boulder Road. All that traffic would make Griffith and Main a major arterial, which also happens to be in front of Louisville Middle School.

While I know these businesses would love to have 180-200 more possible customers, it would make the entrance and exit to these properties difficult. Approximately 60% of my business comes from Louisville, which means 60% of some 300 customers would have to exit thru the connecting streets of the new development to Griffith to return to Louisville.

My family settled in Louisville in 1920's, and I have seen many changes, some good and some bad. I would enjoy more customers, but I would rather have a better quality of life for the citizens who live in that area.

If the project is approved, I would hope that the access to the business would not be hampered by this rather large and condensed development.

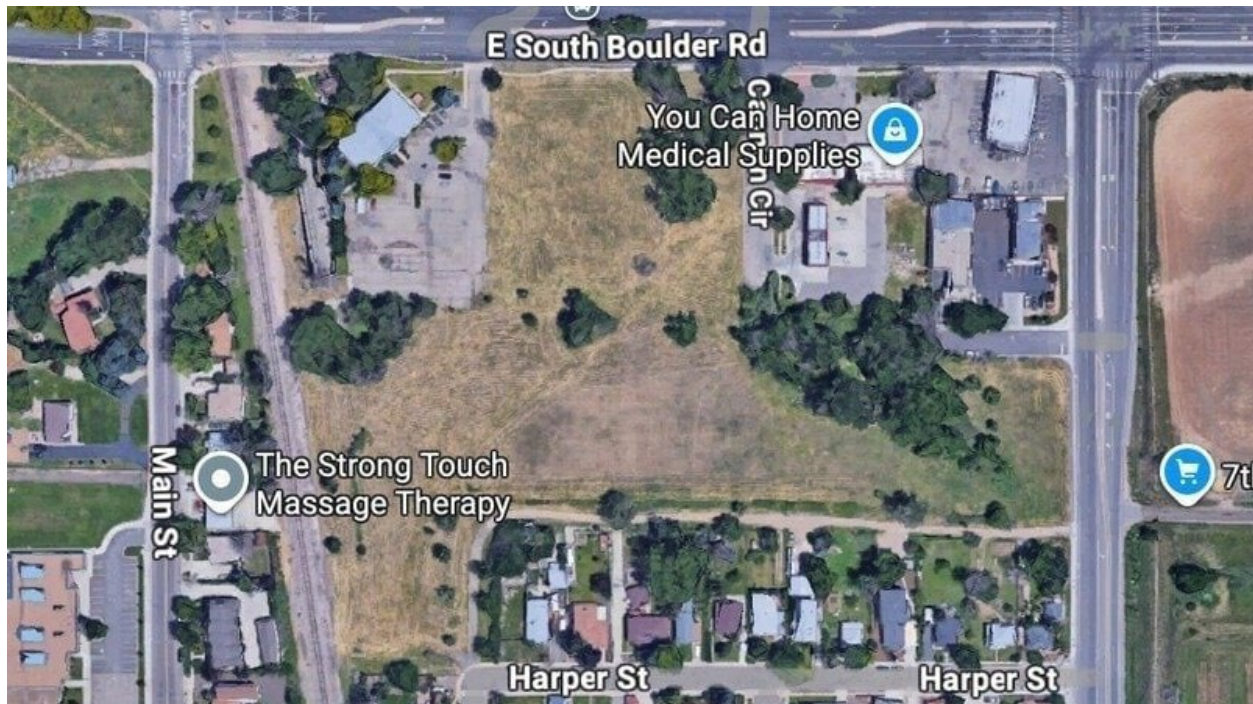
I would love to talk in person if you have the time.

Thank you for your time, Doug Harper-Unionjack Liquor  
303-817-0350





# Save Little Italy - Push For Responsible Development of Coal Creek Village



## The Issue

Dear Neighbors and Friends,

As residents of Louisville, and especially those of us in the historic Little Italy neighborhood, we welcome thoughtful growth. Development can bring energy and opportunity to our city — and it must also respect existing neighborhoods, schools, and infrastructure.

The current Coal Creek Village plan poses serious concerns that could negatively impact Little Italy, DELO, Louisville Middle School, and the broader community. We are asking the City of Louisville and the developers to slow down, listen, and work with residents to find responsible and creative solutions before approvals move forward.

Quick Overview:

-Traffic & Safety: Don't route 900% more cars down Little Italy's one-block of Front Street and its alley — this is a street where pedestrian traffic, including kids to school is high, that

leads to a parking lot, a train crossing, and into the already unmanageable Middle School traffic. Make reasonable plans for traffic safety, particularly where an emergency evacuation is concerned.

-Neighborhood Character: Protect historic Little Italy's access, safety, and livability by keeping through-traffic out and ensuring fair utility and alleyway improvements. The current Planning Department's focus on densification is working counter to Louisville's values.

-Green Space & Drainage: Require more trees, green or open space, and stormwater management to prevent flooding, preserve neighboring houses, and deal with snow storage. We stand, in this community for parks, open space, trail connectivity, and childrens safe pathways to school.

### Expanded Concerns

#### 1. Traffic & Safety on Front Street and the Alley Behind Harper St.

Current city plans route significant traffic through Little Italy — a small, historic block that was never designed for cut-through driving. This is an attempt to solve already deficient road infrastructure that causes traffic delays already.

With 188 units planned (vs. the originally approved 51), this could bring up to 900% more cars directly into a school zone where Louisville Middle School kids walk (no buses provided), and traffic is already messy twice a day. It also greatly increases the risk of disaster in the case of emergency evacuations like the one that came just a few years ago with the Marshall Fire. The gridlock that happened in this area would only be worsened by adding 188 households to evacuate and would in no way be resolved by opening Front Street.

Residents ask that the Front Street and alley connections be limited to emergency vehicles, bikes, and pedestrians only. Other developments in Louisville have had to be retroactively closed to through traffic — let's prevent that mistake here. We also have proposed and discussed various solutions including making the developer's part of Front Street be a non straight street, using the alley access to access both neighborhoods, and requesting the developer to put funds towards solving the Hwy 42/S. Boulder Rd. intersection so that traffic funneling is not necessary. The Planning Department has refused to consider other solutions and has communicated that the Front Street throughway is their only solution.

#### 2. Green Space, Drainage, and Flood Risk

The site is a natural drainage area and contains small wetlands vital to wildlife. The Goodhue Ditch also runs through the property. Current plans increase impermeable



surfaces, creating real flooding risks for Little Italy and Hwy 42. As the developers have yet to show residents the engineering plans for drainage, only have explained that they plan a detention pond, real fears exist around an area of town that already floods in wet conditions.

The proposed alleyway drainage is inadequate and could leave residents and the city with costly long-term problems.

We are asking for modern stormwater design, preserved wetlands, and sufficient green space with mature tree plantings, especially where the development meets existing neighborhoods. One solution the residents have proposed is to put a park in the Southwest corner of the site, which would allow for show storage, permeable ground, a buffer between the old neighborhood and the new development, and fulfill the land dedication requirement that the city is waiving - their explanation being that historically they've waived these requirements when the previous approval had it waived. This is an example of the city taking a pro developer stance rather than working with or for the residents and working ways that are set, rather than searching for creative solutions to real problems.

### 3. Preserving Neighborhood Character & Fair Access

Little Italy has relied on its alleyways and property access for over 70 years, and was platted in the late 1800s. Current designs would cut off or narrow this access, creating legal risks (including Adverse Possession claims) and threatening residents' rights. The city claims that they need to create a grid pattern to match the downtown grid of streets, but have failed to note that current infrastructure does not allow nor will ever allow a grid system to exist east of the railroad tracks, where the proposed development site lies. Developers could adjust the plan slightly — removing as few as 4 units — to maintain fair alley access while still achieving their goals. They could also share and improve the alley in use rather than building a new road directly parallel to the current alley. Residents have also proposed this solution as a win-win for both Little Italy and the new development, to no comment from developer or City of Louisville. We also ask for shared infrastructure improvements, including buried utilities, sewer and water upgrades, and neighborhood buffering, so that old and new neighborhoods thrive together. This stems from problems already arising in Little Italy with old systems failing in the recent past. In the least, we feel it is reasonable for a city official who has the knowledge about connecting these two neighborhoods facilities be present at the Planning Commission meeting and that residents get to hear a plan that makes sense.

## Our Request

We are not anti-development. We are pro-responsible development. We simply ask that the City of Louisville Planning Commission not approve the Preliminary Plat until:

Traffic cut-throughs into Little Italy are removed or redesigned for safety, and traffic plans around emergency evacuations are developed.

Drainage, snow removal, and green infrastructure are addressed, and

Resident access and neighborhood character are protected.

This is about finding common ground — building a new neighborhood that works with, not against, the ones that are already here.

Please sign to show your support for a safer, greener, and more respectful Coal Creek Village development.

Thank you for standing with your neighbors.



# ***Planning Commission***

## ***Meeting Minutes***

**September 12, 2024**

**City Hall, Council Chambers**

**749 Main Street**

**6:30 PM**

**Call to Order** – Chairperson **Brauneis** called the meeting to order at 6:30 PM.

**Roll Call** was taken, and the following members were present:

Commission Members Present: Steve Brauneis, Chair  
Jeff Moline, Vice Chair  
Debra Baskett, Secretary  
David Bangs  
Cullen Choi  
Jonathan Mihaly

Commission Members Absent: Jennifer Hunt

Staff Members Present: Jeff Hirt, Planning Manager  
Matt Post, Senior Planner  
Cameron Fowlkes, City Engineer  
Ben Jackson, Planning Clerk

### **APPROVAL OF AGENDA**

Motion to approve the agenda was moved by **Moline**, seconded by **Mihaly**, and adopted by voice vote.

### **APPROVAL OF MINUTES**

Motion to approve the minutes for the June 2024 meeting was moved by **Baskett**, seconded by **Choi**, and adopted by voice vote.

### **PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

Tamara **Kranz**, a Louisville resident, submitted a request to make a comment on items not on the agenda, specifically regarding the comprehensive plan update. She wanted to point out the change made to the original vision statement after the first round of public input. The original statement was: "Louisville is committed to a healthy, equitable, resilient, and sustainable community," and it also included the phrase "where we preserve our small-town character." However, this was later revised and approved by the City

Council on September 3rd. The new vision statement removed the reference to "preserve our small-town character" and instead added: "to create, evolve, and adapt to change, while respecting our past and supporting our high quality of life."

**Kranz** expressed her appreciation for the committee's initial outreach to the community when they asked for input on what "small-town feel" meant. She said they received a lot of interesting responses. Kranz then urged the committee to go back to the community when discussing the new vision statement and ask, "What do we mean by 'evolve and adapt to change'?" She emphasized the importance of community input in shaping the comprehensive plan.

### **PUBLIC HEARING ITEMS – NEW BUSINESS**

- a) **PUD Amendment – 947 Pine:** The reason of the hearing is to received evidence on the application materials providing an open forum for all interested parties who wish to comment on this before the Planning Commission. The notice has been satisfied.
- b) **Preliminary PUD Amendment, Preliminary Plat land use exhibit Amendment rezoning and special review use – 1032, 1034, 1040 East South Boulder Road:** The purpose of the hearing is to received evidence regarding the application materials providing an open forum for all interested parties who wish to comment on this before the Planning Commission.

#### **PUD Amendment – 947 Pine**

##### Staff Presentation:

**Post** explained that the agenda item for the night was a request for approval of Resolution 9, Series 2024, which recommended approval of a request for a Planned Unit Development (PUD) amendment with a special review use. This amendment would allow a bar and restaurant with outdoor dining and miniature golf at 947 Pine Street, otherwise referred to as Birdie Bar in the application materials.

##### Commissioner Questions of Staff:

**Bangs** asked whether the existing building itself, not the sign, had been analyzed for historic status. Post responded that there was no knowledge of that and suggested that the applicant could likely provide more information regarding any exploration of historic preservation. Bangs' second question was about a couple of addendums to the packet that were recently added, and whether there had been any public comments on this item.

**Post** responded that there had been no public comments.

**Moline** inquired about the sound regulations and whether they were consistent with those for all of downtown.



**Post** explained that the City's nuisance regulations would apply.

**Applicant Presentation:**

**Sonya Starr**, a Brighton resident, is the co-owner of Birdie Bar, along with Mike Starr and Amy and Fanny Gryzmala. Starr explained that the goal of Birdie Bar was to create a warm and inclusive environment that brought together all types of community members, including families, professionals, golfers and non-golfers, groups of friends, and co-workers, providing a space where everyone could come together and enjoy that corner of the city.

Birdie Bar would feature state-of-the-art golf simulators, an elevated food and beverage program, and the ability to host tailored events, including nonprofit fundraisers, private parties, and golf-related events. The vision was to create a professional yet approachable vibe that would appeal to families and a wide range of groups.

**Carolynne White**, from Brownstein Hyatt Farber Schreck with offices in Denver, addressed the review criteria. White began her presentation by outlining the two sets of criteria: the special use review criteria and the Planned Unit Development (PUD) criteria. She noted that they had submitted a letter to staff as part of the application packet, which addressed all of the special use review criteria in detail. White also emphasized that the application met all of the criteria for both the PUD and the Special Review Use (SRU), agreeing with staff's analysis and the staff report on the matter. Additionally, she discussed how the proposal aligned with the comprehensive plan and how it furthered the goals outlined in that plan.

**Commissioner Questions of Applicant:**

**Choi** asked two questions: The first one was about the conceptual designs, specifically about the addition to the east, and its use as a mechanical room to serve the space.

**Starr** responded with a yes, it is a mechanical room, also some storage. Some of our electrical and A/V kind of sound equipment will be in there as well. We'll probably store miniature golf equipment in there too.

**Choi** followed up with: the mechanical equipment for the building will be contained in that addition on the east, and nothing will be outside or roof-mounted.

**Justin Fries**, with Studio DH Architecture in Golden, answered the question: There will be some rooftop units; there is rooftop screening provided in the design. The east entry is also going to be where our fire riser room is, for the fire sprinkler and storage.

**Choi's** second question is about the proposed lighting, and if there is going to be a controlled lighting system.

**Starr** explained that the goal is to be compliant with the lighting regulations. We'll have shielded lights for those, and then the festivals will be managed.

**Basket's** question is about the alley located on the west side of the building, more specifically the door on the west side.

**Starr** explains that that is the alley between 947 and Henry's, and the door is intended to be used by the bar staff to take out trash.

**Starr** explained how they can also have deliveries come to the alley.

**Bangs'** question is about the landscape plan and the intent behind the trees along the west line.

**Chris March**, from Seven29 in Littleton, answered the question, explaining how the trees are small evergreen trees.

**Moline** asked about the disposition of any kind of underground storage tank, given that the property was a former gas station.

**Starr** explained how they removed the tanks back on March 11th without any issues.

Public Comment:

None.

Applicant Closing Statement:

**Starr** thanked the commission for the opportunity to present their vision and ideas for this corner and expressed that they were very much looking forward to opening day and contributing to the vitality of downtown.

Staff Closing Statement:

No additional comments.

Discussion by Commissioners:

**Basket** was excited about the proposal and the synergy it would create with other local businesses, as well as its proximity to downtown and its potential to extend walkability. Basket thought they had come up with a very creative solution for parking.

**Mihaly** was also very excited about the proposal and resonated with the comment about the strong synergy with other establishments in the area. Mihaly also believed it was an improvement in almost every way.

**Choi** also liked the proposal, believing it would be a great project. He appreciated the sustainability and efficiency measures incorporated into the design, such as the pergola on the south side, which would make the space more comfortable and reduce the overall cooling load in the building.

**Bangs** appreciated the presentation and the comprehensive outline, recognizing all the thought that had gone into it. He noted that it was certainly new and different, and he believed the town would benefit significantly. He saw it as a substantial improvement.



**Moline** concurred with all his fellow commissioners' comments and with the staff's comments, supporting the waivers and all the criteria.

**Brauneis** was also in support of the proposal and found the setbacks to be appropriate. He was particularly excited about the reuse of the existing building and the preservation of the historic sign.

**Brauneis** moved to make the motion. **Choi** moved to approve Resolution 9, Series 2024, recommending approval for a PUD Amendment and Special Review Use for 947 Pine Street, seconded by **Mihaly**.

**Preliminary PUD Amendment, Preliminary Plat Land Use Exhibit Amendment  
Rezoning and Special Review Use – 1032, 1034, 1040 East South Boulder Road:**

**Staff Presentation:**

**Post** started his presentation by explaining the item, which was Resolution 10, Series 2024, recommending approval of the Coal Creek Village Preliminary Planned Unit Development (PUD), Preliminary Plat, Rezoning, Land Use Exhibit Amendment, and Special Review Use. Post noted that the commissioners had received an addendum in their staff packet, which included public comments received before the packet was published, as well as additional comments that came in the addendum.

**Post** explained that the application had first been received in 2021. The applicant's request was for 188 dwelling units and 13,534 square feet of commercial space on 10.7 acres. The applicant also requests a rezoning from Commercial Community Mixed-Use (CC-MU) and Residential Medium Density (R-M) to Residential Mixed-Use (MU-R). The last item was a request for a special review to allow multifamily residential units on the ground floor in the MU-R zone district.

The property is in the Highway 42 Revitalization Area and the Highway 42 Urban Renewal Area.

**Staff Recommendation:**

Staff recommended approval of an ordinance rezoning portions of Caledonia Place Subdivision Plat from CC-MU and R-M to MU-R and Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 11.14.

Staff recommend approval of Resolution 10, Series 2024 for approval of the coal creek village preliminary PUD and Plat with the following conditions:

- 1) The applicant will work with staff in the final PUD process to redesign the proposed sidewalk and right-of-way improvements adjacent to South Boulder Road.
- 2) The Final PUD shall comply with Colorado SB24-005, which will prohibit local governments from allowing the installation of nonfunctional turf as defined and outlined in the bill.
- 3) In the Final PUD, the process shall provide all necessary evidence to support their request to satisfy the Inclusionary Housing provision of LMC sec. 17.76, including a Voluntary Alternative agreement or other agreed upon Options to Satisfy in accordance with LMC Sec. 17.76.050.

**Commissioner Questions of Staff:**

**Mihaly** asked about traffic flow and how it would interface with the existing South Boulder Road and Highway 42.

**Post** answered, agreeing with Mihaly, and explained that the median improvements on South Boulder Road are directly north of the proposed access point. He noted that the traffic study didn't recommend any additional improvements. Post also mentioned that the City had adopted the Future 42 Plan, which is a comprehensive public improvement document that includes proposals for signalized intersections. This plan also considers the build-out of the Highway 42 Revitalization Area. As a result, Post didn't believe any additional improvements were proposed for South Boulder Road.

**Bangs** asked about Post's earlier statement that the Front Street connection was approved back in 2016, noting that it had been approved when the development—or the PUD—was tentatively approved for 51 or 55 dwelling units, with 51 units being the final count.

**Post** confirmed that was correct.

**Bangs** expressed concern about this.

**Moline's** question was also about circulation and concerns regarding the Front Street connection to Griffith from neighbors and others. He asked what Public Works would consider if Front Street wasn't allowed to connect to Griffith, particularly in terms of having enough access points for the subdivision.

**Post** asked Cameron Fowlkes, the City Engineer, to answer the question.

**Fowlkes** explained how critical the connection between Front and Griffith is. He noted that if the Front Street connection wasn't made, having only three access points would make it very challenging for people leaving the building, particularly for those heading west toward Boulder. Therefore, Public Works considered the Front Street connection to be crucial to the development, and without it, the project would need to be re-evaluated from the beginning.

**Baskett** asked staff to elaborate on the sidewalk reduction along South Boulder Road and Highway 42.

**Post** clarified that the 5-foot reduction would not apply and would not be supported for South Boulder Road. He also mentioned that the applicant was requesting an 8-foot reduction. Regarding Highway 42, a closer look would need to be taken during the



improvement planning process, but Post indicated that it was unlikely the 5-foot reduction would be supported there either.

**Choi** asked about the traffic impacts on the broader area, particularly given the lack of a left-out onto South Boulder Road. He wondered if any consideration had been given to that issue.

**Fowlkes** said they hadn't explored that specific subject yet. He mentioned that Canon Circle did have a left-out, and that future traffic restrictions would be considered as the development progressed.

**Choi** asked for clarification regarding the inclusionary housing issue, noting that the applicant wanted to pursue the Voluntary Alternative Agreement. He pointed out that the staff presentation recommended that "the applicant can choose between the Voluntary Alternative Agreement or the Inclusionary Housing Agreement."

**Post** explained that the exact arrangement was still to be determined but had been brought up in the meeting due to how long the matter had been under review by staff.

**Bangs** asked whether the decision on which agreement to follow would affect the fiscal analysis.

**Post** confirmed that it would, but that the fiscal analysis would need to be re-run based on whichever agreement was selected.

**Brauneis** asked about the language in the city ordinance regarding the 12% of units required for inclusionary housing, noting that the language seemed somewhat broad.

**Post** explained that the ordinance provided multiple options for satisfying the inclusionary housing requirements, and the language was intended to allow flexibility in meeting the goals.

**Brauneis** asked if the ordinance could be satisfied by including micro-units.

**Post** responded that if the applicant were proposing to include 12% of units for inclusionary housing, those units would likely need to be similar in size and design to the other units on the site. Staff would not accept micro-town homes as part of the 12%, since they would not be considered comparable to the other units in the development.

**Bangs** asked about the setbacks, specifically about the request for setbacks to be anywhere from 6 to 20 feet in relation to fire mitigation, and whether a 6-foot setback would be acceptable.

**Post** responded that, from a fire mitigation perspective, Planning wouldn't review or approve setbacks until the building permit stage. However, Louisville Fire Protection had reviewed the proposal for emergency access and had no additional comments at this point.

**Moline** asked about the rezoning to MU-Residential, specifically how it was required to have two distinct uses, which he believed would be residential and commercial.

**Post** agreed with Moline's statement.

**Applicant Presentation:**

**Joel Weikert**, a non-resident and landscape architect with Ripley Design, introduced the presentation to the applicant. He explained the proposed design, providing background on the history of Coal Creek Village and the site context.

**Commissioner Questions of Applicant:**

**Baskett** asked whether the townhomes would have private backyards. **Weikert** responded that no, the space would mainly be taken up by the driveway.

**Brauneis** asked if there was any data on the square footage of the units.

**Choi** asked about the drainage for the site, given the large amounts of impermeable surfaces, and whether there was any consideration given to reducing some of the impermeable surface area, particularly because of the amount of parking space the project would require.

**Jason Markell**, a civil engineer and non-resident, answered the question regarding parking. He explained that there would be parking in the townhomes at the grade level (two spots per townhome) and additional field parking. The design would include 24 extra parking spaces beyond what is required by code.

**Choi** also asked about the process for snow removal, noting that the plans didn't seem to address this issue.

**Markell** explained that they would typically have designated snow removal areas on the south side of the mixed-use area, which would take up a few parking spaces.

**Choi** asked if this plan aligned with the overall grading plan, particularly in terms of snow melting off and water quality management.

**Markell** responded that, as far as water quality was concerned, they had run the necessary calculations with the pocket park and were satisfied with their water quality management plan.

**Markell** addressed Brauneis' question, explaining that the square footage for the units ranged as follows: approximately 900 sq. ft. for 2-bedroom units, 400-500 sq. ft. for 1-bedroom and studio apartments. For the townhomes, there would be a few different configurations, with sizes ranging from 1,200 sq. ft. to 1,600 sq. ft. The micro-town homes would range between 300 and 400 sq. ft. Markell also mentioned the success they had seen with small properties due to the ongoing housing crisis and the issue of affordability in Louisville. He explained some confusion regarding the 80% AMI (Area Median Income) Affordable housing units, noting that there was no need for a deed restriction because many of the properties fell below the amount of a deed-restricted property.

**Baskett** asked about provisions for electric vehicle (EV) charging for the multi-unit buildings.

**Weikert** responded that this would need to be further examined, especially given the evolving EV charging standards.

**Bangs** asked about the impact of the pocket park on traffic flow, asking whether the private alley would essentially function as a road.



**Markell** explained that there were a few different egress points for the alley. For the residents to the east of the pocket park, their exit would be via either Canon Circle or the private alley.

**Bangs** asked for clarification on the definition of a private alley, and whether the alley would essentially function as a road or if it was proportioned to be an alley.

**Markell** explained that the alley was sized according to the required aerial access and the traffic that would be utilizing it.

**Bangs** asked if the residents would perceive the private alley as a road or if they would see it as an alley.

**Markell** explained that they made efforts to “mask” the alley by surrounding it with greenery to avoid it feeling like a strip of asphalt.

**Bangs** asked if the existing properties on Harper Street will have access to the alley.

**Markell** said no, because there was a landscape buffer between the private alley and the alley on Harper Street.

**Bangs** raised concerns about traffic flow and access to Louisville Middle School, asking how detailed the plans were regarding traffic mitigation and pedestrian safety, particularly regarding crossing points and pinch points.

**Markell** explained that they had included some “neck-down” areas in the plans for traffic calming. They had also conducted a standard traffic analysis along South Boulder Road, including a deceleration lane, and had analyzed the crosswalks to ensure they wouldn’t impede pedestrian flow.

**Bangs** asked if these analyses were specifically for the south end of Front Street as shown in the plans.

**Weikert** clarified that, on the western side of Front Street, where the alley comes through, there would be a stop sign and a crosswalk as shown in the plans.

**Mihaly** asked if emergency vehicles would be able to fit in the alleyway.

**Weikert** confirmed that emergency vehicles would be able to fit, as they had worked with the Fire Marshal to ensure there was adequate space.

**Choi** asked for clarification on the parking lot shown in the plans, specifically regarding the East and West access points from Canon Circle to Front Street.

**Markell** confirmed that the parking lot would indeed have access to Canon Circle.

**Markell** also revisited the question about setbacks, explaining that they were compliant with the International Design Code (IDC) and International Residential Code (IRC).

**Brauneis** asked about the sidewalk width on Highway 42.

**Weikert** responded that they were in discussions with the city as part of the highway remodel and that further discussions would take place during the Final PUD process.

**Choi** asked whether their approach would include ramps, truncated domes, and curb cuts, or if there would be elevated crosswalks.

**Weikert** said that, as of now, they planned to include truncated domes in the typical crosswalk design.

**Public Comment:**

**Susan Massey**, a resident, expressed a desire for more intentionality in the mixed-use area. She also commented on the architecture of the development, noting that it seemed to align more with developments like DLO or Steel Ranch. Massey observed that the design appeared to reduce the massing of the apartments by using about five or six different materials. However, she pointed out that, when compared to the existing townhomes in the area, there wasn't a significant contrast in materials. She suggested that the applicant should aim to better match the character of the neighborhood. Massey also raised concerns about the 34-foot-tall units located along the railway track. She questioned the request for a 20-foot setback waiver, asking whether the proposed height increase would affect solar access for the residents surrounding the development.

**Micah Abram**, a resident of over 20 years, expressed concerns about the potential impacts the new development could have on the neighborhood's safety, infrastructure, and character. Abram requested that the commission pause the approval process of the preliminary plat for Coal Creek Village until additional discussions and studies could be conducted between the City, the residents, and the developer. He explained that traffic safety and parking were already significant issues in the neighborhood due to the narrow streets, and that the current proposal did not adequately address how the City or the new development would mitigate these concerns. Abram also mentioned that residents of the Louisville (Little Italy) neighborhood had attempted multiple times to initiate a conversation with the developer but had received no responses to their concerns or questions.

**Cynthia Corne**, resident, echoed the prior residents' comments on the safety and traffic in regards on how it would affect the area if the development is approved. Corne mentioned how the traffic around the drop off time and pick up time at the Middle School starts at Griffith and goes all the way to Main St, where the Middle School is located, and wonders if the development is approved, where would all the traffic go. She also asked about the traffic study mentioned by the developers, and how no resident of Louisville has been giving a copy of it.

**Lauren Foster**, a resident, speaking on behalf of Joyce Goglio, also a resident, expressed appreciation for the density waiver in the proposal but raised significant concerns about the preliminary plat. Foster noted that the plan proposed bisecting the historic neighborhood with an incomplete road that would route both development and South Boulder Road traffic into the Louisville Middle School safety corridor. She urged the commission to review and consider the 2019 Louisville Transportation Master Plan, which advocates for converting Front Street access into a multi-use pathway, allowing emergency vehicles access in case of emergency while restricting all other vehicle traffic. Foster also highlighted concerns regarding the drainage plan on page 17 of the proposal and asked the commission to carefully consider this issue. She pleaded with the



commission to delay approval of the development until further discussions and adjustments could be made.

**Mark Zeman**, a Louisville resident of 31 years, voiced opposition to the development, expressing frustration with the lack of communication from the new developers. He compared them unfavorably to the previous owner of the land, explaining that he and other residents had sent multiple emails to Markell Homes but had received no response.

**Linda Cateora**, a resident of Little Italy, also requested that the commission delay the vote on Coal Creek Village. Cateora noted that the development had undergone significant changes, including a new name, new plans, a new developer, and a new City Planner. She pointed out that it was no longer feasible for Front Street to continue past Griffith, as the connection now serves to route large volumes of traffic from South Boulder Road into Little Italy. Cateora argued that the Front Street connection directly violated Section 17.14.011, Item B, of the Comprehensive Plan, and called for further review before moving forward with approval.

**Karl Cantrel**, a resident of Little Italy, expressed concerns about the current traffic issues in his neighborhood, noting that, even without the development, traffic is already a problem. He warned that if the development were approved, it could have detrimental effects on the safety and traffic flow in the area, further exacerbating the existing issues.

**Tammy Lastoka**, also a resident of Little Italy, voiced her concerns about the impact the extension of Front Street and South Boulder Road would have on her neighborhood. She highlighted how traffic in the area had already become excessive, with drivers cutting through the neighborhood to avoid backups on 95th Street. Lastoka shared a personal experience, mentioning that her dog was killed by a speeding car in the neighborhood in 2013, underscoring her worries about traffic safety. She also expressed her support for the residents of Harper Street, stating that they should not lose access to their garages or homes due to the City's failure to properly connect easements via the alley.

**Commissioner Discussion:**

Brauneis paused the public comments due to time constraints. A motion to continue the meeting until October 10th was made by **Baskett** and seconded by **Moline**. The motion was adopted by a voice vote, with **Mihaly** opposed.

## **DISCUSSION ITEM – NEW BUSINESS**

### **a) Comprehensive Plan Update**

**Hirt** provided a monthly update on the Comprehensive Plan, noting that a brief memo included in the Commissioners' packet highlighted how the Planning Commission had affirmed the vision statement and core values for the plan. Following this, the City Council also affirmed the vision and core values. Hirt also mentioned that, in terms of project status, staff were ramping up efforts for the next phase of community engagement.

## **PLANNING COMMISSION COMMENTS**

None were heard.

## **STAFF COMMENTS**

None were heard.

## **ADJOURNMENT**

Motion to adjourn was moved by **Moline**, seconded by **Baskett**, and adopted by voice vote.

The Commission adjourned at 9:35



## ***Planning Commission***

### ***Meeting Minutes***

**October 10, 2024**

**City Hall, Council Chambers**

**749 Main Street**

**6:30 PM**

**Call to Order** – Chairperson **Brauneis** called the meeting to order at 6:30 PM.

**Roll Call** was taken, and the following members were present:

Commission Members Present: Steve Brauneis, Chair  
Jeff Moline, Vice Chair  
Debra Baskett, Secretary  
David Bangs  
Cullen Choi  
Jennifer Hunt

Commission Members Absent: Jonathan Mihaly

Staff Members Present: Rob Zuccaro, Director of Community  
Development  
Jeff Hirt, Planning Manager  
Matt Post, Senior Planner  
Cameron Fowlkes, City Engineer  
Ben Jackson, Planning Clerk

### **APPROVAL OF AGENDA**

Motion to approve the agenda was moved by **Moline**, seconded by **Baskett**, and adopted by voice vote.

### **APPROVAL OF MINUTES**

Motion to approve the minutes for the July 2024 meeting was moved by **Hunt**, seconded by **Moline**, and adopted by voice vote with **Brauneis** abstaining.

### **PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

None were heard.

### **PUBLIC HEARING ITEMS – NEW BUSINESS**

- a) **Zoning Code Amendment – Natural Medicines:** Consideration of an amendment to Louisville Municipal Code Title 17 (Zoning) to allow Natural Medicine Businesses in compliance with Colorado Senate Bill SB 23-290.

**Staff Presentation:**

**Post** introduced the presentation for the zoning code amendment. He explained why this change was necessary, and noted that there was a strict deadline from the state for the City to adopt the ordinance. He showed a map of the areas of the City where natural medicine businesses would and would not be allowed to operate. He also noted that the ordinance included changes to Title 9 of the Louisville Municipal Code (LMC), though this was not within the purview of the Commission.

**Staff Recommendation:**

Staff recommended approval of Resolution 11, Series 2024.

**Commissioner Questions of Staff:**

**Hunt** asked what would happen if a new child care facility opened within the buffer of an existing natural medicine business.

**Post** said that this was the subject of discussion amongst staff, but their understanding was that the subject natural medicine business would become nonconforming.

**Hunt** asked whether a new child care facility would know this before opening.

**Post** said that licensing child care facilities was not within the jurisdiction of the City aside from any business licenses, and that the state was instead responsible for regulating child care facilities.

**Bangs** asked about how the City controlled variables of time, place, and manner as defined with relation to natural medicine business. He added that he was most interested in the “manner”.

**Post** said that staff thought manner largely referred to the City’s nuisance codes for issues like noise and odors.

**Bangs** asked if staff had compared the proposal to the existing policies of other cities.

**Post** said that very few other cities had already implemented these policies due to the short time frame imposed by the state. He added that the proposal was generally in line with the proposals from the City of Boulder.

**Choi** asked why the land use for healing centers was to be considered a medical office use.

**Post** clarified that they were not being wrapped into the medical office use category in the LMC, but were instead being aligned with the regulations for medical offices due to the licensing requirements from the state.

**Bangs** asked whether the City would be able to revisit the policy if the state deemed it to be too restricted.

**Post** said that this would likely require the City to adopt a new ordinance.



Public Comment:

**Mark Cathcart**, resident, said that he had concerns that the implementation of this policy could produce the negative consequences for nearby residents as the initial regulation of marijuana sales. He asked that the Commission recommend City Council adopt the same regulations for natural medicine businesses as were then in place for marijuana dispensaries.

Commissioner Discussion:

**Moline** said that he concurred with the staff assessment, and noted the difficult position the City was in given the requirements from the state.

**Hunt** said that she agreed with Moline, and was in support.

**Baskett** said that she was in support.

**Choi** said that he would abstain as he did not feel comfortable voting for the proposed ordinance.

**Bangs** said he was reluctantly in favor of the proposed ordinance.

**Brauneis** noted that the City was in a challenging position but was ultimately in support.

Motion to approve Resolution 11, Series 2024 was moved by **Moline** and seconded by **Baskett**. The motion was adopted by a vote of 5 to 0 with **Choi** abstaining.

- b) **CONTINUED FROM SEPTEMBER 12, 2024 - Preliminary PUD, Preliminary Plat, Land Use Exhibit Amendment, Rezoning, and Special Review Use - 1032, 1034, and 1040 E South Boulder Road:** Consideration of Resolution 10, Series 2024, regarding a recommendation to City Council for a mixed use project with 188 residential units and 13,534 square feet of commercial space.

Staff Presentation:

**Post** provided a recap on the application. He also introduced new evidence related to a traffic study from November of 2022, and from the 2019 Transportation Master Plan.

Public Comment:

**Lauryl Sagrillo**, resident, pooled with **Tami Cantrel**, resident, said that the connection of Front Street to South Boulder Road no longer made sense given that there was no longer going to be a train station there in the near future. She spoke about the dangers of traffic for children walking and biking to the nearby middle school. She asked that approval be delayed until a more in depth traffic study had been completed.

**Bob Tofte**, resident, said that he was opposed to the application due to the additional traffic it would create. He also noted that this additional traffic could pose a safety hazard to children riding their bikes to and from the nearby middle school.

**Sam Rizzo**, resident, said that he worked near the proposed development. He was not sure that it would add much economic development to the area, and compared it to similar developments. He noted that there was the potential for his workplace to lose parking spaces on Cannon Street, and that he was opposed to this.

**Andy Maas**, resident, said that he was a nearby resident, and that he felt the traffic study was flawed as it did not include cars travelling down Griffith. He was opposed to the application.

**Nick Facemire**, resident, had serious concerns about the potential traffic impacts and on the related issue of traffic safety in the area. He was opposed to the application.

**Jody Ash**, resident, said that she feared for the future of the Little Italy neighborhood, and that the new traffic would drastically alter the character of the City. She asked that the Commission reject the application.

**Tamar Krantz**, resident, pooled with **Mike Putney**, resident, said that she was opposed due to lack of a public land dedication. She felt that it would be a necessary addition given the City Code, and would help offset some of the costs for existing residents. She also voiced concerns about the eligibility of the land to be rezoned.

**Jeremy Carlson**, resident, said that though he was in favor of the application conceptually, he had concerns about the implementation of it. He suggested that adding new traffic lights at Griffith and Main and at Griffith and Highway 42 would help to alleviate some of the traffic safety concerns. He felt that the application was not yet ready for approval.

**Joan Doolittle**, resident, said that her main concern was with the Front St cut through and the traffic issues that could stem from this. She felt that more work was needed to address this issue.

**Josh Cooperman**, resident, said that he was supportive of aspects of the development, such as the affordable units and the walkability. However, he wondered why the application had not first gone to a concept plan review, and also noted his concerns about the Front Street connection. He also suggested that there were natural features in the area that should have factored into the rezoning review.

**Cindy Bodell**, resident, said that she was opposed to the application due to its potential traffic impacts. She asked that the Commission include a condition to require a larger public land dedication, and also noted her concerns about the proposed design of the buildings.



**Wendy Appel**, resident, said that she was concerned about the impact that the other developments in the area would have on traffic when combined with this application. She was also concerned about worsening air quality and increasing noise pollution.

**Cynthia Corn**, resident, felt that the developer had not properly consulted with the local community. She urged the Commission to reject the application.

**Kyle Cantrel**, resident, had concerns about the ability for emergency services to adequately respond to emergencies in the neighborhood with the projected traffic volumes.

**Jason Farren**, resident, felt that the development was not a good fit for the area or for Louisville more broadly.

**Rita Zamora**, resident, had concerns about traffic safety in the neighborhood. She noted that a nearby crosswalk sign had been run over repeatedly, and she feared that the development would only make it worse.

**Applicant Closing Statement:**

**Jason Markell** addressed the concerns raised about the Front Street connection. He noted that they had conducted extensive consultation around this issue since the previous meeting. They felt that the connection would be advantageous, and that Front Street had the capacity to support the additional traffic volumes. However, he added that the development could still work if the Commission decided to remove the connection, and asked the Commission for guidance as to their preference.

**Commissioner Questions of the Applicant:**

**Baskett** asked about the alternative options to the Front Street connection.

**Markell** suggested that one option was for a through street that would only allow access for emergency vehicles, bicycles, and pedestrians.

**Baskett** asked if the applicant would be responsible for designing the street.

**Zuccaro** said that they would be working with the applicant on the street design, and that the applicant would be responsible for building the street. He noted that staff had concerns about not including a street connection, and that further analysis would be required for this.

**Hunt** asked why staff felt that a through road was important.

**Zuccaro** said that it related to the mixed use development design standards, and went in depth about what the guidelines specified, particularly related to the importance of a grid street network to disperse traffic and provide transportation mobility options.

**Kari McDowell Schroeder**, non-resident, conducted the applicant's traffic study. She said that the restricted connection option was viable. She explained the findings of the study, and noted that Griffith Street was covered in the most recent study.

**Moline** asked whether there was a point at which a grid street network becomes small enough that it is no longer useful.

**Schroeder** said yes, as eventually the intersections could become too frequent such that they would begin to impede the flow of traffic. It also depended on pedestrian walkshed.

**Moline** asked whether the constricted access to this site could become problematic for a gridded street network.

**Schroeder** said that the site would effectively act as one block due to the surrounding constraints like Highway 42 and the BNSF tracks.

**Bangs** asked if they had enough info from past traffic studies to extrapolate the traffic produced by eliminating the Front Street connection.

**Schroeder** said that she did not know.

**Bangs** asked to confirm that the applicant would require a new traffic study to examine this option

**Schroeder** said yes.

**Hunt** asked whether bollards could be used for to allow for emergency vehicle and bike only access.

**Schroeder** said yes, and noted that there was the possibility of using retractable bollards.

**Baskett** asked if staff had given thought to possible street design regarding traffic calming.

**Fowlkes** noted that the City had implemented traffic calming devices like speed humps that could also be implemented on Front Street. He added that the City was planning upgrades to the Highway 42 corridor that would aid in increasing vehicle capacity in the area around the development.

There was an extended discussion about how traffic from the development could impact Highway 42, and how the Front Street connection would play into this. There was also further discussion about the scope of the traffic study, what kinds of trips were covered, and what future traffic movements and access points could look like, particularly with regard to left turns from Front Street onto South Boulder Road.

**Zuccaro** suggested that the Commission continue the item as it appeared they were interested in seeing an updated traffic study before voting on the proposal.

**Moline** said that he felt this was a really important issue, and that it would be incumbent on the Commission to review this study before they voted.

**Moline** asked about the applicant's plans for vegetation, and whether they planned to retain any of the existing trees. He also asked for the applicant's views on the open space dedication.



**Markell** said that they had consulted with an arborist to do a tree study of the site, and they had identified which trees were to be preserved. Many of the trees were invasive species. He added that the open space dedication was the subject of discussion with staff.

**Zuccaro** said that the City typically did not seek a public land dedication for areas that had already been subdivided.

**Choi** asked about the applicant's approach to the topography of the site, and how they planned to handle a storm water event.

**Joel Seamons**, non-resident, was the applicant's civil engineer. He said that water was intended to flow into a detention pond in the southeast corner of the site, and said that it was designed to handle a 100 year historic flood.

**Choi** asked what additional measures would be necessary to withstand a 100 year flood given the amount of impermeable surface.

**Seamons** said that he was not exactly sure, but noted that many detention ponds were not filled during the 2013 100 year flood.

**Hunt** asked about the market research the applicant had conducted for the very small units.

**Markell** said that they believed there was demand for non-deed restricted units like these, which would be more affordable due to their size rather than through artificial restrictions.

**Hunt** asked whether the remaining homes would be marketed as luxury, high-end units, or if they would be targeted at the middle of the market.

**Markell** said that they were planning to market them as mid-range units.

**Staff Closing Statement:**

**Post** provided the staff closing statement. He said that staff would appreciate some further direction about what the Commission wanted to see from a new traffic study, and how they wanted staff to reshape the proposal. He noted that the proposal had gone through a very long period of staff review. He also went into depth about the relevant design guidelines.

**Commissioner Discussion:**

There was a discussion over the logistics of rehearing the proposal at a later date, and about possible changes to the road network near the site.

**Bangs** said that though he would like to find a way to approve the application, he thought that the traffic issues needed further study. He added that he would have like to have seen more open space, but he recognized the reasoning used by staff against this.

**Choi** said that he agreed with staff's reasoning for the rezoning, and felt that development on the site would be of great benefit to the City. However, he felt that the Front Street connection would not be necessary, and that it could be removed from the plan.

**Baskett** felt that more work was needed with Planning Commission before providing a recommendation to City Council.

**Moline** said that he wanted to see more information about the impact of removing the Front Street connection.

**Hunt** said that she appreciated the large volume of public comments, and understood the complexity of the traffic situation. She was supportive of continuing the item so that the issue could be studied further.

**Brauneis** agreed that the issue of the connection was very complicated, and thought that additional time was warranted.

**Zuccaro** suggested that the Commission continue the item to the December 2024 meeting.

Motion to continue the item to the December 12, 2024 meeting was moved by **Choi** and seconded by **Moline**. The motion was adopted by a vote of 6 to 0.

#### **PLANNING COMMISSION COMMENTS**

None were heard.

#### **STAFF COMMENTS**

None were heard.

#### **ADJOURNMENT**

Motion to adjourn was moved by **Moline**, seconded by Baskett, and adopted by voice vote.

The Commission adjourned at 9:43pm.



# ***Planning Commission Meeting Minutes***

**October 9, 2025  
City Hall, Council Chambers  
749 Main Street  
6:30 PM**

**Call to Order** – Chair **Brauneis** called the meeting to order at 6:30 PM.

**Roll Call** was taken, and the following members were present:

Commission Members Present: Steve Brauneis, Chair  
Debra Baskett, Vice Chair  
David Bangs  
Jennifer Hunt  
Jeff Moline

Commission Members Absent: Cullen Choi, Secretary  
Jonathan Mihaly

Staff Members Present: Jeff Hirt, Planning Manager  
Emily Cline-Gibson, Planner II  
Rob Zuccaro, Community Development  
Director  
Matt Post, Senior Planner  
Cameron Fowlkes, City Engineer, Public  
Works

## **APPROVAL OF AGENDA**

Motion to approve the agenda was moved by **Moline**, seconded by **Bangs**, and adopted by voice vote.

## **PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

None were heard.

## **PUBLIC HEARING ITEMS – NEW BUSINESS**

- a. Coal Creek Village Mixed Use Development** – Resolution 15, Series 2025 with a recommendation to City Council for a rezoning, subdivision, and Planned Unit Development (PUD) request for the 10.7-acre vacant property located near the southwest corner of South Boulder Road and Highway 42.

**Staff Presentation:**

**Post** introduced the presentation for the **Coal Creek Village Mixed Use Development** – Resolution 15, Series 2025. The plan would rezone the site from CCMU and RM to MUR, enabling 188 housing units and 13,500 square feet of commercial space within five blocks of townhomes, mixed-use, and multifamily buildings. A revised traffic study—requested after 2024 hearings—found that the planned Front Street connection is essential to reduce unsafe U-turns and maintain circulation, projecting 1,839 daily trips. Staff supports six design waivers to allow compact, walkable development and confirms the project aligns with the Comprehensive Plan, Highway 42 Revitalization Plan, and Housing Plan. Twelve percent of units will be affordable, and the design includes 316 parking spaces, sidewalks, open space, and public right-of-way dedication. City Engineer **Fowlkes** emphasized that the Front Street connection is recommended for safety, emergency access, and balanced traffic distribution, concluding that the proposal meets transportation and policy goals.

**Staff Recommendation:**

Staff recommended approval of **Coal Creek Village Mixed Use Development** – Resolution 15, Series 2025.

**Applicant Presentation:**

Applicant representative Sam **Coutts** of Ripley Design presented updates to the Coal Creek Village proposal on behalf of Markel Homes, emphasizing refinements made since 2024 to enhance connectivity, aesthetics, and neighborhood livability. The updated site plan includes two parks, a central plaza between mixed-use buildings, drought-tolerant landscaping, and cohesive architecture across housing types. Coutts highlighted a revised 2025 traffic study that analyzed “with” and “without” Front Street connection scenarios, confirming the connection improves safety, circulation, and pedestrian conditions while keeping traffic under 1,000 vehicles per day. In response to neighborhood feedback, the applicant introduced a compromise design: a raised, shared-use crossing that maintains emergency access but discourages cut-through traffic. The plan also includes off-site improvements such as turn-lane extensions and enhanced crosswalks. Overall, **Coutts** said the project supports the city’s Housing Plan by providing diverse, attainable housing and advancing walkable mixed-use redevelopment along the Highway 42 corridor.

**Commissioner Questions of Staff:**



**Moline** confirmed that staff would still recommend the Front Street connection even without rezoning.

**Fowlkes** affirmed and explained the connection is needed under existing zoning for safety and circulation.

**Moline** asked about timing for the Future 42 corridor improvements.

**Fowlkes** said Future 42 is unfunded, in long-range planning, and likely five to twenty years away.

**Bangs** asked if the SRU for ground-floor residential would increase apartment count.

**Post** said no, the SRU only changes layout, not total units.

**Moline** requested clarification on the alleyway behind Little Italy.

**Post** explained staff will ask the applicant to improve the alley and coordinate with property owners.

**Moline** confirmed the alley is outside the application area.

**Post** affirmed and clarified it is within city right-of-way south of the site and notes the applicant hasn't yet been informed about the alley-improvement request.

**Bangs** asked whether the alley is accessed from the east.

**Fowlkes** replied it is accessed from the west via Highway 42, with no connection to Front Street.

**Bangs** raised drainage concerns voiced by the public.

**Fowlkes** explained drainage flows to the detention pond and across Highway 42, not toward Little Italy.

**Moline** clarified a drainageway crosses the site and under Highway 42.

**Fowlkes** confirmed and noted overflow from the Goodhue Ditch goes the same way.

**Brauneis** asked why roads aren't wider and about level-of-service standards.

**Fowlkes** said intersection limits, not site design, cause failures and Future 42 will address them.

**Brauneis** confirmed Future 42 will have two lanes each direction and multimodal upgrades.

**Fowlkes** confirmed.

*Applicant Presentation:*

Applicant Sam **Coutts** of Ripley Design presented updates to the Coal Creek Village plan for Markel Homes, highlighting refinements made with staff and neighbors to improve connectivity, design, and livability. He described two parks, a pedestrian plaza, drought-tolerant landscaping, and cohesive architecture across housing types. Coutts reviewed the updated 2025 traffic study, which found the Front Street connection improves safety and circulation while staying below 1,000 daily vehicles. To address resident concerns, the team proposed a raised, shared-use crossing that allows local and emergency access but discourages cut-through traffic, emphasizing the project's alignment with city housing and walkability goals.

**Commissioner Questions of Applicant:**

**Moline** asked where diverted traffic would go if drivers avoided the raised crossing.

**Coutts** responded that most westbound drivers would continue east to Highway 42 before turning north or using a right-then-right route, while residents would still use the raised connection.

**Moline** asked whether the raised section would be public or private.

**Coutts** explained it would be a private drive with a public-access and emergency-access easement.

**Bangs** asked if flashing pedestrian beacons were still planned.

**McDowell-Schrader** replied that beacons were considered but not warranted, and staff preferred raised crossings, bump-outs, and signage.

**Fowlkes** confirmed that RRFBs would not be installed unless warranted and said the crosswalk would be raised and signed.

**Hunt** asked whether the raised design would slow traffic and deter navigation apps from routing drivers through.

**Coutts** agreed and said terminating and renaming the street would prevent mapping apps from identifying it as a through route, reducing cut-through traffic.

**Public Comment:**

David Finamore opposed the Front Street connection, saying traffic already cuts through his neighborhood and additional volume would endanger children walking to Coal Creek Elementary. He urged the Commission to find another solution or keep the road closed.

Juliana Massaro (Attorney for Snarf Sandwiches) spoke on behalf of Snarf's Sandwiches, which operates nearby, expressing concern about access changes, potential congestion, and how construction or rerouting could impact local business operations and deliveries.



Annabelle Maas opposed the street connection and said neighborhood safety and quality of life would be reduced by increased cut-through traffic. She stressed that once opened, the road could not easily be closed again.

Andy Maas echoed concerns about the Front Street link and argued that the area's infrastructure could not safely accommodate additional traffic. He urged the City to block the connection or limit it to emergency access only.

Conrad Zemen said the project was too dense and out of scale with surrounding homes. He cited worries about noise, drainage, and light pollution, asking for lower building heights and reduced unit counts.

Robert Kulicowski said parking overflow was already an issue nearby and would worsen with the new development. He requested stricter parking requirements and on-street management to protect residents.

Linda Cateora urged the Commission to consider wildlife and environmental impacts, emphasizing that bright lighting along Coal Creek would disturb owls and foxes that live in the corridor.

Anita Menendez said the developer had responded to some neighborhood feedback but the project remained too tall and dense, especially next to smaller homes. She requested upper-story step-backs or height reductions along the residential edge.

Mark Zemen spoke against the project's height and massing, saying five-story buildings were incompatible with nearby one- and two-story homes. He urged the developer to step upper floors back or reduce building height near the neighborhood edge.

Rita Zamora raised concerns about parking overflow during community events and requested that the city require on-site guest parking or residential parking permits to protect nearby streets from congestion.

Jody Ash discussed the impact of bright parking-lot lighting on local wildlife and supported requiring full cutoff, dark-sky-compliant fixtures to preserve the natural character of the Coal Creek corridor.

Colby said the project looked nice but argued that narrower sidewalks and higher traffic would reduce pedestrian safety, worsen congestion, and threaten neighborhood pets and wildlife.

Caitlin Sagrillo described existing speeding issues on Front Street and urged the city to install traffic-calming features—like speed humps and raised crossings—before construction begins, not after problems arise.

Mark G. warned that drivers from Broomfield would cut through the Del apartment lot and narrow private alleys to reach the new development, creating safety and congestion issues for residents.

Jean Morgan urged the city to pause approval until a comprehensive traffic-management plan is completed, saying individual projects like this one contribute cumulatively to worsening congestion.

Cindy Bedell said the project would push cut-through traffic onto neighborhood streets, creating safety hazards and parking conflicts, and asked the Commission to reconsider the street connection.

Andre Armijo focused on drainage, noting that stormwater already pools near Canon Circle and asking the city to guarantee proper detention-pond maintenance and protection for nearby yards.

Michael McClure said repeated neighborhood input had led to few visible changes and urged commissioners to take residents' safety and traffic concerns more seriously in their decision.

Jet Sandoval (pooled time with Joyce Goglio) reminded the Commission of Louisville's small-town character, warning that large, high-density projects erode that identity and requesting that Coal Creek Village be scaled back or denied.

Sonam Pejuhesh, a Canon Street resident and child therapist, warned that the Front Street connection would endanger children and disrupt Little Italy's quiet, family-oriented character, urging growth that prioritizes neighborhood safety.

Laurel Danuff (pooled time with Jack Sagrillo) supported adding housing but said 12 percent affordability was inadequate if rezoning increases density; she urged a higher on-site affordable-unit percentage.

Lauren Foster (pooled time with Daniel Alejandro) raised safety concerns at the Canon Circle intersection, said turning left onto South Boulder Road is already difficult, and warned that added traffic would make it unsafe without a signal or protected turn.

**Commissioner Questions of Applicant:**

**Bangs** asked about Snarf's Sandwiches' concern over business access.

**Markel** said they worked with Snarf's and city staff to shift the curb cut at Canon to preserve full turning access, which would be added as a project condition.



**Brauneis** asked about staff's proposed conditions.

**Markel** said the project aimed for a “win-win-win” outcome by redesigning the Front Street connection as a private drive that breaks up the right-of-way to deter cut-through traffic. He explained that two-thirds of prior traffic counts were from cut-through drivers, which the new design would largely eliminate, reducing projected volumes. Further stated that landscaping, curves, and a less direct route would further discourage both navigation apps and habitual cut-through drivers.

**Moline** asked about the northwest property owner surrounded by the project.

**Markel** said they'd worked with that owner for several years, offering access, parking spaces, landscaping, and sidewalk connections but felt repeated requests had become unreasonable despite their efforts to accommodate him.

**Brauneis** asked why Markel Homes didn't pursue a single-family neighborhood similar to North End.

**Markel** said city plans require higher density and that the project intentionally includes diverse housing—micro homes, townhomes, multifamily, and affordable units—to address regional housing affordability gaps. He said smaller units naturally improve attainability and align with city housing goals.

**Bangs** asked whether the traffic study distinguished resident versus cut-through traffic.

**Markel** confirmed it did, explaining that charts in the report identified internal (residential and retail) traffic separately from external cut-through traffic, which accounted for roughly 60 percent of existing volumes and would be reduced by the private drive design.

**Commissioner Questions of Staff:**

**Brauneis** asked staff to respond to the applicant's statement that the city's housing and comprehensive plans reflect an active city push for higher density and diverse housing types.

**Post** explained that multiple adopted plans—the Housing Plan, Comprehensive Plan, South Boulder Road Small Area Plan, Highway 42 Revitalization Plan, Mixed-Use Overlay, and Mixed-Use Design Standards—all call for added density and connectivity in this corridor. Affirmed the applicant's interpretation was accurate and that staff administers policies adopted by prior councils and commissions that intentionally support such density and connections in this location.

**Brauneis** confirmed that the Front Street connection comes down to the u-turns.

**Post** added that the Front Street connection addresses safety issues like dangerous U-turns on South Boulder Road and that the city's policy framework consistently promotes connected street networks in mixed-use districts.

**Bangs** asked whether the Front Street link could be limited to emergency access only, rather than open to general traffic.

**Post** responded that emergency-only access would conflict with adopted city policies favoring full vehicular and multimodal connectivity; said that approach might fit denser, transit-heavy urban areas but not Louisville's current context.

**Zuccaro** emphasized that limiting the connection would worsen safety by forcing westbound drivers to make hazardous u-turns and reiterated that the connection supports both policy goals and practical circulation needs. Noted that these policies also advance transit-oriented development near the future commuter rail station planned for 2029, aligning with regional transit goals.

**Bangs** reflected that the Commission must weigh adopted policies against on-the-ground neighborhood realities and deferred further discussion to deliberation.

**Zuccaro** Clarified that the Planning Commission is free to disagree with staff's recommendation; staff's duty is to implement adopted policies while seeking balance between growth goals and neighborhood concerns.

**Hunt** asked if there were active plans to improve the Highway 42 and South Boulder Road intersection alongside the transit-oriented redevelopment.

**Zuccaro** confirmed the city and CDOT have adopted the Highway 42 Vision Plan and begun design work for intersection and capacity upgrades, though construction likely remains five to ten years away.

**Fowlkes** added that funding is not yet secured but the city is pursuing DRCOG master planning and funding processes to advance multimodal and intersection improvements along the corridor.

**Commissioner Discussion:**

**Hunt** thanked residents for their engagement and acknowledged their valid concerns and said the Front Street connection appears necessary under both current zoning and city plans. She noted that rejecting the project would effectively prevent any development on the property, which would conflict with the city's adopted comprehensive and housing plans. She concluded that, despite concerns, the proposal aligns with established policies and should move forward.

**Moline** said the project presented difficult trade-offs—supporting affordable housing goals but potentially harming nearby neighborhoods. He expressed concern that allowing the Front Street connection would have a detrimental impact on adjacent residents and questioned approving the project before intersection and traffic issues are addressed. He suggested exploring alternatives that permit development without opening Front Street to through traffic.



**Baskett** said she was convinced by neighbors that allowing the Front Street connection would be untenable and expressed support for pursuing a version of the development that proceeds without the connection in future plans.

**Bangs** said he was generally comfortable with the project's waivers, drainage design, parking, rezoning, and overall density, noting it aligns with city housing and comprehensive plans. He thanked the applicant for revising the proposal and addressing traffic concerns but said he remained conflicted about the Front Street connection. He suggested a possible compromise of allowing an emergency-access-only connection, though he acknowledged that could later change, and said he was still struggling with including the full connection in the recommendation.

**Brauneis** agreed with colleagues that the project's requested accommodations were reasonable and praised the diverse housing mix as something new for Louisville. However, he said the Front Street connection remained the core issue, noting that it would permanently alter the adjacent neighborhood and that this concern left him conflicted about supporting the proposal.

**Commissioners** agreed to add a condition to designate the Front Street connection emergency access only at the cost of the developer.

Motion to approve **Coal Creek Village Mixed Use Development** – Resolution 15, Series 2025 was moved by **Moline** and seconded by **Baskett**. The motion was adopted by a vote of 5 to 0.

- b. **Louisville Center for the Arts Sign** – Resolution 16, Series 2025 with a recommendation to City Council for a PUD amendment to allow a new sign for the Louisville Center for the Arts located at 801 Grant Ave.

Motion to reschedule **Louisville Center for the Arts Sign** – Resolution 16, Series 2025 to November 13 was moved by **Moline** and seconded by **Bangs**. The motion was adopted by a vote of 5 to 0.

#### **PLANNING COMMISSION COMMENTS**

**Moline** thanked staff for their work on the Coal Creek Village Mixed Use Development issue.

#### **STAFF COMMENTS**

**Hirt** stated that a special meeting may be called to address the backlog of issues and reminded Commissioners of an upcoming joint discussion with City Council.

**ADJOURNMENT**

Motion to adjourn was moved by **Moline**, seconded by **Baskett**, and adopted by voice vote. The Commission adjourned at 10:12 PM



**RESOLUTION NO. 10  
SERIES 2025**

**A RESOLUTION RECOMMENDING APPROVAL OF A PRELIMINARY PLANNED  
UNIT DEVELOPMENT AND PRELIMINARY PLAT TO ALLOW A 188 DWELLING  
UNIT AND 13,755 SQUARE FEET OF COMMERCIAL SPACE IN A MIXED-USE  
DEVELOPMENT AT 1032, 1034, AND 1040 EAST SOUTH BOULDER ROAD**

**WHEREAS**, there has been submitted to the Louisville Planning Commission an application for a preliminary planned unit development to allow construction 188 dwelling unit mixed-use development and 13,755 square feet of commercial space at 1032, 1034, and 1040 East South Boulder Road; and

**WHEREAS**, there has been submitted to the Louisville Planning Commission an application for a preliminary plat to subdivide the existing property at 1032, 1034, and 1040 East South Boulder Road; and

**WHEREAS**, there has been submitted to the Louisville Planning Commission an application for a special review use to allow ground floor residential within a multifamily building in the Mixed Use Residential (MU-R) Zone District at 1032, 1034, and 1040 East South Boulder Road; and

**WHEREAS**, a rezoning application is under concurrent review to permit the proposed uses: and

**WHEREAS**, City staff has reviewed the information submitted and found that, with the six requested waivers and four conditions, the application complies with the Louisville zoning regulations and other applicable sections of the Louisville Municipal Code; and

**WHEREAS**, the Planning Commission has considered the application at a duly noticed public hearing on October 9, 2025, where evidence and testimony were entered into the record.

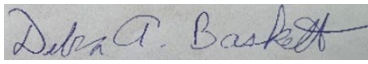
**NOW THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a preliminary planned unit development and preliminary plat with conditions to allow 188 dwelling-units and 13,755 square feet in a mixed-use development at 1032, 1034, and 1040 East South Boulder Road with the following conditions:

1. The applicant will work with staff in the Final PUD process to redesign the proposed sidewalk and right-of-way improvements adjacent to South Boulder Road.
2. The Final PUD shall comply with Colorado SB24-005, which prohibits local governments from permitting the installation of “nonfunctional turf,” as defined in the legislation.
3. The improvements described in the traffic calming exhibit (Attachment 6), including the Front Street/Harper Street design concept, shall be incorporated into the Final PUD and Plat applications, subject to further staff review.
4. The applicant shall work with staff and the property owner at 1110 E. South Boulder Road to modify the plans as necessary and ensure that vehicular access to the property from Cannon Circle is provided.
5. The intersection of Front Street and Harper Street shall be open to emergency

vehicles and bicycle and pedestrian traffic only.

**PASSED AND ADOPTED** this 9th day of October, 2025

By:   
Steve Brauneis, Chair  
Planning Commission

Attest:   
Debra Baskett, Secretary  
Planning Commission



**Subject:** Ordinance No. 1912, Series 2026 — An Ordinance Approving the ConocoPhillips Campus General Development Plan, Amendment No. 2 - 2nd Reading, Public Hearing (advertised City of Louisville website 01/21/2026)

**Date:** February 3, 2026

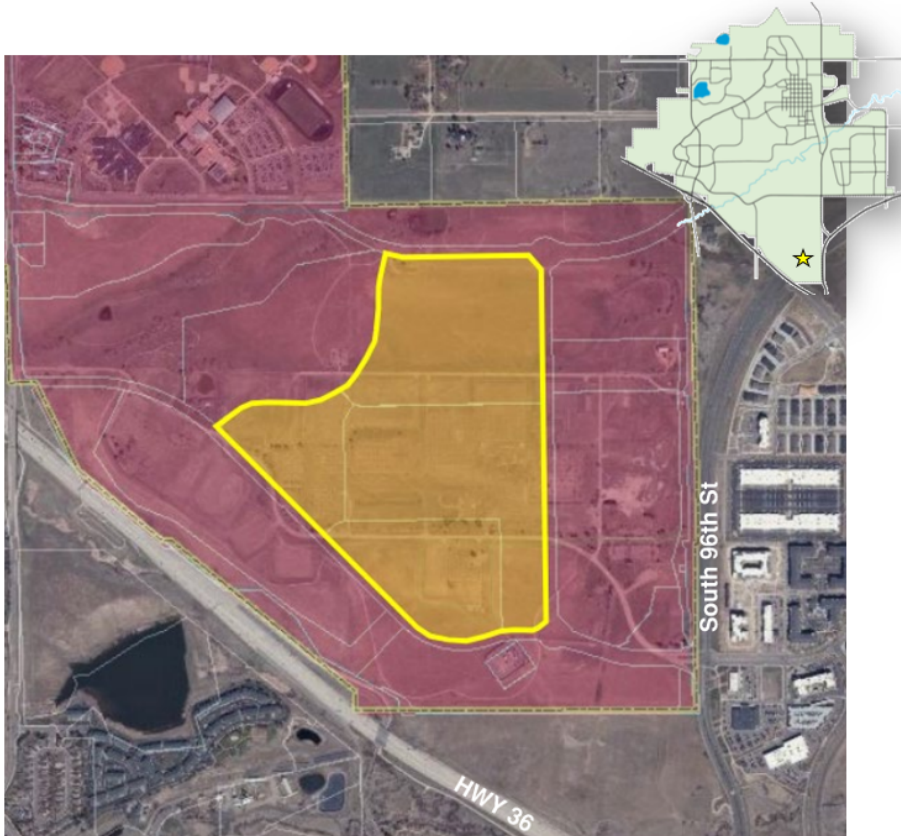
**Prepared By:** Matt Post, Planner III

**Presented By:** Matt Post, Planner III

**Summary:**

The applicant, Sterling Bay, is requesting approval of the ConocoPhillips General Development Plan, 2<sup>nd</sup> Amendment to allow the application of the Industrial Development Design Standards and Guidelines (IDDSG) and enhanced architectural design standards in place of the currently applicable Commercial Development Design Standards and Guidelines (CDDSG) on Lots 1, 2, 3, and 5, of Block 1 of Redtail Ridge, Filing No. 1.

**Vicinity Map**

**Background / Prior Discussions:**

The subject property was part of the original 310-acre StorageTek corporate campus development, annexed into the City in 1978 and built out to approximately 1.6 million square feet. In 2008, ConocoPhillips acquired the property and subsequently demolished the existing campus to facilitate development of a new research facility. That same year, the company petitioned for annexation of an additional 80 acres and requested rezoning of the combined 390-acre site to Planned Community Zone District – Commercial (PCZD-C).

In 2010, the City approved the ConocoPhillips General Development Plan (GDP), Zoning Agreement, Preliminary Subdivision Plat, and Preliminary Planned Unit Development (PUD). The GDP established a 2.5-million-square-foot development cap, permitted land uses, setbacks, and a 12% minimum public land dedication, and mandated that development on the property abide by the Commercial Development Design Standards and Guidelines (CDDSG). The preliminary PUD included 38.9 acres of on-site public land dedication, an additional 20 acres of preserved land in Boulder County, and clustering of buildings to retain 222 acres of private open space. The PUD authorized building heights up to 65 feet, with one subarea allowing a 95-foot structure. The project was envisioned as a ConocoPhillips research campus but was never constructed following a corporate restructuring.



In 2021, City Council approved a revised GDP for the property known as Redtail Ridge, proposing up to 3 million square feet of commercial and industrial development. However, a referendum election held on April 19, 2022, overturned the Council's approval, reinstating the 2010 ConocoPhillips GDP as the effective governing plan for the property.

In 2024, City Council approved a Final Plat of the 389-acre property to enable development consistent with the ConocoPhillips Campus GDP approved in 2010. The plat established lots, tracts, rights-of-way, and easements to support future hospital, medical office, light industrial, commercial, and office uses.

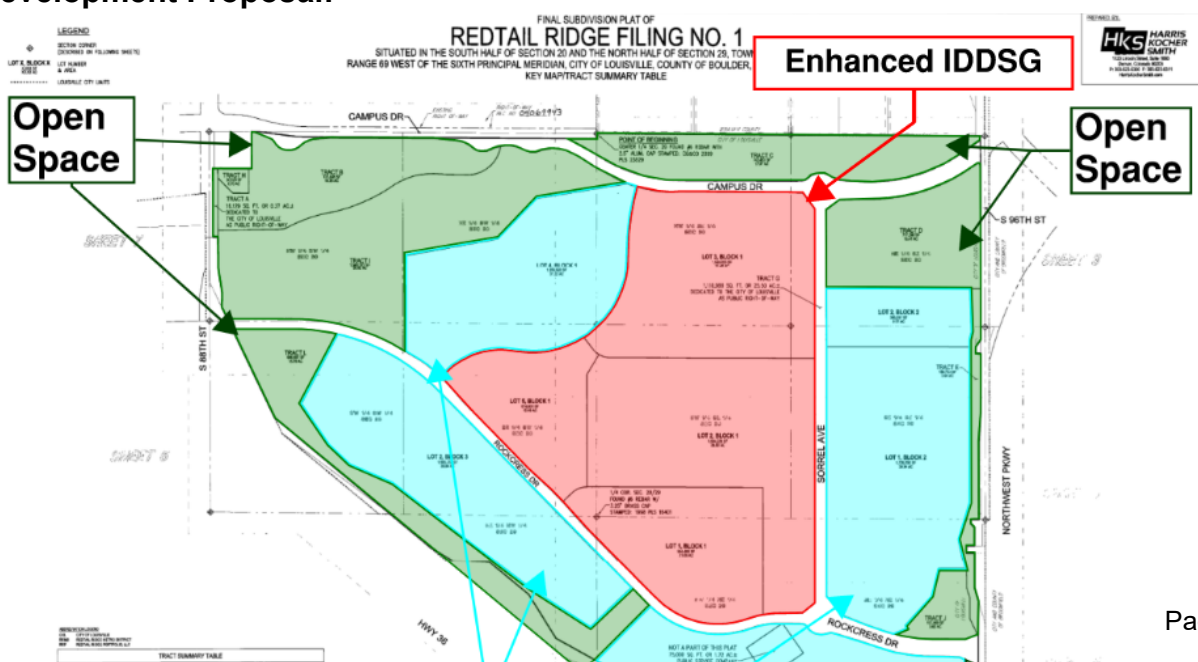
In September of 2025, the City Council approved the 1<sup>st</sup> amendment to the ConocoPhillips Campus GDP to enable development of a new hospital campus on Lot 1, Block 2 of Redtail Ridge Filing No. 1. The amendment reallocated development area to the hospital site and established new height and massing standards to guide building scale and design.

In October 2025, City Council reviewed a Concept Plan proposing the use of the IDDSG for centrally located parcels within the Redtail Ridge development area, in place of the currently applicable CDDSG. City Council expressed support for a hybrid design approach that would provide additional flexibility while maintaining key design expectations.

On December 11, 2025, the Planning Commission recommended approval of the application with conditions. All conditions have been addressed prior to this City Council hearing and are summarized in the Planning Commission recommendation included at the end of this report.

On January 20, 2026, as part of the presentation of the 1st Reading of the Ordinance, Council provided direction to staff to prepare a comparison table showing how the proposed enhanced design standards compare against the conceptual building design provided by the applicant. The comparison table is provided as Attachment 10.

### Development Proposal:



ConocoPhillips Campus GDP, 1<sup>st</sup> Amendment to allow the IDDSG to apply to Lots 1, 2, 3, and 5, of Block 1 of Redtail Ridge, Filing No. 1 within the Redtail Ridge development. These parcels are currently subject to the CDDSG as required by the currently applicable GDP. In conjunction with this request, the applicant has agreed to incorporate a series of enhanced industrial design standards into the GDP to create a hybrid design requirement that elevates industrial design of the area while maintaining flexibility to accommodate a range of building and tenant needs. This hybrid model is intended to bridge the gap between traditional commercial and industrial design, ensuring buildings remain compatible with the vision for Redtail Ridge while supporting the functional requirements of light industrial users.

The proposal does not alter the design standards for parcels located along the perimeter of the development area. Those parcels, and the AdventHealth Hospital parcel located on Lot 1, Block 2 of the ConocoPhillips Campus GDP, will continue to be governed by the CDDSG. The amendment applies only to the interior parcels where the applicant anticipates demand from light industrial, research, and technology-focused users.

The ConocoPhillips GDP currently allows uses that are generally consistent with light industrial activities, including manufacturing, fabrication, processing, and assembly of scientific or technical products, along with warehouse and storage facilities that support research and development uses. The applicant asserts that the application of commercial design standards to these interior parcels is not compatible with current market expectations for these user types and would likely limit the ability of the development to attract prospective tenants whose operational needs align with the GDP's permitted light industrial uses.

Following the City Council concept plan review in October 2025, staff collaborated with the applicant to develop measurable, repeatable, and enforceable enhanced design standards in the subject areas that would supplement the IDDSG. These standards introduce additional architectural requirements intended to promote articulation where appropriate, material variation, and pedestrian-oriented design features beyond what the baseline industrial standards require. The proposed enhanced standards applicable to the affected parcels will be included in this GDP Amendment, and are as follows:

#### 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.



*Example Facade that meets Enhanced Design Standards*

**Analysis:**

The subject property will remain within the Planned Community Zone District (PCZD),



regardless of any GDP amendment. Review of this GDP Amendment is therefore subject to the provisions of Louisville Municipal Code (LMC) Sec. 17.72, which governs the PCZD. Amendments to a GDP are subject to the same process and requirements as the original approval. The purpose of the PCZD, as outlined in LMC Sec. 17.72.010, includes the following statements that are applicable to this application:

- *The purpose of the PCZD is to encourage, preserve and improve the health, safety and general welfare of the people of the city by encouraging the use of contemporary land planning principles and coordinated community design.*
- *The PCZD is created in recognition of the economic and cultural advantages that will accrue to the residents of an integrated, planned community development of sufficient size to provide related areas for various housing types, retail, service activities, recreation, schools and public facilities, and other uses of land.*

Section 17.72.030 includes the following applicability statement:

- *The PCZD may be applied only to such land as the city shall determine to be suitable for such a development.*

#### Design Considerations

The CDDSG are intended to ensure that commercial development reflects high-quality, enduring, and context-sensitive design. These standards protect the community's established character and quality of life through clearly defined goals, policies, and measurable expectations for site, architectural, and landscape design. They also support Louisville's long-term economic vitality by promoting visually attractive, durable, and well-crafted commercial development, while discouraging design approaches or materials that detract from the community's aesthetic standards.

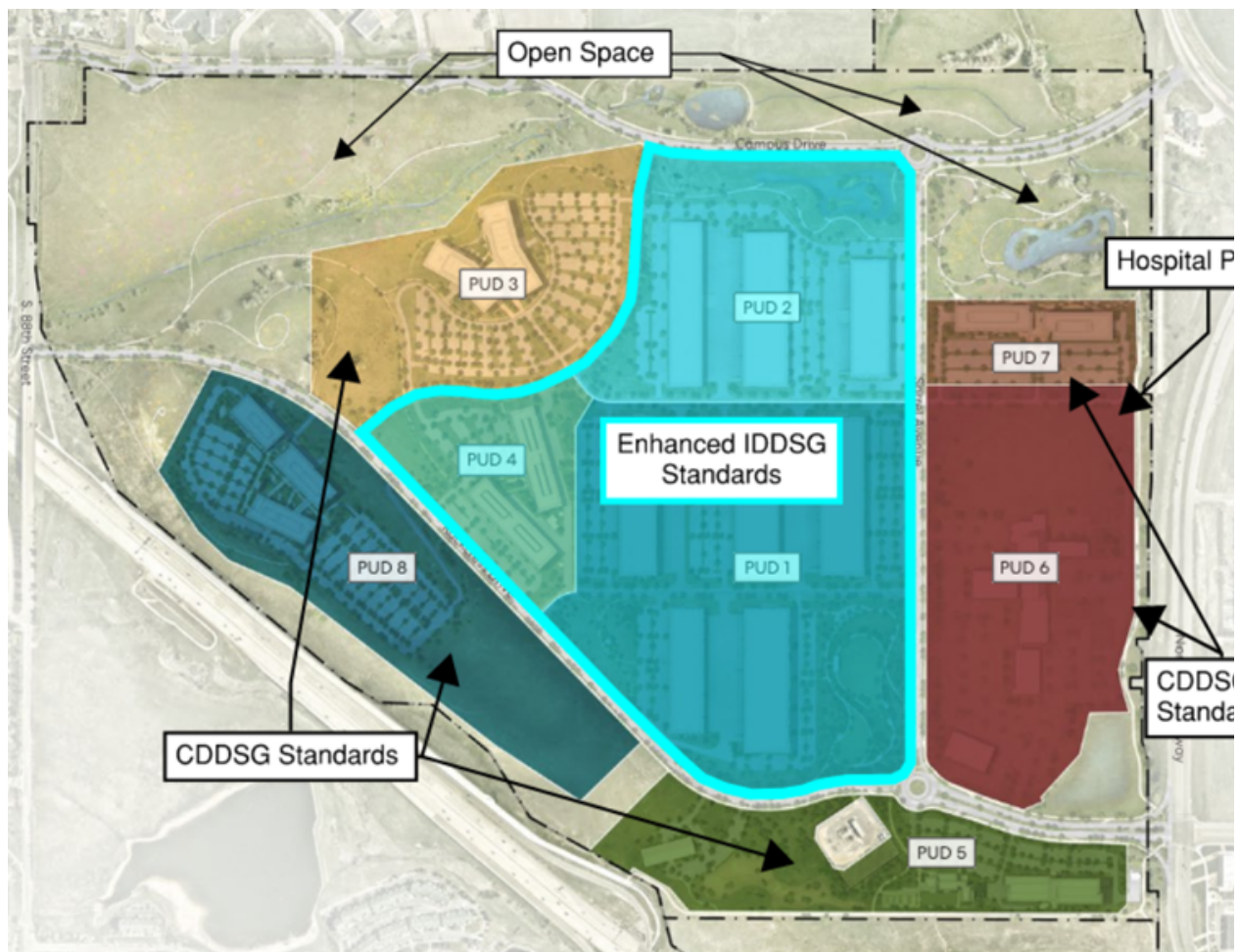
The IDDSG by contrast, apply to industrially zoned districts and include a combination of mandatory design standards and general guidelines. While compliance with the mandatory standards is required, the guidelines offer flexibility to support the functional needs of industrial users. The IDDSG are intentionally more permissive than the CDDSG because they serve different land use purposes. Commercial areas are designed to support the public realm and emphasize visibility, pedestrian activity, and architectural character, which necessitates more stringent standards. Industrial areas, however, are intended to accommodate employment-based uses that rely on functionality, efficiency, and operational flexibility. These developments often incorporate larger footprints, loading areas, outdoor storage, and high-bay structures that are essential to their operations.

Applying the IDDSG in place of the CDDSG would create a discernible shift in the design character of future development on the affected parcels. Development would place greater emphasis on operational efficiency, durability, and functional design rather than architectural detailing or pedestrian-oriented features. Buildings may have larger,

more utilitarian forms, increased mechanical or service components, and façades that reflect industrial and research-based activities rather than the more refined commercial character anticipated under the CDDSG.

Given the use allowances of the ConocoPhillips GDP, which support light industrial activities such as research and development, fabrication, warehousing, and storage, the application of the IDDSG, supplemented by enhanced design standards, provides a more appropriate and context-sensitive framework for future development. The IDDSG accommodate the functional needs of these uses, including larger building footprints, high-bay spaces, service and loading areas, and flexible interior layouts. Incorporating enhanced standards tailored for Redtail Ridge further ensures that building forms and site designs align with industrial and research user types while achieving a higher level of architectural quality.

This approach allows development to reflect the practical realities of light industrial operations without imposing commercial-oriented standards that may be incompatible with these uses. The enhanced standards also improve visual cohesion, strengthen compatibility with surrounding open space and infrastructure, and elevate overall design character beyond what traditional industrial guidelines would require.





### *Conceptual Build-Out with Enhanced IDDSG Area Highlighted*

Further, the parcels where the enhanced IDDSG would apply are centrally located within the Redtail Ridge development. Surrounding perimeter parcels will remain subject to the CDDSG, meaning the public-facing edges of the project along 96th Street, Highway 36, and Campus Drive, will reflect commercial design characteristics when developed, or will be buffered by expansive open space areas. As a result, the application of the enhanced IDDSG is largely internal, and most buildings visible from major roadways will still be designed consistent with the commercial standards. Collectively, the enhanced industrial development standards are intended to create a high-quality, distinctive industrial district within Redtail Ridge that exceeds the expectations typically applied in comparable areas such as the Colorado Technology Center. They introduce greater material variety and pedestrian-oriented features, contributing to a durable, visually cohesive environment consistent with community expectations for this prominent employment area. By incorporating these standards, the City can support a campus setting that integrates with the extensive open space and trail network, creating an attractive environment for employees, visitors, and the broader community while supporting the core employment, research, and technology entitlements of the ConocoPhillips Campus GDP.

Applying the IDDSG in place of the CDDSG for this internal portion of the campus is consistent with the purpose of the PCZD. The IDDSG better aligns with the light industrial and research uses anticipated by the GDP and supports coordinated community design using contemporary planning principles. Because the area is centrally located and not prominent from public roadways, the IDDSG remains compatible with surrounding development. As such, the amendment satisfies the intent and applicability provisions of LMC Sec. 17.72.010 and 17.72.030.

#### **Council Work Plan:**

This item is not on the 2025 City Council Workplan

#### **Fiscal Impact:**

Not Applicable

#### **Alternatives:**

The following alternatives are available for consideration:

- Approve the ordinance on first reading and schedule a public hearing for second reading.
- Deny the ordinance.

#### **Recommendation:**

##### Planning Commission Recommendation

The Planning Commission held a public hearing on December 11, 2025 to review the

proposed GDP amendment and voted unanimously to recommend approval with the following condition:

- The applicant shall address all administrative, technical, and formatting staff comments provided on the ConocoPhillips Campus General Development Plan, 2<sup>nd</sup> Amendment. All required revisions shall be addressed prior to any City Council hearing on the application.

The comments referred to in the condition more specifically included the following:

- Clarify that the amendment applies only to Lots 1, 2, 3, and 5 of Block 1, Redtail Ridge Filing No. 1.
- Specify that the Industrial Development Design Standards and Guidelines (IDDSG) apply only to Lots 1, 2, 3, and 5 of Block 1, Redtail Ridge Filing No. 1.
- Incorporate the enhanced design standards (Attachment 5) into the GDP document, and specify that they apply only to Lots 1, 2, 3, and 5 of Block 1, Redtail Ridge Filing No. 1.

Video of that meeting is available [here](#).

#### Staff Recommendation

Staff recommend approval of Ordinance No. 1912, Series 2025.

#### **Attachments:**

1. Ordinance No. 1912, Series 2026
2. Planning Commission Resolution No. 20, Series 2025
3. Application Materials
4. ConocoPhillips Campus General Development Plan, 2nd Amendment (subject document)
5. Enhanced Design Standards
6. ConocoPhillips Campus General Development Plan, 1st Amendment
7. ConocoPhillips Campus General Development Plan
8. Building Design Standards Comparison
9. Presentation



**ORDINANCE NO. 1912  
SERIES 2026**

**AN ORDINANCE APPROVING THE CONOCOPHILLIPS CAMPUS GENERAL  
DEVELOPMENT PLAN, AMENDMENT NO. 2**

**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 ConocoPhillips Campus General Development Plan is the former location of the StorageTek Corporation, which established its original campus on 310 acres in unincorporated Boulder County, and was annexed to the City in 1978; and

**WHEREAS**, in 2009, an additional 80 acres of adjacent land was annexed to the City and in 2010 the entire property was rezoned to Planned Community Zone District – Commercial (PCZD-C) and the ConocoPhillips Campus General Development Plan was approved; and

**WHEREAS**, in 2025, the City Council approved the ConocoPhillips Campus General Development Plan, Amendment No. 1, for Lot 1, Block 2, Redtail Ridge Filing No. 1 subdivision, identified as the “Hospital Parcel,” which increased the total permitted development area, clarified allowed commercial uses, and established building height and massing standards; and

**WHEREAS**, the City has received an application to amend the ConocoPhillips Campus General Development Plan, Amendment No. 1, as it pertains to Lots 1, 2, 3, and 5 of Block 1, Redtail Ridge Filing No. 1 subdivision, to allow for the application of the Industrial Development Design Standards and Guidelines, with enhanced design standards, in place of the Commercial Development Design Standards and Guidelines (“Amendment No. 2); and

**WHEREAS**, after a duly noticed public hearing held December 11, 2025, at which evidence and testimony were entered into the record, including the Louisville Planning Commission Staff Report dated December 11, 2025, the Louisville Planning Commission has forwarded a recommendation to the City Council to conditionally approve Amendment No. 2; and

**WHEREAS**, City Council has provided notice of a public hearing on said ordinance by publication as provided by law and held a public hearing as provided in said notice; and

**WHEREAS,** The City Council finds Amendment No. 2 is consistent with the requirements of the Planned Community Zone District chapter of the Louisville Municipal Code; the criteria, requirements, and provisions of other applicable sections of the Louisville Municipal Code; and the principles and policies of the City of Louisville 2013 Comprehensive Plan.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:**

**Section 1.** The City Council hereby approves the ConocoPhillips Campus General Development Plan, Amendment No. 2 (“Amendment No.2”).

**Section 2.** Amendment No. 2 shall be recorded in the Offices of the Boulder County Clerk and Recorder.

**INTRODUCED, READ, PASSED ON FIRST READING AND ORDERED PUBLISHED** this 20<sup>th</sup> day of January 2026.

\_\_\_\_\_  
Christopher M. Leh, Mayor

ATTEST:

\_\_\_\_\_  
Genny Kline, City Clerk

**PUBLIC HEARING AND SECOND READING WILL BE THE 3<sup>rd</sup> DAY OF FEBRUARY 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

---

Kathleen M. Kelly

**RESOLUTION NO. 20  
SERIES 2025**

**A RESOLUTION RECOMMENDING TO THE CITY COUNCIL APPROVAL WITH  
CONDITIONS OF THE CONOCOPHILLIPS CAMPUS GENERAL DEVELOPMENT  
PLAN, 2<sup>ND</sup> AMENDMENT**

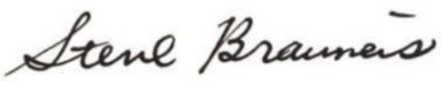
**WHEREAS**, Sterling Bay has applied for an amendment to the ConocoPhillips General Development Plan, 1<sup>st</sup> Amendment to allow for the application of the Industrial Development Design Standards and Guidelines with enhanced design standards in place of the Commercial Development Design Standards and Guidelines on Lots 1, 2, 3, and 5 of Block 1 of Redtail Ridge Filing No. 1; and

**WHEREAS**, the Planning Commission finds that, with conditions, the proposed amendment is consistent with the purpose of the Planned Community Zone District and meets all standards for General Development Plans outlined and Chapter 17.72 of the Louisville Municipal Code; and

**WHEREAS**, the Planning Commission has considered the application at a duly noticed public hearing on December 11, 2025, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated December 11, 2025.

**NOW THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Louisville, Colorado does hereby recommend to the City Council approval with conditions of the ConocoPhillips Campus General Development Plan, 2<sup>nd</sup> Amendment.

**PASSED AND ADOPTED** this 11th day of December, 2025.

By:   
Steve Brauneis, Chair  
Planning Commission

  
Attest: \_\_\_\_\_  
Cullen Choi, Secretary  
Planning Commission



## Development Review Application Form

Please complete this form and include it with the submittal documents for your development review application. Applications will not be processed until all required information is provided to the satisfaction of the City of Louisville Planning Department.

### Property Information

Common Address(es): N/A

Legal Description:

Lot 1, 2, 3, and 5 Block 1 Subdivision Redtail Ridge Filing No. 1

Lot Area: \_\_\_\_\_ Sq. Ft. or 111 Acres

#### LAND USE PROCESS (check all that apply)

- ☐ Annexation
- ☐ Concept Plan
- ☐ Easement Vacation
- ☐ Oil and Gas
- ☒ General Development Plan (GDP)
  - ☒ Amendment
  - ☐ New GDP
- ☐ Planned Unit Development (PUD)
  - ☐ Amendment
  - ☐ Preliminary
  - ☐ New PUD
- ☐ Rezoning
- ☐ Special Review Use (SRU)
  - ☐ Amendment
  - ☐ New SRU
- ☐ Subdivision
  - ☐ Final or Replat
  - ☐ Preliminary Plat
- ☐ Temporary Use Permit
- ☐ Variance
- ☐ Vested Property Right
- ☐ Wireless Facility
- ☐ Other: \_\_\_\_\_

#### PROJECT DESCRIPTION:

Amend the ConocoPhillips Campus General Development Plan, 1st Amendment, to allow the applicaiton of the IDDSG in place of CDDSG, including enhanced design standards.

### Property Owner Information

Name: \_\_\_\_\_ Entity (if applicable) \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

### Application Representative Information

Name: \_\_\_\_\_ Entity (if applicable) \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

### Certification/Signature

I certify that the information I have submitted is true and correct to the best of my knowledge and in filing the application and submittal documents, I am acting as and/or with the knowledge and consent of those persons who are owners of the subject property or are parties to this application.

DocuSigned by:

  
Signature

Marshall Wheel

Print Name

11/20/2025

Date

**If acting as a representative/agent of the owner, include written authorization from the owner that certifies the agent's right to submit this application**



# CONOCOPHILLIPS CAMPUS

## GENERAL DEVELOPMENT PLAN AMENDMENT 1

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

WARE MALCOMB

ARCHITECTURE PLANNING INTERIORS CIVIL ENGINEERING BRANDING BUILDING MEASUREMENT

100 S Broadway, Suite #520  
Denver, CO 80209  
P 720.488.2626

### GENERAL NOTES:

- 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.
- THE CAMPUS SECURITY BOUNDARY WILL NOT EXTEND OUTSIDE THE SITE BOUNDARY.
- TRAFFIC CIRCULATION PATTERNS DEPICTED WITHIN AND ACROSS LOT A REPRESENT INTERNAL PRIVATE DRIVES AND ARE CONCEPTUAL ONLY AND SUBJECT TO MODIFICATION.
- EXISTING FREE STANDING CMRS FACILITIES WITHIN LOT A SHALL CONSTITUTE A PERMISSIBLE NON-CONFORMING USE.
- PUBLIC LAND DEDICATION OF AT LEAST 12% WILL COMPLY WITH SECTION 16.15.000.B OF THE LOUISVILLE MUNICIPAL CODE.
- 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 STANDARDS CONTAINED HEREIN.

### SITE INFORMATION

|                                        |                                                                                                                |
|----------------------------------------|----------------------------------------------------------------------------------------------------------------|
| GROSS DEVELOPABLE AREA (PUD BOUNDARY): | 391.719 ACRES (MAXIMUM 0.15 F.A.R.) *<br>FOR LEGAL DESCRIPTION SEE EXHIBIT A OF ORDINANCE NO. 1599 SERIES 2010 |
| ZONING:                                | PLANNED COMMUNITY ZONED DISTRICT (PC2D) - 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 CONTRACTORS EQUIPMENT YARDS, TRANSPORTATION CENTERS AND SERVICES, 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

- OTHER THAN FOR THE HOSPITAL PARCEL, MAXIMUM BUILDING HEIGHTS SHALL BE BASED ON THE CONOCOPHILLIPS 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 1) 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\*

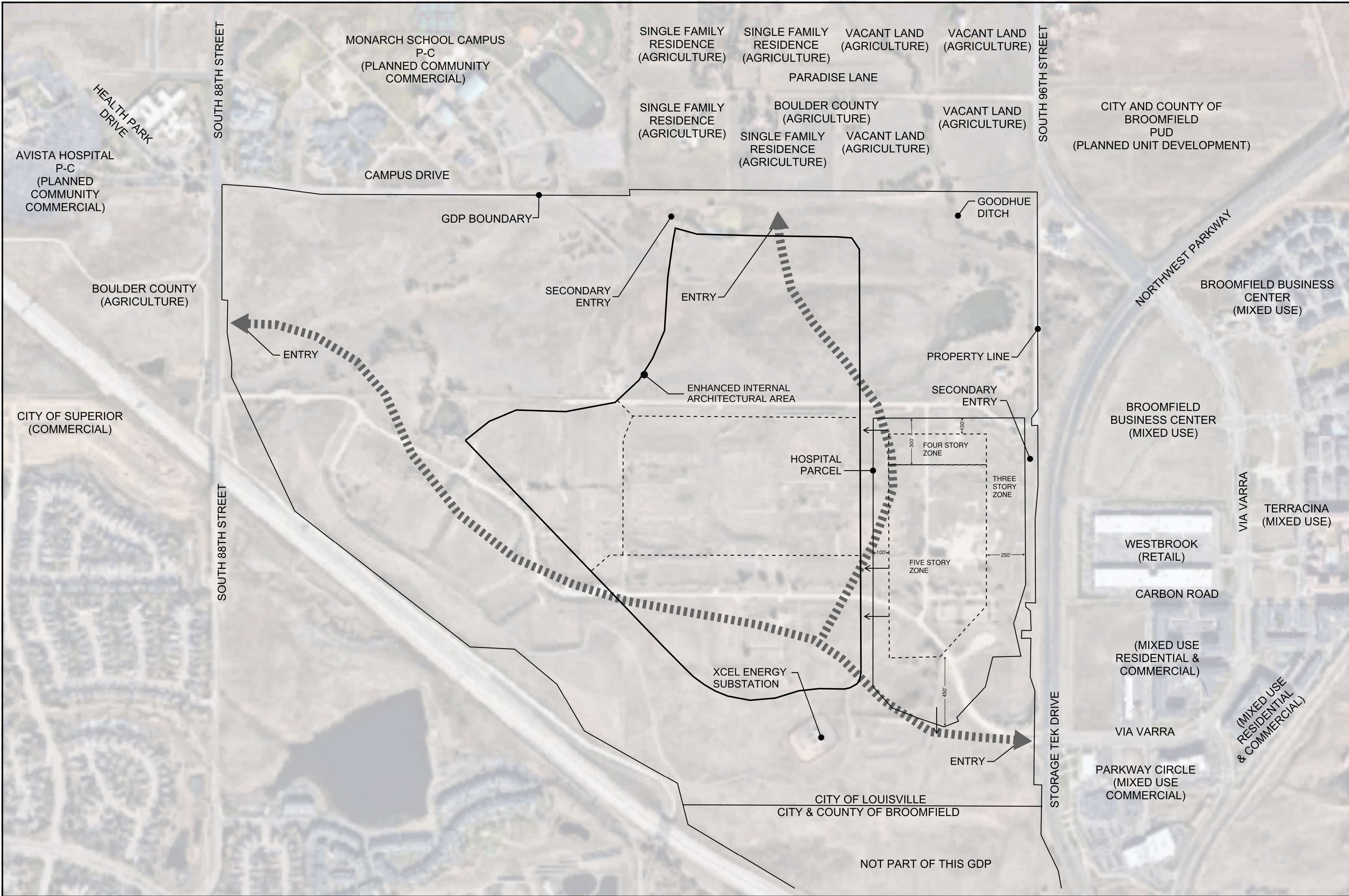
FOUR STORY ZONE:  
60'-0" MAXIMUM BUILDING HEIGHT  
65'-0" PARAPET HEIGHT  
80'-0" MECHANICAL PENTHOUSE HEIGHT\*

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

\*ROOF ACCESS AND ELEVATOR OVERRUN IS EXCLUDED FROM THE BUILDING HEIGHT

BUILDING MASSING DESIGN PARAMETERS:  
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:

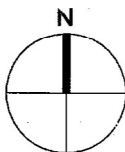
- MAXIMUM HEIGHT OF 45 FEET IS PERMITTED BEFORE A MINIMUM HORIZONTAL SETBACK OF 15 FEET IS REQUIRED FROM THE PRIMARY BUILDING FACADE.
- PROJECTED RELIEF ELEMENT MAY EXTEND OUTWARD FROM THE MAIN BUILDING MASS BY A MINIMUM OF 2 FEET, PROVIDED IT CONTRIBUTES TO THE OVERALL ARTICULATION AND DESIGN OF THE 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



### GENERAL DEVELOPMENT PLAN

400 200 0 400 800

SCALE: 1" = 400'



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

#### PLANNING COMMISSION CERTIFICATION:

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. \_\_\_\_\_, SERIES \_\_\_\_\_.

#### OWNERSHIP SIGNATURE BLOCK:

BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH IN THIS GDP. WITNESS OUT 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 \_\_\_\_\_

CONOCOPHILLIPS CAMPUS  
2270 SO 88TH STREET  
LOUISVILLE, CO

GENERAL  
DEVELOPMENT  
PLAN

DRAWN

TEAM

CHK

IAS

PRJ #

SHEET NUMBER:

1 OF 2



# CONOCOPHILLIPS CAMPUS

## GENERAL DEVELOPMENT PLAN AMENDMENT 1

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 INTERNAL PARCELS INCLUDING LOT 1, BLOCK 1, LOT 2, BLOCK 1, LOT 3, BLOCK 1, LOT 5, BLOCK 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 VISIBLE FROM 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.

| ISSUE / REVISION | DATE       |
|------------------|------------|
|                  |            |
|                  |            |
|                  |            |
|                  |            |
| GDP AMEENDEMENT  | 01/07/2026 |

CONOCOPHILLIPS CAMPUS  
2270 SO 88TH STREET  
LOUISVILLE, CO

GENERAL  
DEVELOPMENT  
PLAN

|       |      |
|-------|------|
| DRAWN | TEAM |
| CHK   | IAS  |
| PRJ # |      |

SHEET NUMBER:

2 OF 2

# ConocoPhillips Campus GDP, 2<sup>nd</sup> Amendment – Design Standards

## 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 visible from 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.



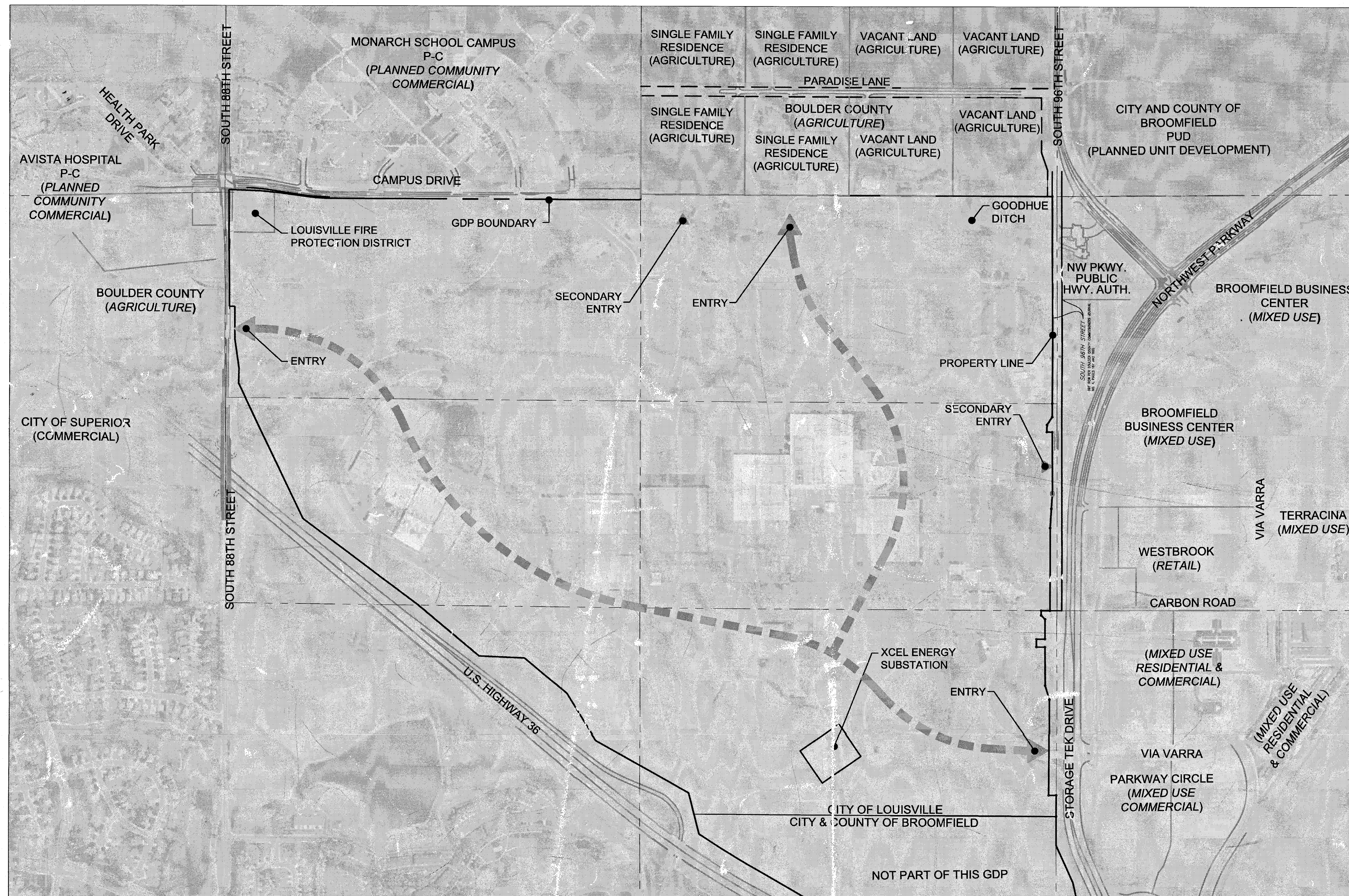
# CONOCOPHILLIPS CAMPUS

## GENERAL DEVELOPMENT PLAN

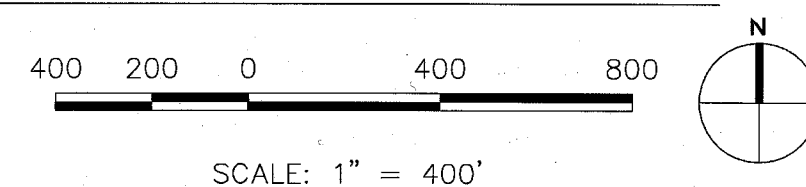
A PART OF THE SOUTH HALF OF SECTION 20, THE NORTH HALF OF SECTION 29,

TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M.

SHEET 1 OF 1



GENERAL DEVELOPMENT PLAN



### CERTIFICATIONS/SIGNATURE BLOCKS

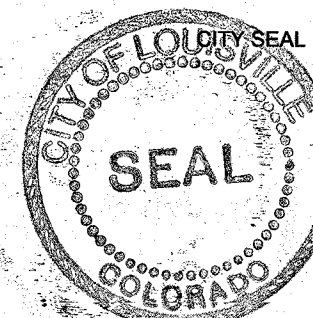
#### CITY COUNCIL CERTIFICATION:

APPROVED THIS 16 DAY OF APRIL, 2010, BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.

ORDINANCE NO. 1569, SERIES 2010

MAYOR SIGNATURE

CITY CLERK SIGNATURE



#### PLANNING COMMISSION CERTIFICATION:

APPROVED THIS 25 DAY OF FEBRUARY, 2010, BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. 3, SERIES 2010

#### CLERK AND RECORDER CERTIFICATE - COUNTY OF BOULDER, STATE OF COLORADO:

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 2:22 O'CLOCK, A.M., THIS 30 DAY OF MAY, 2010, AND IS RECORDED IN PLAN FILE \_\_\_\_\_, FEE 11.00, PAID \_\_\_\_\_, FILM NO. \_\_\_\_\_, RECEPTION. 3088779

CLERK AND RECORDER

#### LOUISVILLE FIRE PROTECTION DISTRICT SIGNATURE BLOCK:

WITNESS OUR HANDS AND SEALS THIS 20 DAY OF May, 2010.

OWNER: LOUISVILLE FIRE PROTECTION DISTRICT REPRESENTATIVE

NOTARY NAME AND SIGNATURE

MY COMMISSION EXPIRES May 7, 2013

#### 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 10 DAY OF May, 2010

OWNER: CONOCOPHILLIPS COMPANY A DELAWARE CORPORATION

BY: SIGNATURE

NOTARY NAME AND SIGNATURE

MY COMMISSION EXPIRES 6-30-11

### GENERAL NOTES:

1. 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 OF THE SITE BOUNDARY.
3. TRAFFIC CIRCULATION PATTERNS DEPICTED WITHIN AND ACROSS LOT A REPRESENT INTERNAL PRIVATE DRIVES AND ARE CONCEPTUAL ONLY AND SUBJECT TO REFINEMENT.
4. EXISTING FREE STANDING CMRS FACILITIES WITHIN LOT A SHALL CONSTITUTE A PERMISSIBLE NON-CONFORMING USE.
5. PUBLIC LAND DEDICATION OF AT LEAST 12% WILL COMPLY WITH SECTION 16.16.060.8 OF THE LOUISVILLE MUNICIPAL CODE.

### SITE INFORMATION

|                                                                       |                                                                         |
|-----------------------------------------------------------------------|-------------------------------------------------------------------------|
| GROSS DEVELOPABLE AREA (PUD BOUNDARY):                                | 391.719 ACRES (MAXIMUM 0.15 F.A.R.)                                     |
| FOR LEGAL DESCRIPTION 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                      |

### 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                                                                                                                                                                     | 0.5/1000 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 CONTRACTORS' EQUIPMENT YARDS, TRANSPORTATION CENTERS AND SERVICES, WAREHOUSES, AND STORAGE FACILITIES                                | STORAGE OF MATERIALS IN SUPPORT OF THE CAMPUS RESEARCH AND DEVELOPMENT FACILITY, HELIPAD (SPECIAL REVIEW USE)                                                                                                                 | 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. MAXIMUM BUILDING HEIGHTS PROPOSED ON THE PUD DEVELOPMENT PLAN EXCEED LIMITATIONS SET FORTH IN THE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES (CDDSG). BUILDING HEIGHTS ARE EXPECTED TO RANGE FROM 36' IN SOME AREAS, TO 85' OR 95' IN OTHER AREAS. PROPOSED MAXIMUM BUILDING HEIGHTS IN EXCESS OF CDDSG REQUIREMENTS REQUIRE CITY COUNCIL APPROVAL EITHER BY SEPARATE VESTING AGREEMENT OR THROUGH THE PUD DEVELOPMENT PLAN REVIEW PROCESS, AND ARE NOT APPROVED BY THIS GDP.

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 LINES 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. |



2190 E 17TH AVENUE  
DENVER, CO 80206 USA  
+1 303 832 1712  
+1 303 832 1713

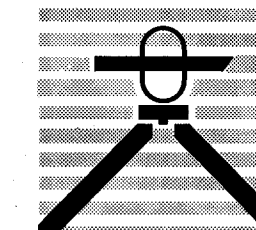
PLANNER / LANDSCAPE ARCHITECT



CONSULTANTS OF COLORADO, INC.  
CIVIL ENGINEERING / LAND SURVEYING

7901 E. Bellevue Avenue  
Suite 150  
Englewood, CO 80111  
Tel: (720) 482-9526  
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CIVIL ENGINEER



Drexel, Baggett & Co.  
Engineers/Surveyors

1800 38th Street  
Boulder, CO 80301  
Tel: (303) 442-4338  
Fax: (303) 442-4373

SURVEYOR

| ISSUE / REVISION | DATE      |
|------------------|-----------|
| GDP SUBMITTAL    | 11/1/2009 |
| RESUBMITTAL      | 2/01/2010 |
| RESUBMITTAL      | 3/09/2010 |
| RESUBMITTAL      | 3/28/2010 |
| MYLAR RECORDING  | 4/28/2010 |

CONOCOPHILLIPS CAMPUS  
2270 SO. 88TH STREET  
LOUISVILLE, CO

### GENERAL DEVELOPMENT PLAN

|              |             |
|--------------|-------------|
| DRAWN        | TEAM        |
| CHK          | TEAM        |
| PRJ #        | 09.01001.00 |
| SHEET NUMBER |             |

1 OF 1

DRAWING NUMBER

DRAWING NUMBER

DRAWING NUMBER

Conocophillips  
2270 S. 88th



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. GE  
SHEET 1 OF 1

- 1) Additional note for the allowable square footage transfer from the Avista Adventist Hospital 2002 GDP.
- 2) Addition of hospital and medical office building uses to the "Permitted Uses" for better clarity on specific uses.
- 3) Updated yard and bulk requirements to include the allowable height for the hospital parcel only.
- 4) Updated aerial graphic
- 5) Added Hospital Parcel and density zoning to graphic
- 6) Added Hospital Parcel building massing design parameters

- A MAXIMUM HEIGHT OF 25 FEET IS PERMITTED BEFORE A MINIMUM HORIZONTAL SETBACK OF 15 FEET IS REQUIRED FROM THE ADJACENT BUILDING FACADE.
- A PRICED FACADE ELEMENT MAY EXTEND BEYOND THE MAIN BUILDING MASS BY A MINIMUM OF 5 FEET, PROVIDED IT CONTRIBUTES TO THE OVERALL ARCHITECTURE 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 PRICED ENCLOSURE OR RECESSED FACADE ELEMENT MUST BE SET BACK A MINIMUM OF 10 FEET FROM THE EDGE OF THE BUILDING MASS, UNLESS IT IS ARCHITECTUALLY INTEGRATED INTO THE OVERALL DESIGN OF THE BUILDING.
- ANY FACADE OR DEFINITIVE ELEMENT OF THE DISTANT BUILDING FORM WITH A TOTAL WIDTH OF LESS THAN 100 FEET IS EXEMPT FROM THE ABOVE SET RELIEF REQUIREMENTS. A MINIMUM 2'-00" DEPTH VARIATION FROM THE ADJACENT PRIMARY FACADE PLANE MUST STILL BE PROVIDED TO ENSURE VISUAL ART 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
  - PRISM VOLUMES OR LIGHT WELLS
  - DISTINCTIVE ROOF FORMS

1 OF 1



## Building Design Standards Comparison – ConocoPhillips Campus GDP, 2<sup>nd</sup> Amendment

---

At the direction of City Council, staff reviewed the conceptual building elevations provided by the applicant in consideration of this GDP Amendment. Staff compared those conceptual drawings against the proposed enhanced design standards. The purpose of this analysis is to identify which elements shown in the conceptual design package surpass the minimum requirements of the proposed enhanced standards and therefore reflect discretionary design choices rather than code-mandated outcomes.

The attached comparison table and marked-up conceptual elevations identify specific instances where the conceptual design goes beyond the proposed enhanced standards. Four building design elements exceed the proposed enhanced design standards. As identified in the table below and on the marked-up conceptual drawings, these elements surpass the baseline enhanced design standards and would not be required if the enhanced standards are adopted as proposed.

The conceptual design exceeds the proposed enhanced design standards in the following areas:

- Ground-floor transparency on street-facing façades on the long and short side of a building; the conceptual design surpasses the minimum of 50 percent required in the area 2-10 feet above grade.
- Upper-floor transparency on street-facing facades on the short side of a building; the conceptual design surpasses the minimum of 18 percent required in the area 12-30 feet above grade.
- Corner entry features; the conceptual design surpasses the requirement that corner entry design features extend a minimum of 15 feet from the building corner no which they are located.
- Entry feature width; the conceptual design surpasses the requirement that entry features occupy a minimum of 20 percent of the façade on which they are located, and are a minimum of 10 feet wide.

This comparison is intended to clarify which aspects of the conceptual design represent voluntary design enhancements versus those that would be required through adoption of the proposed enhanced design standards.



## Building Design Standards Comparison – ConocoPhillips Campus GDP, 2<sup>nd</sup> Amendment

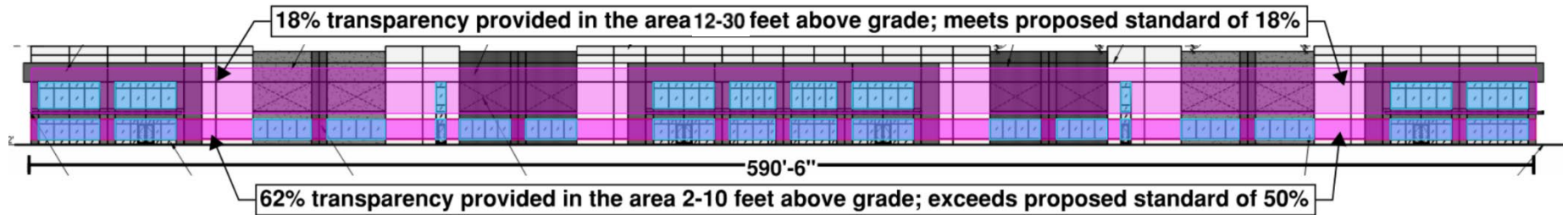
Comparison of proposed enhanced design standards against the conceptual building design (attached elevations) provided by the applicant.

Legend: A difference in the conceptual building design element that exceeds the baseline enhanced standards is highlighted

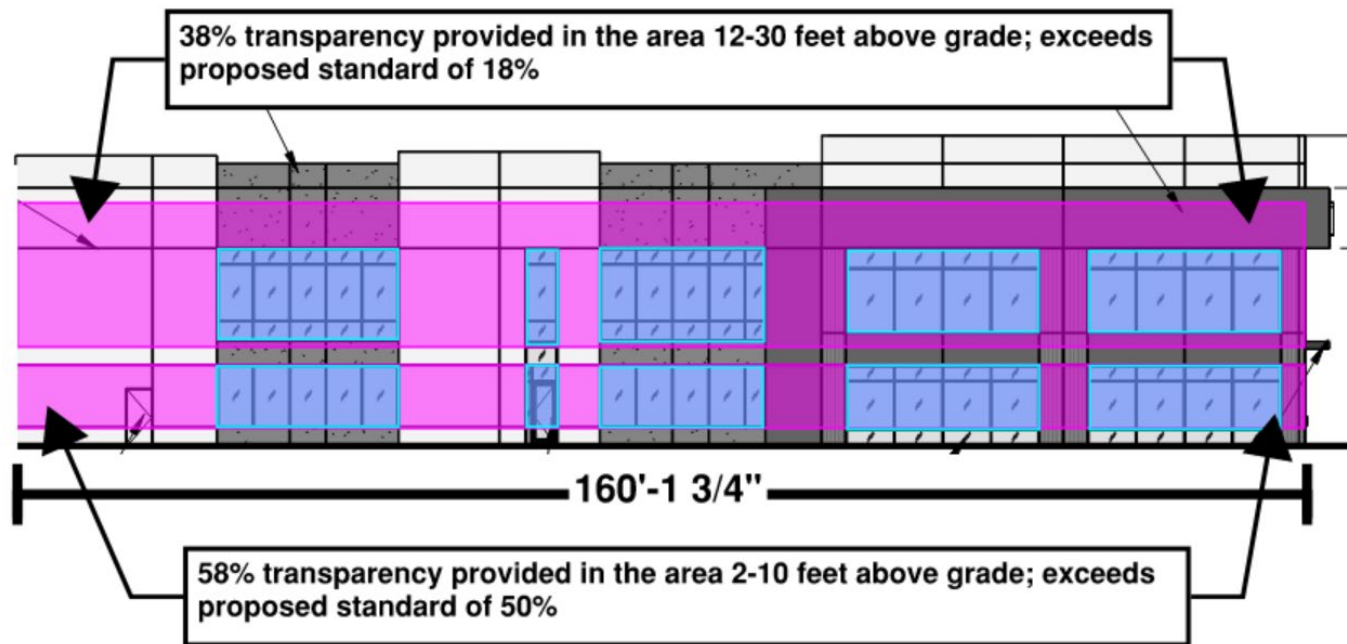
| Transparency                                   |                                                                                                                   |                                                                                                    |                                                                                                                                 |                      |
|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Standard                                       | Design Standard                                                                                                   | Conceptual Design                                                                                  | Difference                                                                                                                      | Notes                |
| Ground-floor transparency, long and short side | Minimum 50% transparency between 2-10 feet above, street facing elevations                                        | 62% transparency provided, long side<br>58% transparency provide, short side                       | 12% more transparency on long side; 8% more transparency on short side*                                                         | See figures 1 and 1a |
| Upper-floor transparency, long side            | Minimum 18% transparency between 12-30 above grade                                                                | 18% transparency provided                                                                          | No difference                                                                                                                   | See figure 1         |
| Upper-floor transparency, short side           | Minimum 18% transparency between 12-30 above grade                                                                | 35% transparency provided                                                                          | 17% more transparency *                                                                                                         | See figure 1a        |
| Enhanced Entry Features                        |                                                                                                                   |                                                                                                    |                                                                                                                                 |                      |
| Standard                                       | Design Standard                                                                                                   | Conceptual Design                                                                                  | Difference                                                                                                                      | Notes                |
| Primary entry orientation                      | Long side of building facing a street shall include at least one entry feature                                    | Primary entry provided along street-facing façade                                                  | No difference                                                                                                                   |                      |
| Glazing Near Entries                           | Entry located near building corner shall wrap the building a minimum of 15 feet                                   | Entry feature extends 60 feet from corner                                                          | Corner wrap extends 45 feet longer than required*                                                                               | See figure 2         |
| Corner Treatment                               | Buildings with no corner entry shall include a wrap and building height increase                                  | Not applicable                                                                                     | Not applicable                                                                                                                  |                      |
| Large Façade Breaks                            | Facades greater than 400 feet shall include a minimum of three entry features                                     | Three entry features provided                                                                      | No difference                                                                                                                   |                      |
| Entry Design Elements**                        | Entry features shall include a glass vestibule, additional architectural treatment, proportional to façade height | Glass vestibules with architectural detailing provided, proportional to building height.           | No difference                                                                                                                   |                      |
| Entry Feature Variation                        | Entry features shall incorporate distinct accent material or texture, separate from façade materials              | Glass vestibules, awning, fluted concrete included                                                 | No difference                                                                                                                   |                      |
| Entry Feature Width                            | Entry features shall account for 20% of façade width and be a minimum of 10 feet wide                             | Entry features account for 43% of the façade on which they are located and exceed 10 feet in width | Entries account for an additional 23% of the façade length; entry feature widths are 57 feet and 112 feet wider than required * | See figure 3         |
| Material and Texture Variation                 |                                                                                                                   |                                                                                                    |                                                                                                                                 |                      |
| Standard                                       | Design Standard                                                                                                   | Conceptual Design                                                                                  | Difference                                                                                                                      | Notes                |
| Primary materials**                            | Minimum of two primary materials one accent material on street-facing façade                                      | Multiple textures/materials                                                                        | No difference                                                                                                                   |                      |
| Façade coverage limits                         | No single texture or color shall exceed 75% of any street-facing façade                                           | Material distribution remains below 75% threshold                                                  | No difference                                                                                                                   |                      |
| Accent materials placement                     | Accent materials shall emphasize entries. Include horizontal/vertical divisions                                   | Accent materials used at entries, corners, and façade breaks                                       | No difference                                                                                                                   |                      |

\* Design features reflect discretionary elements of the conceptual building design and would not be required, or ensured, if the proposed standards are adopted.

\*\*Textured, ribbed, or patterned concrete panels may be considered a separate material if they provide a clear textural and color contrast.



*Figure 1: Transparency calculation, long side of building*



*Figure 1a: Transparency calculation, short side of building*



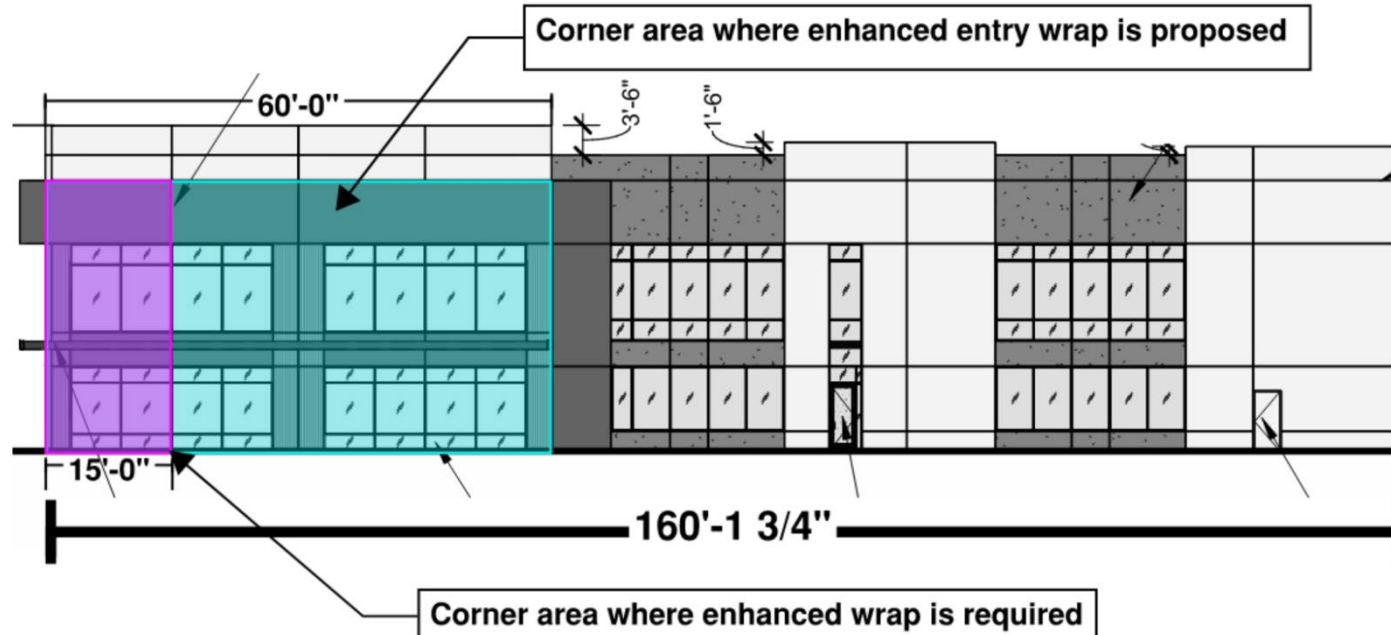


Figure 2: Corner feature enhancement

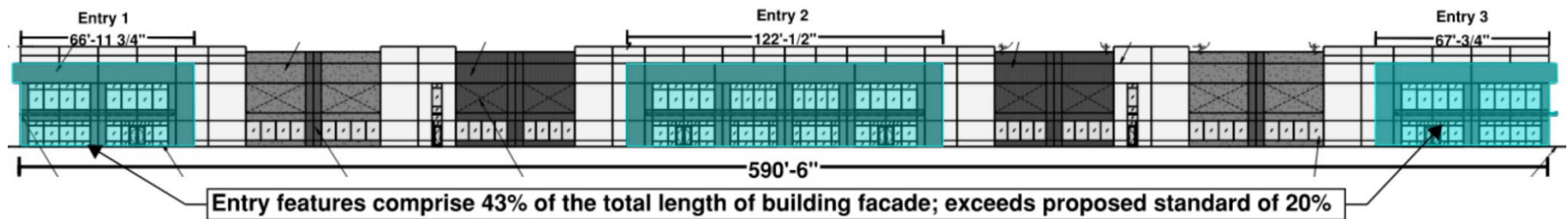


Figure 3: Entry feature length requirement



*Corner Entry facing a street*



*Long side of building facing a street, mid-building entry feature*



*Long side of building facing a street, corner entry feature*



*Short side of building facing a street, corner entry feature*





*Short side of building facing a street*



*Corner, long and short side of building facing a street*

# **City Council**

*February 3, 2026*

## **ConocoPhillips Campus General Development Plan, 2<sup>nd</sup> Amendment**

Approval of Ordinance No. 20, Series 2026, approving the ConocoPhillips Campus General Development Plan, 2<sup>nd</sup> Amendment to allow the application of enhanced Industrial Development Design Standards and Guidelines on Lots 1, 2, 3, and 5 of Block 1, Redtail Ridge Filing No. 1.

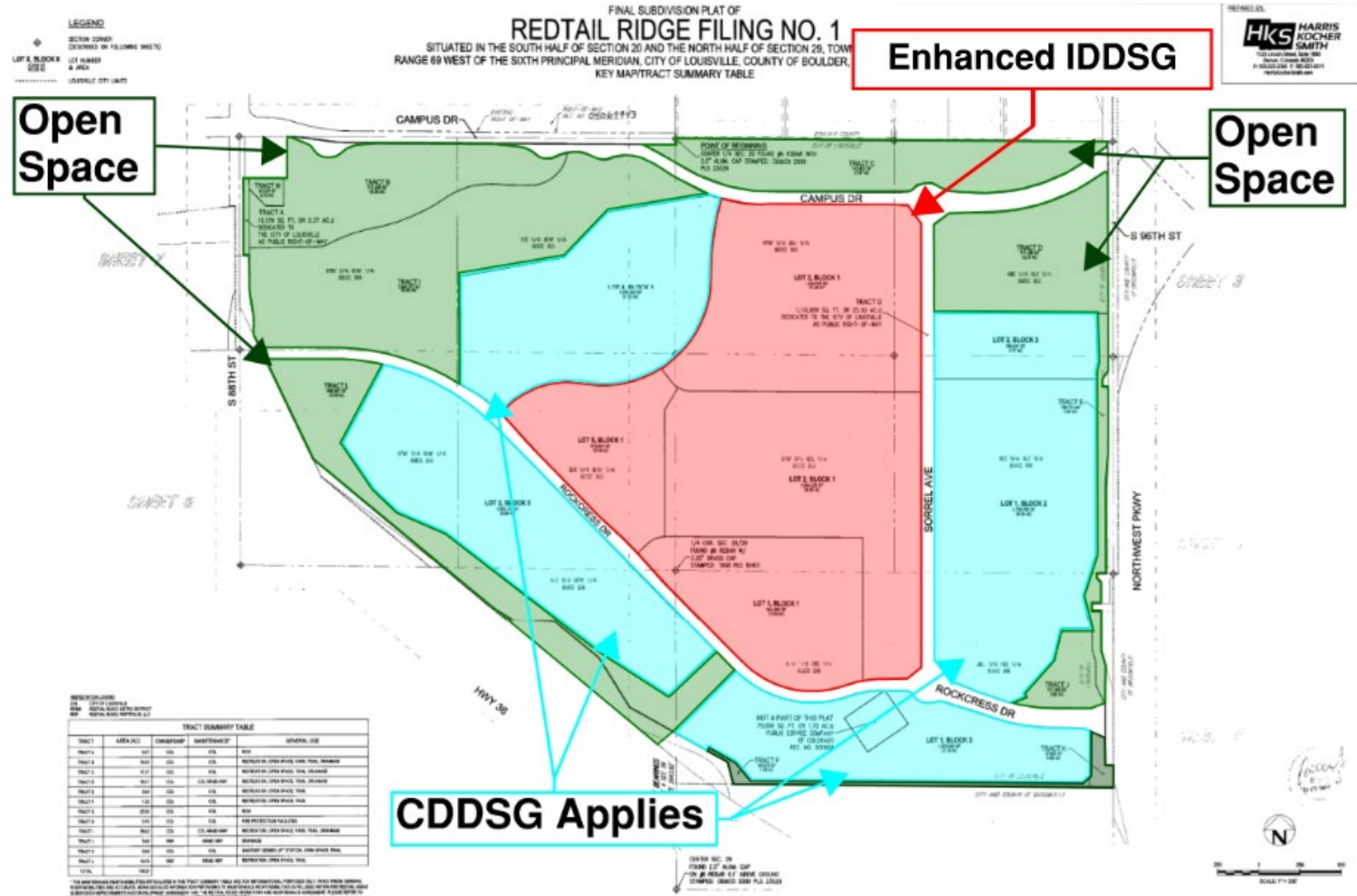


# Summary: ConocoPhillips GDP, 2<sup>nd</sup> Amendment

- Applicant requests approval of the ConocoPhillips Campus General Development Plan (GDP) 2<sup>nd</sup> Amendment to:
  - Allow the application of the Industrial Development Design Standards and Guidelines (IDDSG) in place of the Commercial Development Design Standards and Guidelines (CDDSG)
  - Adopt enhanced architectural design standards to create a hybrid commercial–industrial design on the affected parcels.

# Summary: ConocoPhillips GDP, 2<sup>nd</sup> Amendment

- Existing zoning is Planned Community – Commercial (PCZD-C)
- Currently subject to the ConocoPhillips General Development Plan, 1<sup>st</sup> Amendment.
- The affected area includes 4 parcels at 111.5 acres in size
- Perimeter parcels, including the parcel owned by Portercare Adventist Health, will remain subject to commercial design standards



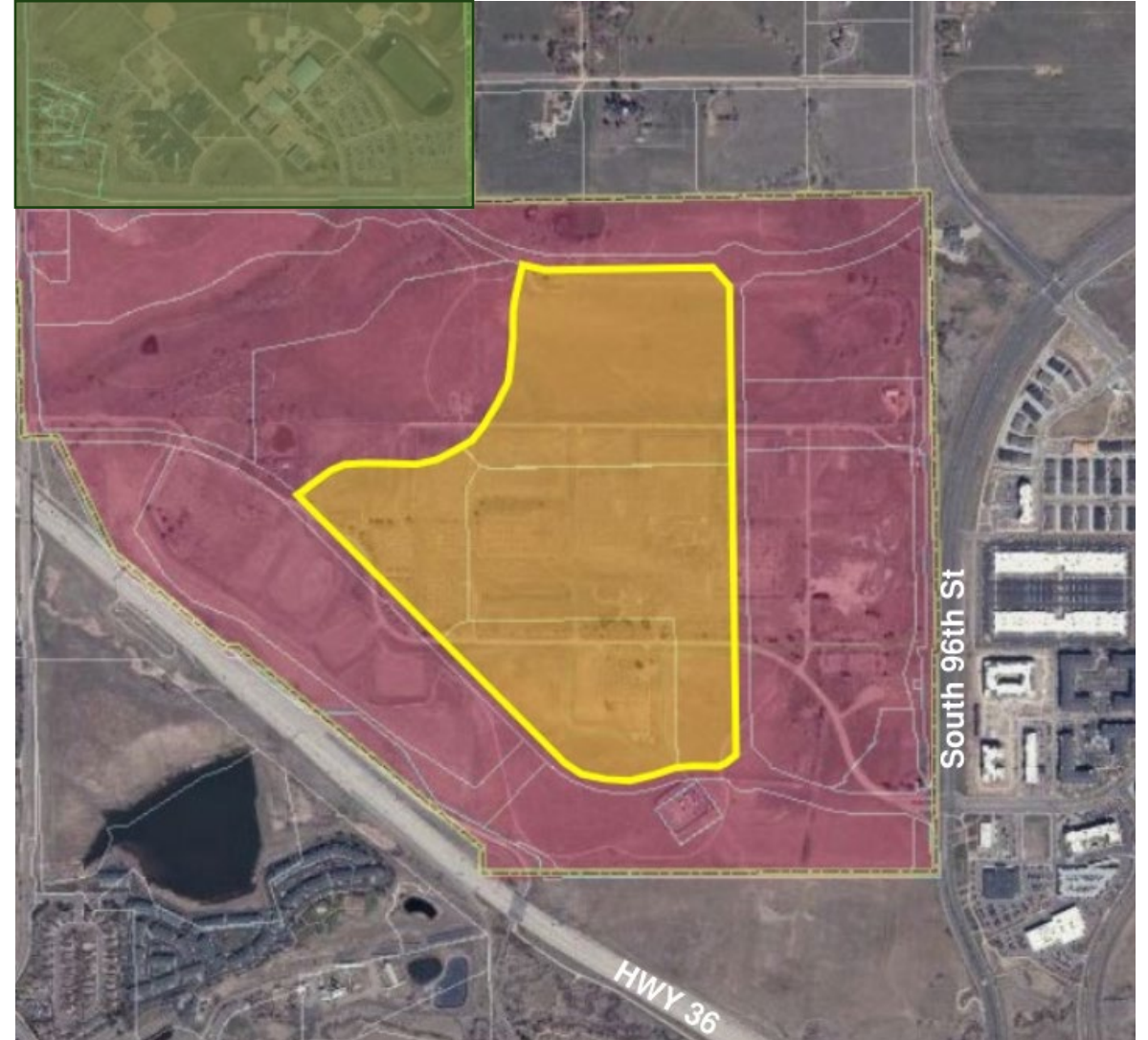


# Background: ConocoPhillips GDP, 2<sup>nd</sup> Amendment

- **1978:** StorageTek campus annexed; 1.6M sq ft built.
- **2008:** ConocoPhillips acquires site, demolishes campus, annexes 80 more acres; requests PCZD-C zoning.
- **2010:** City approves GDP, Zoning Agreement, Preliminary Plat & PUD.
  - 2.5M sq ft development cap
  - 12% minimum public land dedication
  - CDDSG required for all development
- **2021:** Redtail Ridge GDP approved; overturned by referendum in April 2022.
- **2024:** Final Plat approved consistent with the 2010 GDP.
- **2025:** 1st GDP Amendment approved for the AdventHealth hospital campus.
- **2025:** Concept Plan presented to the City Council to consider IDDSG

# Background: ConocoPhillips GDP, 2<sup>nd</sup> Amendment

- **October 2025:** Applicant presented a Concept Plan application to the City Council to consider applying IDDSG to interior Redtail Ridge parcels in place of CDDSG.
- Supported a hybrid design approach offering added flexibility while preserving key design expectations.





# Proposal: ConocoPhillips GDP, 2<sup>nd</sup> Amendment

- Perimeter parcels and the AdventHealth hospital site remain under CDDSG, ensuring the project's public-facing edges continue to reflect commercial design expectations.
- The GDP permits light industrial and research uses, including R&D, fabrication, warehousing, and technical manufacturing, uses that are not well aligned with commercial-oriented design standards.
- Applying IDDSG, supplemented with enhanced architectural standards, provides the flexibility needed for these user types while elevating design quality beyond typical industrial development.
- This hybrid approach supports operational needs, improves internal campus cohesion, and maintains compatibility with the broader Redtail Ridge vision
- The amendment applies only to interior parcels (Lots 1, 2, 3, and 5, Block 1) within Redtail Ridge.

# Proposal: ConocoPhillips GDP, 2<sup>nd</sup> Amendment

- Transparency requirements ensure buildings present active, visually open frontage:
  - At least 50% transparency between 2–10 feet on street-facing elevations.
  - For buildings over 18 feet tall, an additional 18% transparency between 12–30 feet to emulate a second-floor expression.
- Enhanced entrance features strengthen building identity and pedestrian orientation:
  - Entrances must be oriented toward public or private streets.
  - Corner entries must wrap a minimum of 15 feet; short-side street frontages require added height, glazing, and a projecting architectural feature.
  - Larger façades require multiple entry features, each incorporating an accent material that differentiates the entry from the main façade.
- Material and texture standards introduce visual interest and architectural variety:
  - Street-facing façades must include at least two primary materials and one accent material.
  - No single material or color may occupy more than 75% of a façade.
  - Accent materials are used to emphasize entries, corners, and architectural divisions



# Building Design Standards Comparison – ConocoPhillips Campus GDP, 2<sup>nd</sup> Amendment

Comparison of proposed enhanced design standards against the conceptual building design (attached elevations) provided by the applicant.

Legend: A difference in the conceptual building design element that exceeds the baseline enhanced standards is highlighted

| Transparency                                   |                                                                                                                   |                                                                                                    |                                                                                                                                 |                      |
|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Standard                                       | Design Standard                                                                                                   | Conceptual Design                                                                                  | Difference                                                                                                                      | Notes                |
| Ground-floor transparency, long and short side | Minimum 50% transparency between 2-10 feet above, street facing elevations                                        | 62% transparency provided, long side<br>58% transparency provide, short side                       | 12% more transparency on long side; 8% more transparency on short side*                                                         | See figures 1 and 1a |
| Upper-floor transparency, long side            | Minimum 18% transparency between 12-30 above grade                                                                | 18% transparency provided                                                                          | No difference                                                                                                                   | See figure 1         |
| Upper-floor transparency, short side           | Minimum 18% transparency between 12-30 above grade                                                                | 35% transparency provided                                                                          | 17% more transparency *                                                                                                         | See figure 1a        |
| Enhanced Entry Features                        |                                                                                                                   |                                                                                                    |                                                                                                                                 |                      |
| Standard                                       | Design Standard                                                                                                   | Conceptual Design                                                                                  | Difference                                                                                                                      | Notes                |
| Primary entry orientation                      | Long side of building facing a street shall include at least one entry feature                                    | Primary entry provided along street-facing façade                                                  | No difference                                                                                                                   |                      |
| Glazing Near Entries                           | Entry located near building corner shall wrap the building a minimum of 15 feet                                   | Entry feature extends 60 feet from corner                                                          | Corner wrap extends 45 feet longer than required*                                                                               | See figure 2         |
| Corner Treatment                               | Buildings with no corner entry shall include a wrap and building height increase                                  | Not applicable                                                                                     | Not applicable                                                                                                                  |                      |
| Large Facade Breaks                            | Facades greater than 400 feet shall include a minimum of three entry features                                     | Three entry features provided                                                                      | No difference                                                                                                                   |                      |
| Entry Design Elements**                        | Entry features shall include a glass vestibule, additional architectural treatment, proportional to façade height | Glass vestibules with architectural detailing provided, proportional to building height.           | No difference                                                                                                                   |                      |
| Entry Feature Variation                        | Entry features shall incorporate distinct accent material or texture, separate from façade materials              | Glass vestibules, awning, fluted concrete included                                                 | No difference                                                                                                                   |                      |
| Entry Feature Width                            | Entry features shall account for 20% of façade width and be a minimum of 10 feet wide                             | Entry features account for 43% of the façade on which they are located and exceed 10 feet in width | Entries account for an additional 23% of the façade length; entry feature widths are 57 feet and 112 feet wider than required * | See figure 3         |
| Material and Texture Variation                 |                                                                                                                   |                                                                                                    |                                                                                                                                 |                      |
| Standard                                       | Design Standard                                                                                                   | Conceptual Design                                                                                  | Difference                                                                                                                      | Notes                |
| Primary materials**                            | Minimum of two primary materials one accent material on street-facing façade                                      | Multiple textures/materials                                                                        | No difference                                                                                                                   |                      |
| Façade coverage limits                         | No single texture or color shall exceed 75% of any street-facing façade                                           | Material distribution remains below 75% threshold                                                  | No difference                                                                                                                   |                      |
| Accent materials placement                     | Accent materials shall emphasize entries. Include horizontal/vertical divisions                                   | Accent materials used at entries, corners, and façade breaks                                       | No difference                                                                                                                   |                      |

\* Design features reflect discretionary elements of the conceptual building design and would not be required, or ensured, if the proposed standards are adopted.

\*\*Textured, ribbed, or patterned concrete panels may be considered a separate material if they provide a clear textural and color contrast.

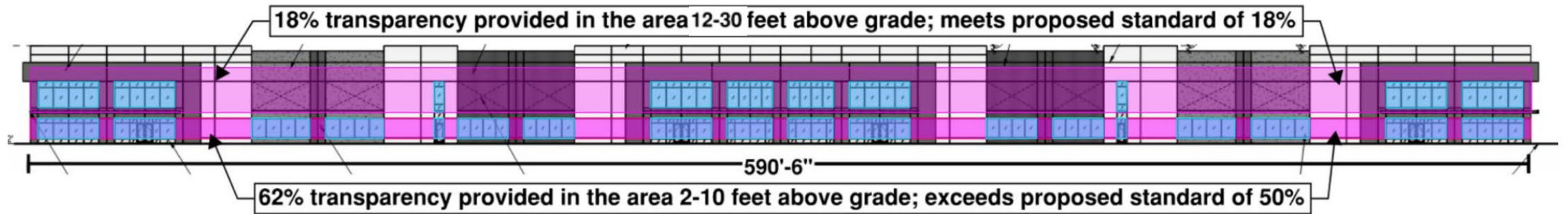


Figure 1: Transparency calculation, long side of building

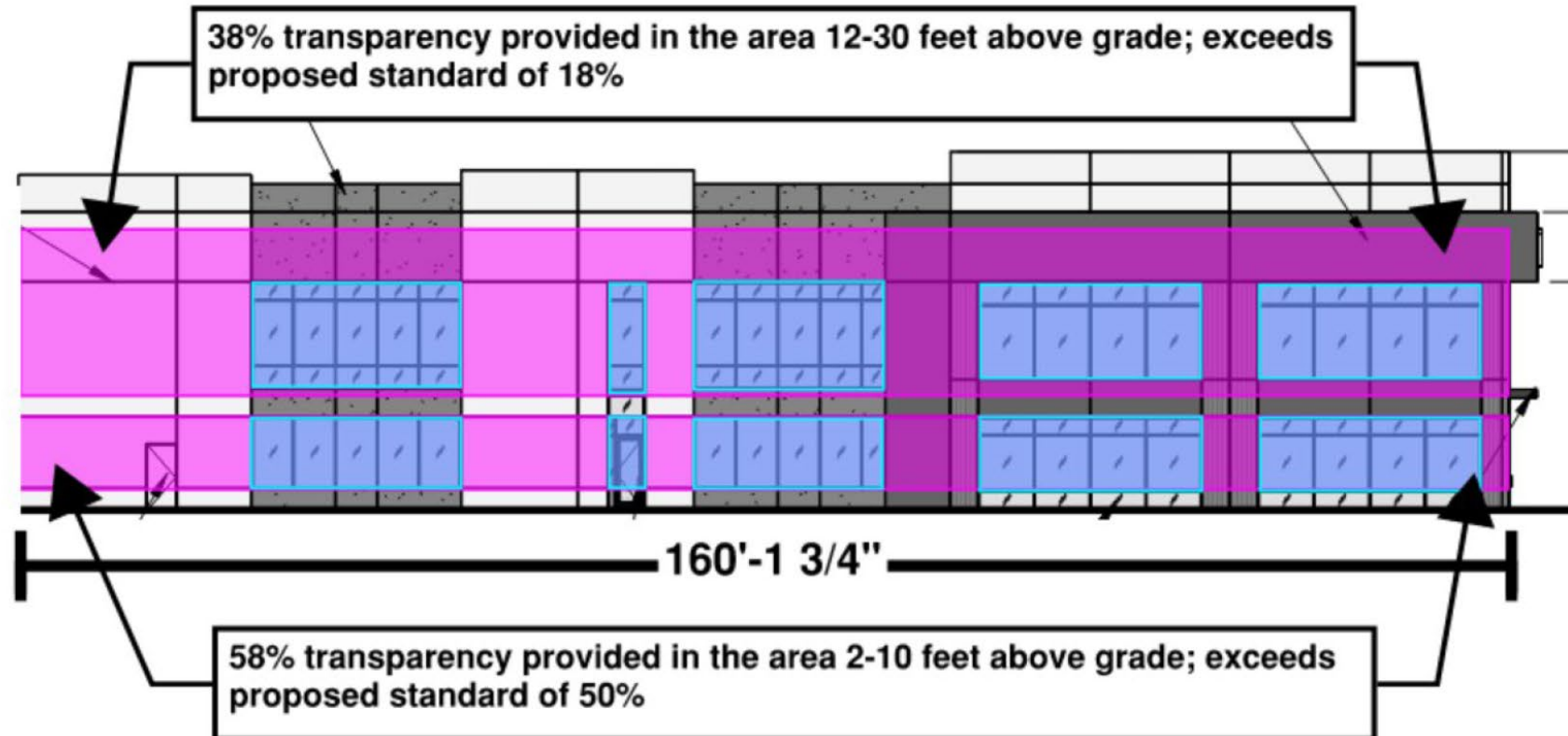


Figure 1a: Transparency calculation, short side of building



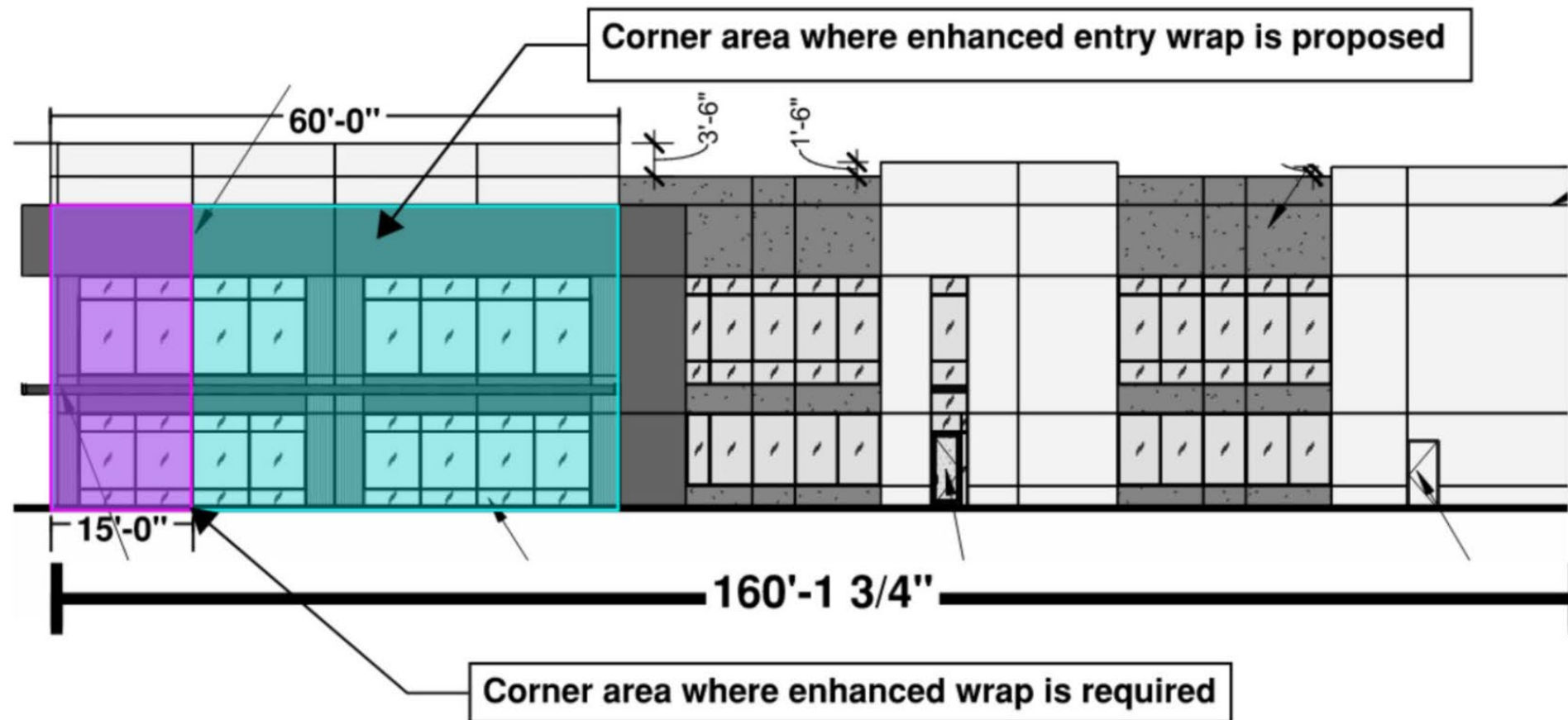


Figure 2: Corner feature enhancement



Figure 3: Entry feature length requirement



*Corner Entry facing a street*



*Long side of building facing a street, mid-building entry feature*



*Long side of building facing a street, corner entry feature*



*Short side of building facing a street, corner entry feature*



# Analysis: ConocoPhillips GDP, 2<sup>nd</sup> Amendment

- Planned Community Zone District (PCZD) Context:
  - Subject property will remain within the PCZD regardless of GDP amendment.
  - Amendments follow the same process and requirements as the original GDP approval
- Purpose of the PCZD (LMC Sec. 17.72.010)
  - Encourage, preserve, and improve the health, safety, and general welfare of the community through contemporary land planning principles and coordinated community design.
  - Recognize the economic and cultural advantages of an integrated, planned community development that provides areas for various housing types, retail, service activities, recreation, schools, public facilities, and other land uses.

# Analysis: ConocoPhillips GDP, 2<sup>nd</sup> Amendment

- The 2010 GDP allows light industrial and research uses, making IDDSG a more appropriate design framework than commercial standards.
- Enhanced standards incorporated into the GDP elevate architectural quality while supporting the functional needs of R&D, fabrication, warehousing, and similar uses.
- The amendment applies only to centrally located parcels; perimeter parcels remain under CDDSG, preserving commercial character along major roadways.
- This internal application maintains compatibility with surrounding development and aligns with the intent and applicability provisions of LMC Sec. 17.72.010 and 17.72.030.















**LEGEND**

SECTION CORNER  
(DETERMINED BY FOLLOWING SHEET)

LOT & BLOCK  
SECTION

LOT NUMBER  
& AREA

LOUISVILLE CITY UNITS

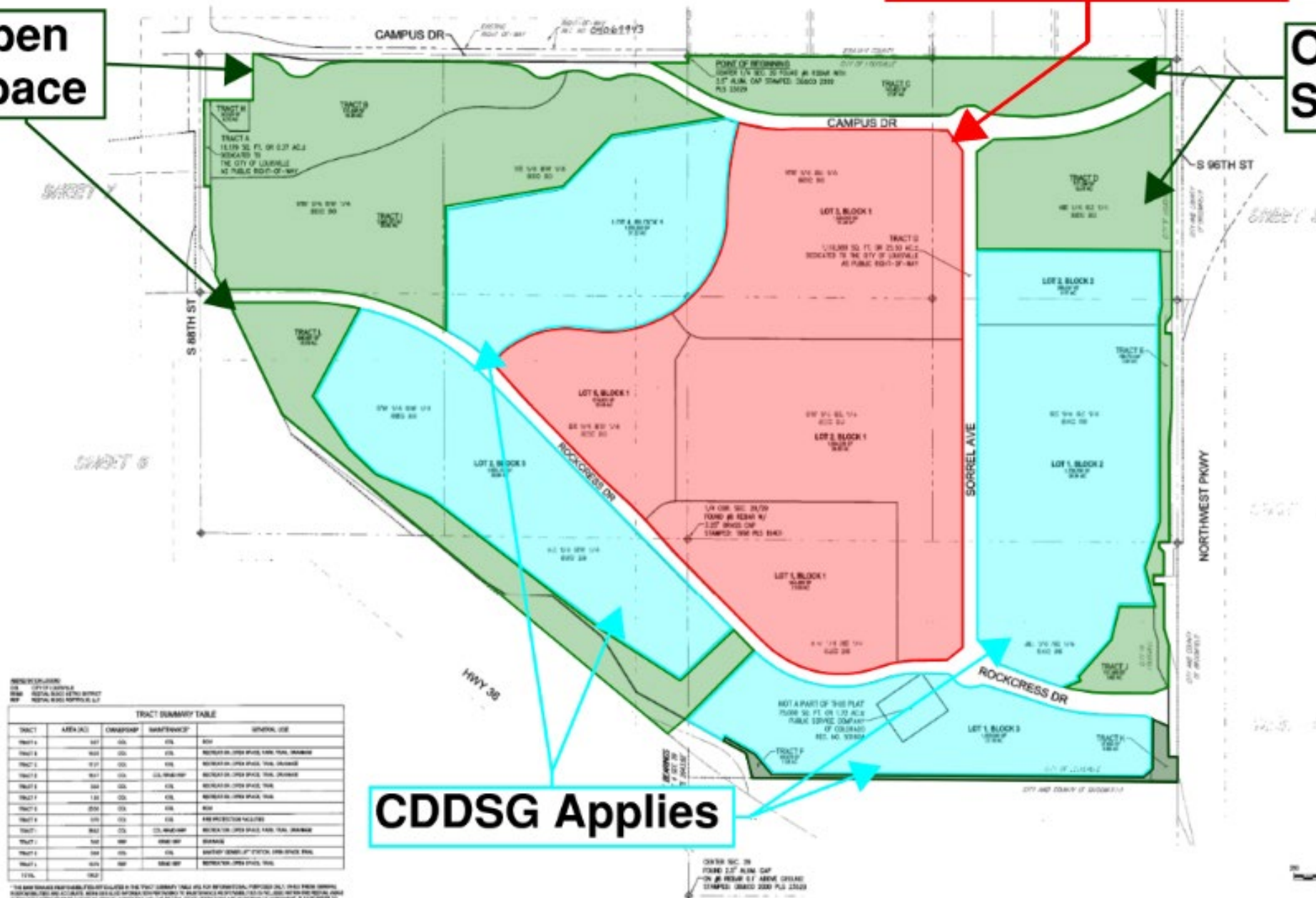
FINAL SUBDIVISION PLAT OF  
**REDTAIL RIDGE FILING NO. 1**  
 SITUATED IN THE SOUTH HALF OF SECTION 20 AND THE NORTH HALF OF SECTION 29, TOWN  
 RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER,  
 KEY MAP/TRACT SUMMARY TABLE

**HKS** HARRIS  
 KOCHER  
 SMITH  
 1000 LEXINGTON AVENUE, SUITE 1900  
 DENVER, COLORADO 80203  
 P: 303.425.2200 F: 303.425.4571  
 harris@hks.com

**Enhanced IDDSG**

**Open Space**

**Open Space**



**CDDSG Applies**





# Recommendation: North Louisville GDP Amendment

The Planning Commission recommended approval with conditions on  
December 11, 2025

Staff recommend approval of Ordinance No. 20, Series 2026, approving the ConocoPhillips Campus General Development Plan, 2<sup>nd</sup> Amendment to allow the application of enhanced Industrial Development Design Standards and Guidelines on Lots 1, 2, 3, and 5 of Block 1, Redtail Ridge Filing No. 1.



**Subject:** Ordinance No. 1915, Series 2026 — An Ordinance Amending the City's Development Design Standards and Title 17 of the Louisville Municipal Code to Prohibit Nonfunctional Turf, Artificial Turf, and Invasive Plant Species for Certain New Development and Redevelopment — 1st Reading, Set Public Hearing

**Date:** February 3, 2026

**Prepared By:** Emily Cline-Gibson, Planner II

**Presented By:** Emily Cline-Gibson, Planner II

**Summary:**

The Colorado General Assembly recently adopted Senate Bill (SB) 24-005 and House Bill (HB) 25-1113, which prohibit nonfunctional turf, nonfunctional artificial turf, and invasive plant species in new non-residential development, certain redevelopment projects, and multifamily residential projects with twelve or more units, while allowing functional turf only in designated recreational areas by January 1, 2026. The legislation also requires local governments to regulate turf installation for all new residential properties by January 1, 2028. To comply with these requirements and ensure consistency across City regulations, staff propose adding a new section to Louisville Municipal Code (LMC) Chapter 17.16 and making related terminology updates to Chapters 17.16, 17.28, and the Sign Code.

**Background / Prior Discussions:**

Senate Bill (SB) 24-005

The purpose of SB 24-005 is to conserve Colorado's water resources by prohibiting the installation of nonfunctional turf, artificial turf, and invasive plant species for landscaping purposes. Under the bill, turf is defined as continuous plant coverage consisting of nonnative grasses or grasses not hybridized for arid conditions. Nonfunctional turf is turf that is installed for ornamental purposes instead of for designated recreational use.



*Example of nonfunctional turf.*

The prohibition on nonfunctional turf applies to commercial, institutional, and industrial properties, community properties, street rights-of way, medians, and transportation corridors. This requirement also applies to redevelopment projects where more than 50% of the existing landscape area will be removed or disturbed.

Recreational use areas, such as athletic fields, playgrounds, picnic areas, parks, and other spaces that are regularly used for civic, community, or recreational purposes may allow turf as an acceptable material, as this is considered functional turf. Turf used as part of an approved water-quality treatment solution with no irrigation and no pesticide application is also considered functional turf. The bill does not prohibit the continued maintenance of nonfunctional turf, artificial turf, or invasive species that were planted prior to January 1, 2026.



The City's Parks, Recreation, and Open Space (PROS) Department manages landscaping at City facilities, within rights-of-way, and along medians. PROS is actively implementing a median conversion program to replace bluegrass turf with water-wise plantings, which aligns with the requirements of SB 24-005. The amendments proposed in this ordinance apply specifically to LMC Title 17 and the adopted development design standards.

*Example of functional turf.*

#### House Bill (HB) 25-1113

HB 25-1113 expands the implementation of SB 24-005 by extending the same turf limitations outlined in SB 24-005 to multifamily residential developments of 12 or more dwelling units. The House Bill also clarifies that artificial turf may be used as a



permitted material in functional recreation use areas. Both of these measures from HB 25-1113 are included with the proposed ordinance.

The House Bill also requires local governments to adopt regulations that address the installation of turf in all new residential developments, including single-family properties, by January 1, 2028. This section of the bill is not part of this proposal and is anticipated to be addressed in the development code re-write, which is scheduled to begin this year.



*Example of artificial turf.*

Currently, the proposed ordinance applies only to new non-residential developments, certain redevelopments if over 50% of the total landscaped area is disturbed, and new multi-family and mixed-use developments with 12 or more dwelling units.

#### Title 17 and Adopted Design Standards

Title 17 of the LMC establishes zoning and development requirements, including yard and bulk standards, allowable uses, and criteria for Planned Unit Development review. Landscaping standards are not located within Title 17 and are instead contained in the City's adopted development design standards and guidelines.

The Commercial Development Design Standards and Guidelines (CDDSG), Industrial Development Design Standards and Guidelines (IDDSG), and the Mixed-Use Design Standards and Guidelines (MUDDSG) were adopted by City Council between 1997-2007. Each design standard includes a landscaping chapter which references turf, sod, lawn, and grass as acceptable plant materials, without distinguishing between native and non-native species. To comply with SB 24-005 and HB 25-1113, staff proposes to amend these documents only to remove references to plant materials that constitute nonfunctional turf and to replace them with allowable grass species that are native to Colorado or hybridized for arid conditions. The Design Standards for Downtown Louisville do not address landscaping. The development code update will also more comprehensively address each of these design standards and guidelines.

The City of Louisville Sign Code, adopted in 2019, regulates all signage within the City. The section pertaining to freestanding signs includes landscaping requirements that reference turf as acceptable material (Sign Code p. 33). Only this section of the Sign Code is affected by the State bills.

## Development Proposal:

### Proposed Addition to Title 17

A new section is proposed for Chapter 17.16 – General Regulations to implement the requirements of SB 24-005 and HB 25-1113. This section establishes clear prohibitions on nonfunctional turf and nonfunctional artificial turf for all new commercial, industrial, mixed-use, and institutional development, new multifamily residential developments of 12 or more dwelling units, and development on common property, like areas maintained by homeowners' associations. The new section also prohibits the planting of invasive species, as defined by state law, on any property.

### Summary of Changes to Design Standards

The CDDSG, MUDDSG, and IDDSG are amended through the attached draft ordinance to comply with state law. The revisions remove outdated references to sod, grass, turf, and lawn where these terms previously referred to nonfunctional turf and replace them with terms that clarify that the grass must be native to Colorado or hybridized for arid conditions. These amendments are limited to the landscaping chapters of each document, which are Chapter 5 of the CDDSG and IDDSG and Chapter 7 of the MUDDSG. No other chapters of the design standards are affected. These amendments do not modify the amount of landscaping required, the landscape buffer widths, or any other design or landscaping standards.

Below is a summary of all locations in each design standard that include proposed amended language. The proposed language to be added is underlined, and language to be removed is ~~stricken~~.

**Table 1. Design Standards Guide for Page / Section Amendments**

| <b>Design Standard</b> | <b>Page(s) / Section(s) Containing Amendments</b> |
|------------------------|---------------------------------------------------|
| MUDDSG                 | P. 20                                             |
| CDDSG                  | Landscape Design 5-2, 5-3, 5-4, 5-8, 5-9          |
| IDDSG                  | P. 36, 38, 42, 43, 44                             |

### Proposed Amendment to Sign Code

Section 4.10.5 of the sign code is proposed to be amended as follows:

*When required, landscaping shall include shrubs, ornamental grasses, perennials, ground covers and other enhancements. Landscaping areas shall not consist of more than twenty-five (25) percent ~~turf or native grasses~~ Grass native to Colorado or hybridized for arid conditions.*

## Analysis:

The proposed addition to Chapter 17.16 places the new turf and invasive plant species restrictions in a central section of the Louisville Municipal Code, rather than within the development design standards. This ensures that the requirements of SB 24-005 and HB 25-1113 are applied consistently to all qualifying development types, including multifamily residential developments containing 12 or more dwelling units, since there



are no adopted comprehensive design standards for residential developments. Providing these regulations in Title 17 allows for a clear framework that can be applied uniformly for all new qualifying development and redevelopment.

The amendments to the CDDSG, IDDSG, and MUDDSG are complementary updates to the new Title 17 section. These changes remove outdated references to turf, sod, lawn, and grass where those terms previously implied the use of plant materials that are now prohibited under state law. Replacing these terms with references to grass species native to Colorado or hybridized for arid conditions aligns the City's design standards with the State's definition of turf, which is defined only as nonnative grasses or grasses not hybridized for arid conditions. The revisions are limited in scope and do not alter landscape quantities, buffer requirements, screening standards, or other elements of the design standards. These terminology updates provide clarity for applicants and staff while preserving flexibility for compliance with the adopted landscape design standards.

The proposal is also supported by the City of Louisville's Sustainability Action Plan, which includes strategies to expand water-conservation education for residents and businesses (Action Plan p. 37). The City's Drought Management Plan further outlines the need for water-efficient landscaping by establishing drought response strategies and conservation goals that include reducing unnecessary outdoor water use and discouraging the installation of landscapes with higher water use (Drought Plan p. 6).

Under SB 24-005, redevelopment is defined as a project requiring a building permit or design review in which more than 50% of the existing landscaped area is disturbed. Staff anticipate that most commercial and industrial redevelopment projects in Louisville will not trigger this threshold. Projects that do meet the threshold typically involve full-site redevelopment where existing landscaping would be replaced regardless of the state requirement.

Landscape compliance for commercial and industrial projects will continue to be evaluated during staff review of Planned Unit Development applications, which require detailed landscape plans and full plant material lists. New freestanding signs requiring sign permits will also be reviewed for compliance with the amended landscaping provisions. Staff will apply the updated regulations and design standard terminology to ensure all new development and redevelopment proposals are consistent with the requirements of SB 24-005 and HB 25-1113.

**Council Work Plan:**

This code amendment supports the 2025 City Council Work Plan Core Services priority by conserving the City's water supply.

**Fiscal Impact:**

Not applicable. There is no fiscal / budget impact for this item.

**Alternatives:**

The City Council may approve, approve with amendments, or decline to adopt the

ordinance amendment. Unless the City approves the ordinance, the City will be in violation of SB 24-005 and HB 25-1113. This may result in loss of eligibility for state funding and create legal challenges for the City.

**Recommendation:**

On December 11, 2025, the Planning Commission recommended approval of the proposed ordinance as written by Resolution 19, Series 2025. Video of that meeting is available [here](#).

Staff recommend approval of Ordinance 1915, Series 2026, amending the City's Development Design Standards and Title 17 of the Louisville Municipal Code to prohibit nonfunctional turf, artificial turf, and invasive plant species for certain new development and redevelopment.

**Attachments:**

1. Ordinance No. 1915, Series 2026
2. Planning Commission Resolution No. 19, Series 2025
3. Colorado State Senate Bill 24-005
4. Colorado State House Bill 25-1113



**ORDINANCE NO. 1915  
SERIES 2026**

**AN ORDINANCE AMENDING THE CITY'S DEVELOPMENT DESIGN STANDARDS  
AND TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE TO PROHIBIT  
NONFUNCTIONAL TURF, ARTIFICIAL TURF, AND INVASIVE PLANT SPECIES FOR  
CERTAIN NEW DEVELOPMENT AND REDEVELOPMENT**

**WHEREAS**, in order to mitigate the impacts of climate change, green urban spaces such as urban tree canopies are a vital adaptation tool, especially for mitigating the urban heat island effect, which can increase energy costs, air pollution, and heat-related illnesses and deaths; and

**WHEREAS**, water supply in the western United States is under increasing pressure due to climate change and increasing demand; and

**WHEREAS**, the City Council finds the overuse of nonnative grass for landscaping purposes requires large amounts of water to maintain; and

**WHEREAS**, the City Council further finds that, while there are appropriate and important uses for turf, including for civic, community, and recreational purposes such as use in parks, sports fields, and playgrounds, much of the turf in the non-residential and certain multifamily areas of the City is nonfunctional, located in areas that receive little, if any use, and could be replaced with landscaping that adheres to water-wise landscaping principles without adversely impacting quality of life or landscape functionality; and

**WHEREAS**, prohibiting the installation, planting, or placement of nonfunctional turf in non-residential areas and certain multifamily areas of the City can help conserve the City's water resources; and

**WHEREAS**, installed vegetation that adheres to water-wise landscaping principles can help reduce outdoor demand of water; and

**WHEREAS**, installation of artificial turf can cause negative environmental impacts, such as exacerbating heat island effects in urban areas and releasing harmful chemicals, including plastics, microplastics, and perfluoroalkyl and polyfluoroalkyl chemicals, into the environment and watersheds; and

**WHEREAS**, the Colorado General Assembly enacted Senate Bill 24-005, which added a new Article 99 to the Colorado Revised Statutes, prohibiting nonfunctional turf, artificial turf, and invasive plant species, and which requires local entities, including the City, to prohibit the installation, planting, or placement of any nonfunctional turf, artificial turf, or invasive plant species as part of a new non-residential development project or redevelopment project within the City; and

**WHEREAS**, the Colorado General Assembly enacted House Bill 25-1113, which supplements Senate Bill 24-005 by expanding the definition of “applicable property” to include multifamily residential housing of more than 12 dwelling units, and further requires local entities, including the City, on or before January 1, 2028, to enact or amend its laws regulating new development and redevelopment projects within its jurisdiction so as to limit the installation of turf to reduce irrigation water demand for residential real property; and

**WHEREAS**, the City Council has adopted ordinances amending Title 17 of the Louisville Municipal Code to implement the Louisville Commercial Development Design Standards and Guidelines (the “CDDSG”), the Louisville Industrial Development Design Standards and Guidelines (the “IDDSG”), and the Louisville Mixed Use Design Standards and Guidelines (“MUDSG”), all of which contain certain regulations regarding landscaping for commercial, industrial, and mixed-use development; and

**WHEREAS**, the City Council has adopted a Sign Code, which is set forth in Appendix B to Title 17 of the Louisville Municipal Code, and which Sign Code establishes the requirements, standards, and guidelines applicable to signs within the City; and

**WHEREAS**, after a duly noticed public hearing held December 11, 2025, at which evidence and testimony were entered into the record, including the Louisville Planning Commission Staff Report dated December 11, 2025, the Louisville Planning Commission has recommended the City Council adopt the amendments to the Louisville Municipal Code set forth in this ordinance; and

**WHEREAS**, City Council has provided notice of a public hearing on said ordinance by publication as provided by law and held a public hearing as provided in said notice; and

**WHEREAS**, the City Council finds it is in the interest of the public health, safety and welfare of the City and its residents to prevent the installation, planting or placement of nonfunctional turf, artificial turf, and invasive plant species on non-residential property as set forth herein.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:**

**Section 1.** Louisville Municipal Code Chapter 17.16 – General Regulations is hereby amended by the addition of a new Section 17.16.370 as follows:

**Sec. 17.16.370 – Water Efficient Landscaping Standards.**

A. *Applicability.* The requirements of this section apply to:



1. All new commercial, industrial, mixed-use, and institutional development;
2. All new multifamily residential development containing twelve (12) or more dwelling units;
3. All new development on common property; and
4. Any redevelopment of the above properties where more than 50% of the existing landscaped area is proposed to be removed or disturbed.

B. *Turf limitations.* Turf and artificial turf may be installed only within functional recreational use areas, including playgrounds, sports fields, picnic areas, and other spaces that are regularly used for civic, community, or recreational purposes. All turf and artificial turf located outside of these areas is considered nonfunctional and is prohibited. Functional recreational use areas do not include decorative lawn areas, narrow landscape strips, parking lot islands, or rights-of-way.

C. For the purpose of this section, “turf” is defined in C.R.S. § 37-60-135 (2)(i) as continuous plant coverage consisting of nonnative grasses or grasses not hybridized for arid conditions and “artificial turf” shall be interpreted consistent with state law definitions for functional and nonfunctional artificial turf as set forth in C.R.S. § 37-99-102.

D. *Invasive plant species.* Invasive plant species, as defined in C.R.S. § 37-60-135 (2)(e), are prohibited in all landscaped areas.

E. In the event that this section conflicts with landscaping requirements set forth in any other applicable section of Title 17, including all adopted design standards, the provisions of this section shall control.

**Section 2.** Section 4.10.5 of the Sign Code adopted by reference in Section 17.24.010 and set forth in full as Appendix B to the Louisville Municipal Code is hereby amended to read as follows (words to be added underlined; words to be deleted ~~stricken~~):

#### **4.10 Freestanding Signs.**

5. When required, landscaping shall include shrubs, ornamental grasses, perennials, ground covers and other enhancements. Landscaping areas shall not consist of more than twenty-five (25) percent ~~turf or native grasses~~ Grass native to Colorado or hybridized for arid conditions.

**Section 3.** The Mixed-Use Development Design Standards and Guidelines referenced in Appendix A to Chapter 17.16 of the Louisville Municipal Code is hereby amended to read as set forth in Exhibit A to this ordinance, attached hereto and incorporated herein by this reference (words to be added underlined; words to be deleted ~~stricken~~).

**Section 4.** The Commercial Development Design Standards and Guidelines referenced in Appendix A to Chapter 17.28 of the Louisville Municipal Code is hereby amended to read as set forth in Exhibit B to this ordinance, attached hereto and incorporated herein by this reference (words to be added underlined; words to be deleted ~~stricken~~).

**Section 5.** The Industrial Development Design Standards and Guidelines referenced in Appendix C to Chapter 17.28 of the Louisville Municipal Code are hereby amended to read as set forth in Exhibit C to this ordinance, attached hereto and incorporated herein by this reference (words to be added underlined; words to be deleted ~~stricken~~).

**Section 6.** 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 that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

**Section 7.** 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 8.** 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.

**INTRODUCED, READ, PASSED ON FIRST READING AND ORDERED  
PUBLISHED** this \_\_\_ day of \_\_\_\_\_, 2025.

---

Christopher M. Leh, Mayor

ATTEST:

---

Genny Kline, Interim City Clerk



APPROVED AS TO FORM:  
Kelly PC

\_\_\_\_\_  
Kathleen Kelly, City Attorney

**PUBLIC HEARING AND SECOND READING WILL BE THE \_\_\_\_ DAY OF \_\_\_\_\_, 2025, 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 \_\_\_\_\_, 2025.**

\_\_\_\_\_  
Christopher M. Leh, Mayor

ATTEST:

\_\_\_\_\_  
Genny Kline, Interim City Clerk

**Exhibit A**  
**Mixed Use Development Design Standards and Guidelines**



**LOUISVILLE, COLORADO  
IMPLEMENTATION OF THE HIGHWAY 42 REVITALIZATION AREA PLAN**

**Appendix A  
MIXED USE DEVELOPMENT DESIGN STANDARDS AND GUIDELINES**

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# CITY OF LOUISVILLE MIXED USE DESIGN STANDARDS AND GUIDELINES

## INTRODUCTION

---

### PURPOSE AND INTENT

Major improvements to U.S. Highway 42 and the potential development of a commuter rail station in Louisville are creating the conditions for significant development and change in the Highway 42 Revitalization Area. In anticipation of such change, the City of Louisville hereby declares that it is the purpose and intent of these Mixed Use Development Design Standards and Guidelines (MUDDSG) to:

1. Implement the Highway 42 Revitalization Area Comprehensive Plan;
2. Strengthen and enhance adjacent residential neighborhoods while protecting them from potential adverse impacts associated with new development;
3. Complement and integrate the area with historic downtown Louisville through the establishment of strong pedestrian, and multimodal connections;
4. Capture the potential for high-quality, mixed use development that will serve adjacent neighborhoods and the citizens of Louisville and enhance the city's long-term tax base;
5. Avoid incompatible industrial and large-scale or heavy commercial growth;
6. Adopt a regulatory framework that promotes and encourages redevelopment to integrate principles of sustainable architecture and energy conservation.
7. Adopt design standards for the development of a commuter rail station that promote the public health and safety, adequate ingress and egress, and parking.
8. Decentralized surface parking shall be constructed in a manner so that it does not overwhelm the redevelopment area.
9. Capture the potential for highway commercial development adjacent to State Highway 42 providing a restricted range of retail sales and services.

### APPLICABILITY

The regulations and requirements of this manual shall apply to all land, existing development, and proposed development in the Residential Mixed Use Zone District (MU-R), and the Commercial Community Zone District (CC). All new development, changes in use, or substantial alterations or expansions of an existing use in these zone districts shall comply with these Mixed Use Development Design Standards and Guidelines.

### HOW TO USE THIS MANUAL

#### 1. *Who Uses This Manual.*

These Mixed Use Development Design Standards and Guidelines are to be used by property owners/applicants and their design consultants in the planning of development in the MU-R or CC Zone District within the City of Louisville. The MUDDSG will also be used by city staff, the planning

commission, and the city council as part of their review of development proposals in the MU-R and CC Districts.

## *2. How to Use the Mixed Use Development Design Standards and Guidelines.*

The MUDDSG are generally organized in a descending order of scale, from overall site planning concerns, to circulation issues, to building and site details, and then to signs and lighting. When first developing overall planning concepts for a development in the MU-R and CC Districts, the earlier sections of the manual will be most relevant. At advanced stages of project design, when architectural details and specific landscaping ideas are being developed, sections appearing later in the manual will be most relevant.

## *3. How the Manual is Organized.*

This manual is organized into sections, with the first five sections comprising this introduction and explaining the manual's intent, how to use this document, and how other city regulations apply and interplay with this Manual. The fifth section in this introduction provides definitions of terms of art used in the Manual and not otherwise defined in the city's Zoning Ordinance (Title 17) of the city's municipal code.

The remainder of the sections each addresses a different substantive area, such as blocks and streets, off-street parking, pedestrian circulation, and architectural and building design. In many cases, the section may refer back to the City of Louisville Commercial Development Design Standards and Guidelines (CDDSG) and direct the user to apply the standards and guidelines in that document to the proposed project in the mixed use zone district. In other cases, the user is directed to apply the relevant CDDSG standard or guideline, but with specific variations appropriate to implementing the vision for the MU-R and CC Districts.

The remaining sections, which are especially applicable to development in the MU-R and CC Districts, are generally comprised of the following components:

- A. **Intent and purpose statement**, which is a broad statement explaining the general or specific reasons and goals for the approach taken and substance found in the particular standard or guideline.
- B. **Standards**, which mandate the specific course of planning and design action that the applicant must incorporate in its project application. Compliance with standards is mandatory. Statements of standards are indicated by use of the word "shall" in the rule or directive. A failure to meet a standard may be used as a basis for the city's denial of a project application.
- C. **Guidelines**, if any, follow the standards and are indicated by the words "may" or "should." Guidelines are voluntary and not mandatory; however, compliance is strongly encouraged to fulfill the intent of the section. A failure to meet a guideline cannot be used by the city as a basis for project denial.
- D. **Graphic illustrations** showing one or more suggested design solutions that would be appropriate or inappropriate with respect to the standards and guidelines. Graphics may include photographs or drawings, and are intended to be illustrative of the text and not regulatory. In the event of a conflict between a graphic illustration and the text of a MUDDSG standard, the text shall control.



## RELATIONSHIP TO OTHER REGULATIONS

### 1. *Relationship to the Louisville Commercial Development Design Standards and Guidelines and Downtown Design Handbook for Downtown Louisville.*

The City of Louisville Commercial Development Design Standards and Guidelines (CDDSG) shall not apply to development subject to these Mixed Use Development Design Standards and Guidelines except as expressly cross-referenced or provided in this manual. The standards and guidelines set forth in the Downtown Design Handbook for Louisville and the yard, bulk, and other requirements applicable to Downtown Louisville (including but not limited to Section 17.12.050 and Section 17.20.025 of this Zoning Ordinance) shall not apply to development subject to these Mixed Use Development Design Standards and Guidelines except as specifically cross-referenced or provided in this manual.

### 2. *Relationship to General Zoning Regulations.*

When these Mixed Use Development Design Standards and Guidelines state a development or design standard specific to the MU-R or CC Zone District, such standards shall apply in lieu of any general regulation stated in Chapter 17.16 or in other parts of Title 17 that addresses the same subject. When the general development or design regulations in Chapter 17.16 or in other provisions of Title 17 regulate a subject that these standards and guidelines do not clearly address, the general regulation shall apply to development in the MU-R District.

## DEFINITIONS

### 1. **Maximum Extent Feasible**

No feasible and prudent alternative exists, and all possible efforts to comply with the regulation or minimize potential harm or adverse impacts have been undertaken. Economic considerations may be taken into account but shall not be the overriding factor in determining “maximum extent feasible.”

### 2. **Maximum Extent Practicable**

Under the circumstances, reasonable efforts have been undertaken to comply with the regulation or requirement, that the cost of additional compliance measures clearly outweigh the potential benefits to the public or would unreasonably burden the proposed project, and reasonable steps have been undertaken to minimize any potential harm or adverse impacts resulting from the noncompliance.

## MIXED USE DEVELOPMENT DESIGN STANDARDS & GUIDELINES

---

### 1. Street and Block Design Standards.

#### 1.1. *Intent.*

In order to encourage a synergistic mix of uses within the MU-R and CC Districts and to complement existing Downtown development, clear pedestrian and automobile links and safe pedestrian movements within the districts and between the districts and Downtown Louisville are essential. With the districts organized into regular-sized blocks, an internal public street system is created that can work to disperse and distribute project-generated traffic to multiple access points, rather than funneling such traffic through a single primary access way. The street and block standards are a fundamental cornerstone in creating a pedestrian-oriented and pedestrian-friendly district. Finally, the street and block standards purposely model the existing street grid and block system in Downtown Louisville to encourage the MU-R and CC Districts to mature as an extension of Downtown, and to enable present and future vehicle, pedestrian, and visual access between the areas.

#### 1.2. *General Street and Block Layout Standards.*

A. To the maximum extent practicable, the general layout of blocks and streets within the Highway 42 Revitalization Area shall conform to an interconnected traditional grid pattern similar in layout, scale, and function as found in the Louisville Downtown Area. (S)

B. Street alignment within the MU-R and CC Districts shall generally conform to the street pattern adopted in the Highway 42 Plan to the maximum extent practicable. To ensure both visual and physical connections to the Downtown, east-west streets in the MU-R and CC Zone Districts shall align with the east-west streets found in the Louisville Downtown Area to the maximum extent feasible. (S)

C. The street grid pattern may be modified to accommodate changes in natural grade, existing property boundary lines, utility easements, or important visual elements within the district (e.g., a street may terminate at a “T” intersection to accentuate a key building or feature). (S)

#### 1.3. *Allowed Block Dimensions.*

The following block standards apply to all new development:

A. Permitted Block Width: (Generally, the east and west sides of block)

1. MU-R District: 270-320 feet. (S)

2. CC-District: 400 feet (S)

B. Permitted Block Length (Generally, the north and south sides of block)

1. MU-R District: 300-400 feet. (S)

2. CC District: 600 feet (S)

C. All block dimensions shall include area devoted to alleys. (S)

#### 1.4. *General Street Design Standards.*

##### A. *Internal Public Street System.*

All development sites shall provide for multiple blocks and an internal street system according to the street and block standards in this section, and according to the Louisville Public Works Department’s general policies, standards, and guidelines governing street design. (S)



*B. Internal Streets.*

Internal streets provided according to this section are to be dedicated to the public. All internal streets shall be constructed according to the Louisville Public Works Department's general policies, standards, and guidelines governing public street construction. On a case-by-case basis, the city may approve alternative private street design that varies from the city's adopted public street cross-sections, based on the city's consideration of the proposed intensity of vehicle and pedestrian use, adequacy of emergency safety access, drainage requirements, and similar issues. (S)

*C. General Street Design Standards.*

Accent paving materials located within the public right-of-way shall meet Louisville Public Works Department criteria. (S)

*D. Mid-Block Alleys Encouraged.*

**Guideline:** The city encourages the provision of mid-block through alleys to serve both residential and nonresidential uses. For nonresidential uses, alleys may be used to enable secondary vehicle access and service access. (G)

**2. Vehicle Access, Circulation, and Connections.**

*2.1. Intent.*

The vehicle access, circulation and connection standards in this section are intended to minimize the number of curb cuts; maximize the amount of on-street parking available for residents, employees, and visitors to the district; encourage the use of shared access ways to off-street parking areas (including the use of alleys for this purpose).

*2.2 Site and Vehicular Access Standards and Guidelines.*

All new development in the MU-R and CC Districts shall comply with the following **standards** and **guidelines**:

- A. Site access to the MU-R and CC Districts from Highway 42 shall be from dedicated public streets only. (S)
- B. New curb cuts along Highway 42 to provide direct access to individual parcels via entrance drives are prohibited. Existing curb cuts and entrance drives along Highway 42 that directly access individual parcels shall be closed or consolidated to the maximum extent feasible as parcels are developed or redeveloped. As applicable, applicants shall reference the adopted Access Control Plan as amended from time to time for additional Highway 42 access regulations. (S)
- C. Street intersections providing site access to the district shall be enhanced by incorporating signs, accent paving, special landscaping, and lighting. Materials used in entry features shall be consistent with other materials used in the development. (S)
- D. A minimum separation of fifty (50) feet shall be maintained between adjacent curb-cuts along private streets. (S)
- E. A minimum separation of eighty (80) feet shall be maintained between a public or private street and a parcel curb-cut that is created after the effective date of these standards. (S)
- F. Vision clearance areas shall not be required except with respect to fences, walls, landscaping and service enclosures. (S)
- G. Applicants for development are strongly encouraged to provide mid-block through alleys to provide primary or secondary access to the site for off-street parking or services. (G)

### 2.3. *Vehicular Circulation and Connection Standards.*

The policy, standards, and guidelines for vehicular circulation stated in Section 2.1.2 of the CDDSG shall apply in the MU-R and CC Districts, except as varied by the following standard for vehicle connections:

#### A. *Street Connections to Adjacent Uses.*

Connections between adjacent development parcels shall be provided by aligning new perimeter and internal streets to connect with existing and planned external streets of equivalent functional classifications to create through-street connections from mixed-use development to adjacent development. Where it is necessary to prevent cut-through traffic from entering existing residential areas, street alignments may be discontinuous and traffic calming improvements shall be utilized. (S)

### 2.4. *Service/Delivery, Emergency and Utility Access.*

The policy, standards, and guidelines for service/delivery, emergency and utility access stated in Section 2.1.4 of the CDDSG shall apply in the MU-R and CC Districts. Shared service and delivery access ways between adjacent parcels and/or buildings shall be employed to the maximum extent feasible. The city shall require cross access easements whenever necessary to ensure that adjacent parcels have adequate access if ownership patterns change. (S)

### 2.5. *Mass Transit Facilities.*

Transit facilities shall be provided in a manner to make transit an attractive mode of travel for residents and employees.

- A. Locate bus shelters close to significant clusters of buildings. Provide a concrete pad in front of bus shelters. Provide protection for bus shelters from prevailing winds. (S)
- B. Coordinate any shelter design and locations with RTD. (S)

## 3. **Site Planning.**

### 3.1. *Intent.*

The orientation of a principal building is a major influence on the public realm environment created at the public sidewalk or street edge. When buildings are set back far from the public sidewalk or street, or when a building turns its back on the primary abutting street, the pedestrian experience at the sidewalk or on the street suffers in quality. These building orientation and siting standards are intended to accommodate and invite pedestrians to walk to and between destinations within the MU-R, and CC Districts, to feel safe and comfortable doing so, and to support the use and security of the commuter rail line and transit station located in the Highway 42 plan area.

### 3.2. *Building Orientation and Building Entrances.*

The policy, standards, and guidelines for building siting and orientation stated in Section 1.1 of the CDDSG shall apply in the MU-R and CC Districts. In addition, the following building orientation standards and guidelines shall apply:

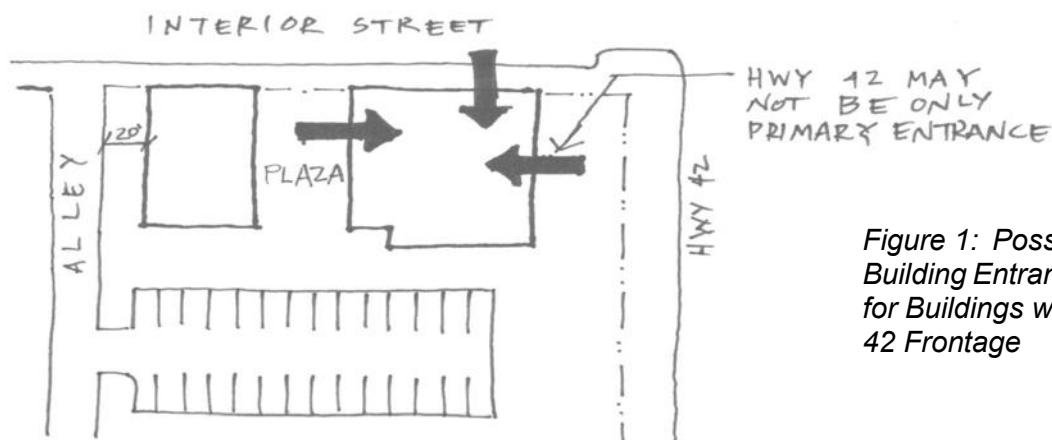
#### A. *Principal Buildings on Parcels With Highway 42 Frontage.*

- 1. Principal buildings on parcels with Highway 42 frontage shall have primary facades and entrances oriented either:
  - a. Toward Highway 42 subject to the standard in subsection 2 below;
  - b. Toward an abutting internal or perimeter street other than Highway 42, or
  - c. Toward an adjacent public plaza, park, or on-site amenity. (S)

**See Figure 1.**



2. If the primary façade and entrance to a principal building orients toward Highway 42, a second primary building entrance of equal size, scale, and prominence shall be provided on a different elevation of the building that orients toward an abutting internal or perimeter street other than Highway 42. (S) See Figure 1.



3. All primary building entries shall comply with the prominent entry design standards in Section 9.3 below. (S)
4. Secondary building entrances may orient toward and face Highway 42. (G)

*B. All Other Buildings.*

1. All principal buildings shall have their primary façades and entrances oriented toward public street frontages and shall not face parking lots or alleys. The building's primary façade and entrance shall face the primary abutting access street or an adjacent public plaza, park, or on-site amenity. Primary building entries shall comply with the prominent entry design standards in Section 9.3 below. (S)
2. Secondary entrances may face a rear parking area, or other streets with sidewalks or walkways. (G)

*3.3. Utilities, Mechanical, and Telecommunications Equipment.*

The policy, standards, and guidelines for utilities, mechanical, and telecommunications equipment stated in Section 1.5 of the CDDSG shall apply in the MU-R and CC Districts, except that utility meters and other above-ground utility boxes and similar equipment shall be located where they will be least visible from an abutting local street. (S)

*3.4. Water Quality Control and Drainage.*

The policy, standards, and guidelines for water quality control and drainage stated in Section 1.7 of the CDDSG shall apply in the MU-R and CC Districts.

3.5. *Site Grading, Excavation and Erosion Control.*

The policy, standards, and guidelines for site grading, excavation, and erosion control stated in Section 1.8 of the CDDSG shall apply in the MU-R and CC Districts.

**4. Off-Street Parking and Loading.**

4.1. *Off-Street Parking.*

A. *Intent.*

An adequate supply of off-street parking is necessary for the commercial viability and success of new development in the MU-R and CC Districts. However, commuter rail located within easy walking distance of the entire Highway 42 Revitalization Area may reduce the amount of off-street parking required or supplied in developments where the only travel mode option is the automobile. The city's adopted street design for the Highway 42 Revitalization Area will also ensure that on-street parking spaces can serve the district's visitors and users.

B. *Amount of Off-Street Parking Required.*

1. The amount of off-street parking required for permitted uses in the MU-R and CC Districts is set forth in Table 1 below. Credits and reductions may be allowed according to subsection 4.1.C. below. (S)
2. Unless otherwise specifically noted, all square footage-based parking standards shall be computed pursuant to Section 17.20.025 of the Louisville Municipal Code on the basis of gross floor area, which shall be measured as the floor area primary to the functioning of the particular use of the property and shall exclude stairwells, elevator shafts, hallways, bathrooms, ornamental balconies, space occupied by heating, air conditioning or other utility equipment, common area open spaces (e.g., courtyards), and space devoted to off-street parking or loading. Additionally, the area measured with respect to a restaurant use shall not include floor area designed primarily for use by service and food preparation staff. (S)
3. In all calculations of the minimum or maximum amount of parking, all fractions shall be rounded down to the nearest whole number. (S)
4. Pursuant to Section 17.20.025 of the Louisville Municipal Code, if an off-street parking space has been provided in connection with existing floor area or is added in connection with existing floor area, the existing parking space shall not be eliminated if elimination would result in fewer spaces for the existing floor area than the required ratio set forth in Table 1. Therefore, existing parking may be credited to the parking requirement of Table 1 only if the existing parking space exceeds the required ratio. If the use of a freestanding building occupied solely by a restaurant is changed in whole or part to another use, parking for the floor area changed in use shall be calculated and provided as set forth in this section. (S)



| <b>TABLE 1</b><br><b>AMOUNT OF OFF-STREET PARKING SPACES REQUIRED</b><br><i>GLA = Gross Leasable Area</i>                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                            |                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| <b>USE CATEGORY ▼</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>CC DISTRICT</b>                                                                                                         | <b>MU-R DISTRICT</b>                                                                                                       |
| <b>All Retail Sales, Service, and Office Uses:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                            |                                                                                                                            |
| <i>Professional and Business Office</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Minimum:</b> 1 space per 400 square feet of GLA<br><b>Maximum:</b> 125% of minimum required spaces                      | <b>Minimum:</b> 1 space per 500 square feet of GLA<br><b>Maximum:</b> 125% of minimum required spaces                      |
| <i>Eating/Drinking Establishments</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Minimum:</b> 1 space per 300 square feet of GLA<br><b>Maximum:</b> 125% of minimum required spaces                      | <b>Minimum:</b> 1 space per 300 square feet of GLA<br><b>Maximum:</b> 125% of minimum required spaces                      |
| <i>All Other Retail Sales, Service,</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 space per 300 square feet.                                                                                               | <b>Minimum:</b> None<br><b>Maximum:</b> 1 space per 300 square feet.                                                       |
| <b>All Residential Uses [Note 1]:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                            |                                                                                                                            |
| 1-bedroom unit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Minimum:</b> 1 space per unit<br><b>Maximum:</b> 1.25 spaces per unit                                                   | <b>Minimum:</b> 1 space per unit<br><b>Maximum:</b> 1.25 spaces per unit                                                   |
| 2-bedroom unit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Minimum:</b> 2 spaces per unit                                                                                          | <b>Minimum:</b> 2 spaces per unit                                                                                          |
| 3-or-more-bedroom unit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>Minimum:</b> 2.0 spaces per unit                                                                                        | <b>Minimum:</b> 2.0 spaces per unit                                                                                        |
| Additional guest parking [Note 2]                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1 space per 8 dwelling units in addition to the minimum off-street parking spaces.                                         | 1 space per 8 dwelling units in addition to the minimum off-street parking spaces.                                         |
| <b>Civic, Institutional, and Public Uses:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                            |                                                                                                                            |
| <i>Educational Institutions</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Minimum and Maximum:</b> 1 per 4 seats or 1 per 1,000 square feet of floor area, whichever requires the greater amount. | <b>Minimum and Maximum:</b> 1 per 4 seats or 1 per 1,000 square feet of floor area, whichever requires the greater amount. |
| <i>All Other Permitted Public, Institutional, and Civic Uses</i>                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Minimum:</b> One 1 per 400 square feet of floor area<br><b>Maximum:</b> 3 per 1,000 square feet of floor area           | <b>Minimum:</b> One 1 per 400 square feet of floor area<br><b>Maximum:</b> 3 per 1,000 square feet of floor area           |
| <b>Notes to Table 1:</b><br><b>1.</b> Off-street parking spaces located in an enclosed parking garage, including in an accessory residential garage, and which comply with these Mixed Use Development Design Standards and Guidelines, shall not be counted toward the maximum amount of spaces permitted.<br><b>2.</b> On-street parking spaces abutting the property line(s) of the primary building housing the use may be counted toward the required number of residential guest parking spaces. |                                                                                                                            |                                                                                                                            |

C. *Credits and Reductions.*

1. *Credit for On-Street Parking.*

On-street parking spaces abutting the property line(s) of a primary nonresidential building may be credited toward meeting the minimum required off-street parking spaces. On-street parking

spaces abutting the property line(s) of a primary residential building may be counted toward the required number of guest parking spaces only. On-street parking allowed by this provision shall not be counted toward the maximum amount of off-street parking allowed. (G)

2. *Reduction for Shared Parking.*

The amount of off-street parking required may be reduced by an amount determined by the Planning Director when it can be shown through a parking demand study that sufficient parking is or can be met by the subject uses through shared parking. The parking demand study shall provide information and evidence about the anticipated parking demand at peak times during a day and the distance relationship between available shared parking spaces and the specific uses served. A shared parking agreement shall be executed and recorded prior to the issuance of a certificate of occupancy or prior to the issuance of a certificate of completion by the Building Safety Division. (S)

3. *Maximum Total Reductions.*

Total cumulative reductions to the minimum off-street parking requirements through application of this subsection shall not exceed twenty-five (25) percent. (S)

4.2. *Parking Lots and Structures.*

A. *Intent.*

To ensure a more pedestrian-oriented and pedestrian-friendly environment, off-street parking facilities, especially surface parking lots, must not dominate the street front, but should instead be sited, designed, and screened to be as unobtrusive as possible. Perimeter and interior landscaping shall be required for screening and/or to break up hard-surfaced parking lots and soften their edges.

B. *Remote Parking Allowed.*

The city may permit all or a portion of required off-street parking to be located off-site subject to the following standards:

1. *Location.*

Remote off-street parking spaces shall be located no farther than six hundred (600) feet away from the principal building they are intended to serve, as measured from the nearest point of the remote off-street parking facility to the nearest point of the building or structure served. (S)

2. *Zoning Classification.*

Remote parking areas shall be considered accessory to the principal use that the parking spaces are intended to serve. Parking areas shall require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the remote parking area, provided that remote parking facilities may be located in any zoning district that allows commercial parking lots and garages. (S)

3. *Remote Parking Agreement.*

If a remote parking area is not under the same ownership as the principal use served, an executed and recorded written agreement among the owners of record shall be required. A remote parking agreement may be revoked by the parties to the agreement only if off-street parking is provided under this Section. (S)

C. *Surface Parking Lot Development and Design Standards.*



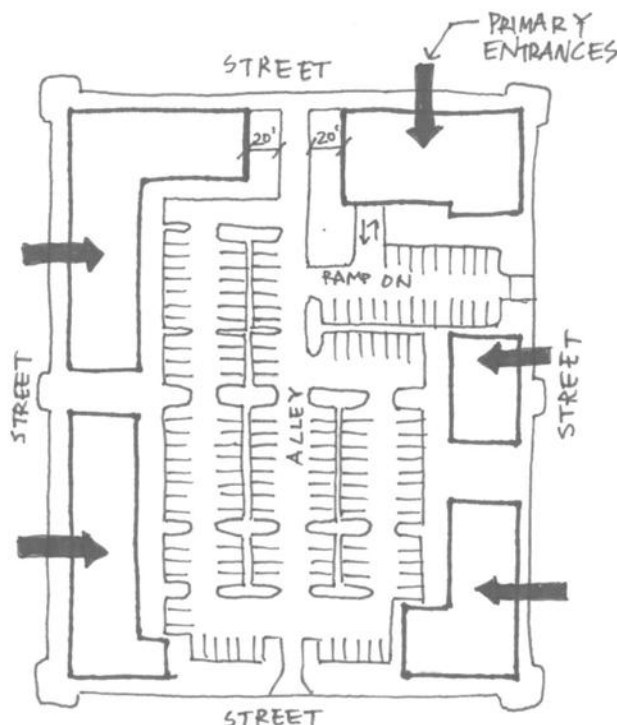


Figure 2: Location of Accessory Surface Parking Lots in the MU-R District.

The policy, standards, and guidelines for surface parking lots stated in Section 2.2.1 of the CDDSG shall apply in the MU-R and CC Districts, except for the minimum parking ratios stated therein. The off-street parking amount standards in Section 4.1.B. shall apply in the mixed use districts. In addition, the following standards and guidelines shall apply in the mixed-use zone districts:

1. *Location of Surface Parking Lots.*

On-site, off-street accessory surface parking lots shall be located to the side or to the rear of a building face that contains a primary building entrance. No on-site, off-street parking lots shall be located between a building's front facade and the adjacent street in the MU-R District. See **Figure 2**. Off-street parking may be permitted between the building's front façade and Highway 42 frontage, subject to parking lot landscape screening requirements for properties zoned CC. (S)

2. *Parking Lot Landscaping and Screening.*

See Section 7 for parking lot landscaping and screening requirements.

D. *Parking Structures and Parking Beneath Buildings.*

The policy, standards, and guidelines for parking structures and parking beneath buildings stated in Section 2.2.2 of the CDDSG shall apply in the MU-R and CC District, except for the standard stated therein regarding ground-level parking structure use and design (Standard 2.2.2.D.) Instead, the use and design of the ground floor of all above-ground parking structures, including a commuter parking structure, are subject to the following standards:

1. *Design of Entries/Access.*

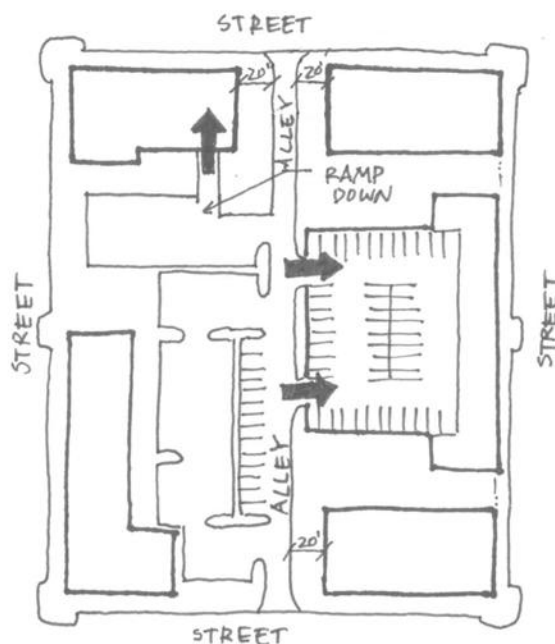


Figure 3: Parking Structure Access

Vehicle entries to off-street parking structures shall be internalized in building groupings or oriented away from the primary street frontage, to the maximum extent practicable. At a minimum, parking structures facilities shall have user vehicle access from alleys or from secondary streets at locations that do not conflict with pedestrian circulation. (S) See **Figure 3**.

## 2. Ground Floor Parking Structure Use.

The following standard shall apply to all parking structures, but not including parking structures used exclusively as parking for transit riders and commuters:

- a. When structured parking occupies the ground floor of a building or structure, the length of the street-facing wall for that portion of the building/structure containing the parking spaces shall not be credited toward compliance with the "Minimum % of Street-Facing Property Front Lot Line that Must Contain a Building or Building Wall" standard stated in Section 17.14.060.B (Table 3: Mixed Use Zoning Districts Dimensional and Bulk Standards). (S)
- b. In order to maintain an active and attractive street presence, when a parking structure provides commercial or accessory parking, or is integrated into a building containing principal permitted uses, commercial or other nonresidential use of the ground-floor street frontage is strongly encouraged. (G)

## 3. Ground Floor Parking Structure Design.

In order to maintain an active, attractive, and safe street presence for pedestrians, when a parking structure provides parking on the ground floor, and the ground floor does not contain ground-floor commercial or other nonresidential "active" uses the ground-level façade of the parking structure (at least the first 12 vertical feet of the structure) shall include at least two (2) of the following design features:



- a. Facade articulation and modulation through changes in vertical wall plane and/or a change in building material;
- b. Use of real windows with glazing that may be translucent, but shall not include black or mirrored glass or similar opaque glazing;
- c. Use of false windows defined by frames, lintels, or sills;
- d. Integration of multiple building entrances;
- e. Buffering of the street edge with landscaping, berms, or landscaped built-in or movable planters; or
- f. Similar architectural detailing consistent with the intent to maintain an attractive and safe streetscape for pedestrians. (S)

**See Figure 4.**



*Figure 4: Example of Ground Floor Parking Structure Design*

#### *4. Motorcycle Parking.*

The policy, standards, and guidelines for motorcycle parking stated in Section 2.2.4 of the CDDSG shall apply in the MU-R and CC Districts.

#### *4.3. Off-Street Loading.*

A minimum of one (1) dedicated, off-street loading space is required for nonresidential uses greater than 50,000 square feet in gross leasable area and for multi-family residential uses containing more than fifteen (15) units. All other uses should have adequate alleys, private drives, or on-street parking spaces available for intermittent loading/delivery needs. If the city determines, based on experience with similar uses, that a particular use typically has a demonstrated need for a dedicated loading area, the city may require the applicant to make provision for an off-street loading area on-site. (S)

## **5. Pedestrian and Bicycle Circulation.**

### **5.1. General Connectivity Standards.**

All new development shall provide pedestrian and bicycle systems that provide continuous connections with off-site destinations according to the following standards:

- A. Provide well-identified and differentiated bicycle and pedestrian access from the development site. Access shall be provided to existing and designated public bike paths or greenways located on or adjacent to the development site. (S)
- B. On-site connections shall be made at points necessary to provide direct pedestrian and bicycle travel from within the development to residential areas and to major pedestrian destinations located within the adjacent neighborhood(s), including, but not limited to adjacent parks, schools, and the Louisville Downtown area. In order to provide direct pedestrian connections to these adjacent destinations, the city may require additional sidewalks, walkways, or bike paths not associated with a street, or the extension of a sidewalk from the end of a dead-end street to another street or walkway. (S)
- C. Connections from a perimeter public sidewalk system to the on-site sidewalks and walkways shall be made at the same block length intervals as exists within the development site. (S)
- D. Separate pedestrian and vehicle movement to the extent practical with the use of landscaping, barriers or other appropriate design solutions recommended in Section 3.3 of the CDDSG.

### **5.2. Internal Pedestrian Circulation and Connections.**

All new development shall provide and contribute to an on-site system of pedestrian walkways and/or public sidewalks throughout the district. The on-site pedestrian circulation system shall provide the most efficient access routes between intended points of travel. Specifically, on-site pedestrian connections shall be provided to and between the following points:

- A. The primary entrance or entrances to each building housing a principal use;
- B. Existing or planned transit stations, shelters, and park and ride locations;
- C. Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the development site;
- D. Any public sidewalk system along the perimeter streets adjacent to the development site; and
- E. On-site amenities, as provided according to Section 6.3.
- F. On-site and remote surface parking lots. (S)

### **5.3. On-Site Pedestrian Walkway Design Standards.**

In the MU-R and CC Districts, all on-site pedestrian walkways shall maintain a minimum unobstructed pathway of five (5) feet at all times. (S) **See Figure 5.**



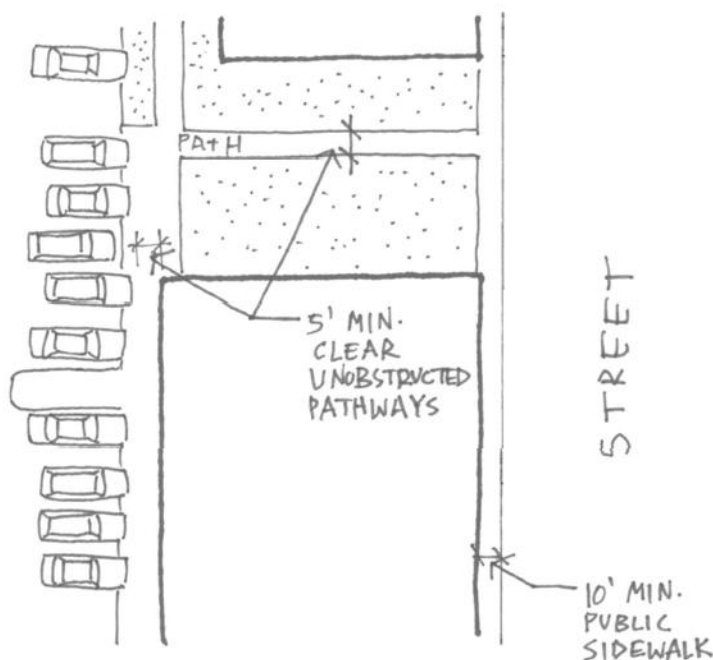


Figure 5: 5-Foot Unobstructed On-Site Pedestrian Pathways

#### 5.4. Public Sidewalk Design Standards.

A. Sidewalks provided within a public street right-of-way shall comply with the City of Louisville public street standards and the standards stated in this subsection. In the case of conflict between the city's public street standards and this subsection's public sidewalk standards, the public sidewalk standards in this Section shall apply and control. (S)

B. In the MU-R and CC Districts, all public sidewalks shall be a minimum of ten (10) feet wide incorporating tree planting within the right-of-way. The right-of-way shall be landscaped with street trees and other living plant material or, as an alternative, tree grates for street trees combined with decorative paving and/or moveable planters may be utilized. (S)

1. Provide a minimum of one (1) tree per twenty (20) lineal feet of public and private street frontage. (S)
2. Place annual and perennial planting areas at project entries. (G)
3. Trees shall be irrigated from subsurface irrigation. (S)

#### 5.5. Bicycle Parking Standards.

A. Functional and convenient bike parking shall be provided in adequate numbers for both customers and employees.

1. Provide one (1) bicycle parking space for every ten (10) required off-street automobile parking spaces up to a total of twenty (20) bicycle parking spaces. (S)
2. Providing protection from the elements for bicycle parking is encouraged. (G)

3. Coordinate the design of the bicycle shelter with adjacent buildings or other street furniture designs. (G)
4. Do not position bicycle racks or shelters where they will obstruct building entrances or the flow of pedestrian traffic. (S)

## **6. Open Space and On-Site Amenities.**

### **6.1. Intent.**

An attractive public realm is a fundamental ingredient in the success of a mixed use development. Open air and semi-enclosed public gathering spaces can act as central organizing elements in a mixed use district. They can also help to shape the relationship between different uses and provide focal points and anchors for pedestrian activity. On-site amenities can create a strong image and unique character for a mixed use development, making it a special place for the community, instead of just a project.

This subsection is intended to create on-site amenities and features, such as outdoor plazas, parks, and public art. Such amenities and features provide desirable open space, create an inviting image for customers, visitors, and employees, enhance the pedestrian environment and streetscape in a zone district, offer attractive spaces for people to gather, interact, rest, shop, and eat, and contribute to the character of the city.

### **6.2. Applicability.**

This section shall apply to all commercial and mixed-use development in the MU-R and CC Zone districts.

### **6.3. Provision of On-Site Amenities.**

A. Pedestrian amenities should be incorporated into both overall and individual site development plans.

1. Furnish spaces with pedestrian amenities such as benches, landscaping, fountains and play areas. These outdoor spaces should be ‘functional’ and accessible for a substantial part of the year. (S)
2. Delineate areas of pedestrian activity with accent paving, landscaping, lighting and furnishings. (S)
3. All common amenities within commercial developments shall be owned and maintained by the developer or by an organization established for such purpose. (S)

B. In addition, development on sites smaller than one (1) acre shall incorporate at least one (1) of the following on-site amenities or features, and developments on sites one (1) acre or larger shall incorporate at least two (2) of the following on-site amenities or features, as highly-visible, easily-accessible, focal points or gathering places for residents, employees, or other visitors to the development site: (S)

1. Patio or plaza with seating area, provided such patio or plaza has a minimum depth and width of ten (10) feet, and a minimum total area of one hundred fifty (150) square feet.
2. For outdoor patios or plazas, asphalt is prohibited as a paver; use of decorative pavers or textured, colored concrete is required.
3. Patios and plazas shall include pedestrian amenities intended to support these places as gathering areas. Amenities may include, but are not limited to, seating, lighting, special paving, planting, food and flower venders, artwork, and/or special recreational features.



4. Landscaped mini-parks, squares, or greens, provided such park or green has a minimum depth and width of ten (10) feet and a minimum total area of two hundred fifty (250) square feet. Such parks, squares, or greens shall include pedestrian amenities intended to support these places as gathering areas. Amenities may include, but are not limited to, seating, lighting, additional landscaping and plantings, food and flower vendors, artwork, and/or special recreational features.
  5. Protected pedestrian walkways; arcades; recessed corner entries with a minimum area of 100 square feet; or easily identifiable building pass-throughs containing window displays and intended for general public access.
  6. Water feature, such as a pond or fountain, provided the feature is easily accessed by pedestrians and includes or integrates seating areas for pedestrians.
  7. Outdoor public art, as approved by the city, in an area that is:
    - a. Visible from an adjacent public sidewalk or street, and
    - b. Easily accessed for viewing by pedestrians (e.g., a sculpture mounted to an exterior building wall).
  8. Any other, well-designed area and/or focal feature that, in the city's judgment, is consistent with the intent of this section, and adequately enhances such development and serves as a gathering place for visitors, customers, and employees. (S)
- C. On-site amenities provided according to this Section 6.3 may be located on the interior of the development site, and need not be accessible or visible to the general public, unless a provision in Section 6.3.B expressly states otherwise. (G)
- D. Credit for one (1) on-site amenity otherwise required in Section 6.3.B. may be taken for any park dedicated to the City by the developer located within one hundred (100) feet of the development site's boundary. (G)

#### 6.4. *Buildings Adjacent to Outdoor Amenities.*

Providing good public visibility of outdoor amenities is intended to encourage pedestrian use of on-site outdoor amenities, while at the same time enhancing the security of such places. Accordingly, when a building will be adjacent to a pedestrian plaza, patio, or park provided under this subsection, the building wall facing such outdoor amenity shall contain at least one (1) of the following elements: (S)

- A. A building entry;
- B. Windows facing onto the outdoor amenity;
- C. Arcades along the edges of the outdoor amenity;
- D. Outdoor seating areas or cafes; or
- E. A similar feature that the city finds will, to at least the equivalent degree, bolster security and encourages pedestrian use of the outdoor amenity.

#### 6.5. *Maintenance.*

The property owner shall be responsible for the continued maintenance and repair of all on-site amenities provided according to this subsection. (S)

## **7. Landscaping and Buffers.**

### **7.1. Perimeter Landscaping Adjacent to Public and Private Roads.**

#### **A. Applicability in the MU-R and CC Districts.**

The perimeter landscaping standards and guidelines shall apply only to parcels adjacent to Highway 42 and South Boulder Road as set forth in Section 7.2.

#### **B. Applicability of Parking Lot Buffer Provisions.**

In the MU-R and CC Districts, the perimeter of all surface parking lots adjacent to a public plaza, park, or public or private street (including alleys) shall be screened from view. Visual buffering shall be incorporated by the provision of planting strips between public right-of-way and edge of the parking lot pavement. The following parking lot buffer standards and guidelines shall apply:

1. The buffer area shall be installed between the parking lot edge and the back of the public sidewalk or right-of-way, and shall have a minimum five (5) foot width. (S)
2. As applicable, screening materials shall be installed to align with the adjacent front building lines to continue the prevailing street wall on a block face. (S)
3. Raised planters and masonry screen walls may be incorporated to provide parking lot screening. (G) Bermed turf areas shall be avoided due to their tendency to waste irrigation water. (S)
4. The minimum width of a buffer area may be reduced from five (5) feet to three (3) feet when used to screen a parking lot. A three (3) foot wide buffer area shall incorporate an ornamental fence or masonry wall. Permitted fence and wall materials shall be limited to brick, stone, and other masonry materials, and to decorative metals (e.g., wrought iron). Use of an ornamental fence or wall shall be combined with live landscaping material such as flowering and evergreen shrubs, grasses native to Colorado or hybridized for arid conditions, vines, and ground cover. The maximum height of a fence or wall shall be no taller than three (3) feet when used to screen the parking lot. All landscaping material shall be installed on the outside of the screening wall (closest to the sidewalk). (S)

### **7.2. Highway 42 and South Boulder Road Buffer Area.**

The required landscaped buffer is intended to convey a uniform and high-quality image of the CC District to persons traveling and using Highway 42 and South Boulder Road, and to screen from public view conditions such as parking or ground-mounted utilities or equipment that might adversely affect the district's image.

A. On all properties adjacent to Highway 42 and South Boulder Road within the CC District, a minimum ten (10) foot wide landscaped buffer shall be provided adjacent to the Highway 42 or South Boulder Road right-of-ways. (S)

B. The buffer area shall be landscaped with a combination of deciduous and evergreen trees, shrubs, and ground covering.

1. Provide a minimum of one (1) tree per 40 lineal feet of public street frontage within ten (10) feet outside the sidewalk, internal to the development. (S)
2. Provide a minimum of one (1) shrub per five (5) lineal feet plus ground cover or native or hybridized grass ~~turf~~ outside the sidewalk, internal to the development. ~~Turf~~ Grass should be limited in this area and when use should be planned in a manner that can be efficiently irrigated. Low water using species should be chosen, providing a green appearance. (S)



3. Landscaping within public easements is limited to shrubs, ground covers, and small ornamental trees. No canopy/shade trees may be planted within such easements. (S)

7.3. *Parking Lot Landscaping.*

A. *Intent.*

These standards are intended to encourage landscaped surface parking lots, including the planting of trees, that will improve the aesthetics of a development site by breaking up expanses of paved areas; will reduce the significant solar heat gain (“urban heat island effect”) from parked automobiles and paved parking areas; and will provide a more pedestrian-friendly environment.

B. *Interior and Perimeter Parking Lot Landscaping.*

The policies, standards, and guidelines for parking lot landscaping shall apply in the MU-R and CC Zone Districts.

1. *Perimeter Landscaping.*

Except for the parking lot buffer required by subsection 7.1.B. above, perimeter parking lot landscaping is not required in the MU-R District.

2. *Interior Parking Lot Landscaping.*

a. *Applicability.*

The parking lot interior landscaping requirements shall apply to all new off-street surface parking lots with more than five (5) parking spaces and to existing lots that are expanded by more than twenty-five percent (25%) of existing spaces.

b. *Minimum Standards.*

i. Parking lots with six (6) to one hundred (100) spaces shall have 5% of the total interior area landscaped. (S)

ii. Utilize landscaped islands and medians to improve the definition of circulation patterns, provide shading for paved areas and break up continuous rows of parking. (S)

iii. No landscaped area within a parking lot shall be less than one hundred (100) square feet. (S)

iv. Surface parking lots with more than one hundred (100) spaces shall have 10% of the interior area landscaped. (S)

C. *Parking Lot Buffer Credit.*

Surface parking lot buffer landscaping in excess of the dimensions required in subsection 7.1.B. may be credited towards meeting the interior landscaping standards. (G)

D. *Spacing of Internal Landscape Islands.*

Internal planting islands shall be spaced no farther than fifteen (15) parking spaces apart. (S)

E. *Spacing of Required Trees.*

One (1) tree shall be provided for every 300 square feet of internal landscaped area. (S)

F. *Landscaping Used to Break Up Large Parking Lots.*

Surface parking lots with more than 50 spaces shall be broken up into blocks of no more than 25 spaces. Each block shall be separated from other parking blocks by a landscaped area that is at least six (6) feet wide, by a pedestrian walkway or sidewalk within a landscaped median with a minimum width of ten (10) feet, or by a low decorative fence or wall with a maximum height of four (4) feet bordered by landscaping on at least one side. (S)

#### 7.4. *Building Site Landscaping.*

##### A. *Intent.*

Landscaping at the individual building site scale is intended to provide respites from the overall higher densities and intensities of development encouraged in the MU-R and CC Zone Districts, and to provide public and community gathering places.

##### B. *Applicable Standards.*

The policy, standards, and guidelines for building site landscaping shall apply in the MU-R and CC Zone Districts.

##### 1. *Minimum Landscape Area.*

- a. The minimum landscape area required within each building site shall be ten (10) percent in the MU-R District, and twenty (20) percent in the CC Zone District including hardscaped plazas, outdoor seating/serving areas, walkways within on-site open space areas, and other similar hardscaped on-site amenities. (S)
- b. Hardscaped elements such as those listed in this provision shall account for no more than two-thirds of the minimum landscape area requirement. (S)
- c. In a development proposal including multiple building sites, the percent area required for each building site may be transferred between individual building sites, provided the aggregated landscape area enhances the connection to transit facilities or provides a more centralized landscaped area(s) convenient to the development's residents, employees, and visitors, enhances the pedestrian environment, and creates a publicly accessible space. (S)
- d. Protect landscaping from vehicular and pedestrian encroachments with raised planting surfaces, depressed walks, and /or curbs. (S)
- e. Landscaping within public easements is limited to shrubs, ground covers, and small ornamental trees. No canopy/shade trees may be planted within such easements. (S)

#### 7.5. *Landscape Irrigation/Water Conservation.*

The policy, standards, and guidelines for landscape irrigation/water conservation stated in Section 5.5 of the CDDSG shall apply in the MU-R and CC Zone Districts. Xeriscape concepts shall be incorporated into landscape design without compromising the intent to establish significant visual amenities through landscaping.

##### A. *Applicable Standards.*

1. Incorporate a 'zoned planting scheme' to reduce water demand by grouping similar varieties of plants that are drought and disease tolerant. (S)
2. For all irrigated areas, potential runoff should be avoided through the proper selection of irrigation devices. (S)



*7.6. Landscape Materials Standards, Maintenance, and Replacement.*

The policy, standards, and guidelines for landscape standards and plant material selection, for planting size standards, and landscape maintenance and replacement stated in Section 5.6 through Section 5.8 of the CDDSG shall apply in the MU-R and CC Zone Districts.

*7.7. Existing Vegetation.*

The policy, standards, and guidelines for preserving existing vegetation stated in Section 5.9 of the CDDSG shall apply in the MU-R and CC Zone Districts.

**8. Residential Protection and Transitional Standards.**

*8.1. Intent.*

This section is intended to ensure that site planning and building design of new development in the MU-R and the CC Zone Districts mitigate to the maximum extent possible any potential adverse visual or operational impacts on adjacent residentially zoned properties in adjacent neighborhoods.

*8.2. Applicability.*

This section's standards are applicable to development or redevelopment in a MU-R or CC zone district as a more intensive use adjacent to an existing, less-intense residential use located in an R-L or R-M Residential Zone District. For purpose of this Section, "adjacent" shall include properties separated only by a local or collector street.

*8.3. Building Setback and Height Transitions Required.*

*A. MU Development Across a Street from Residential Zone District (Front Transition).*

When new development in a MU-R or CC Zone District is separated from an existing residential use in an R-L or R-M District by a local or collector street, the following transition standards shall apply:

*1. Required Building Setbacks.*

All buildings and structures on the MU-R, or CC zoned property shall be setback from the street-facing property line at least ten (10) feet. The maximum building setback applicable in the zone district, as stated in Section 17.14.060 of the Zoning Ordinance, shall apply. (S) **See Figure 6.**

*2. Transition Building Heights Required.*

Within fifty (50) feet from the edge of the street right-of-way, the average height of a building shall not exceed thirty-five (35) feet. (S) **See Figures 6 and 7.**

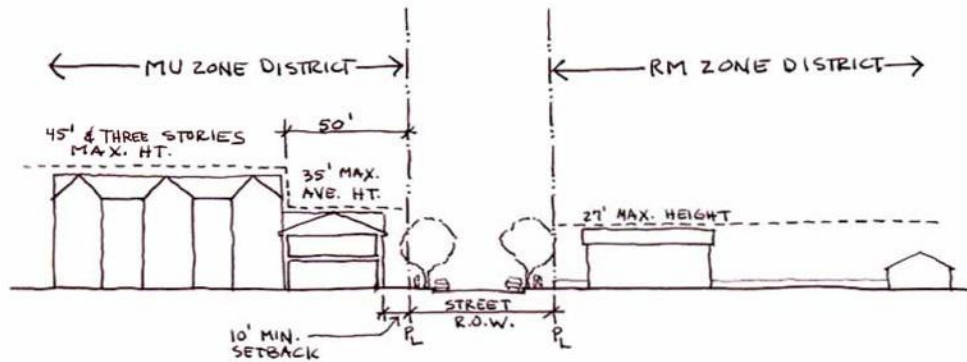


Figure 6: Transition to RM Zone District Across a Street

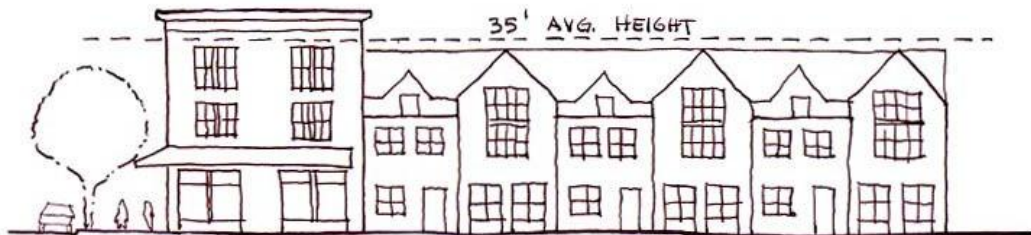


Figure 7: Example of 35 Feet Average Height



*B. Development Abutting Residential Zone District or Separated by Alley (Rear or Side Transition).*

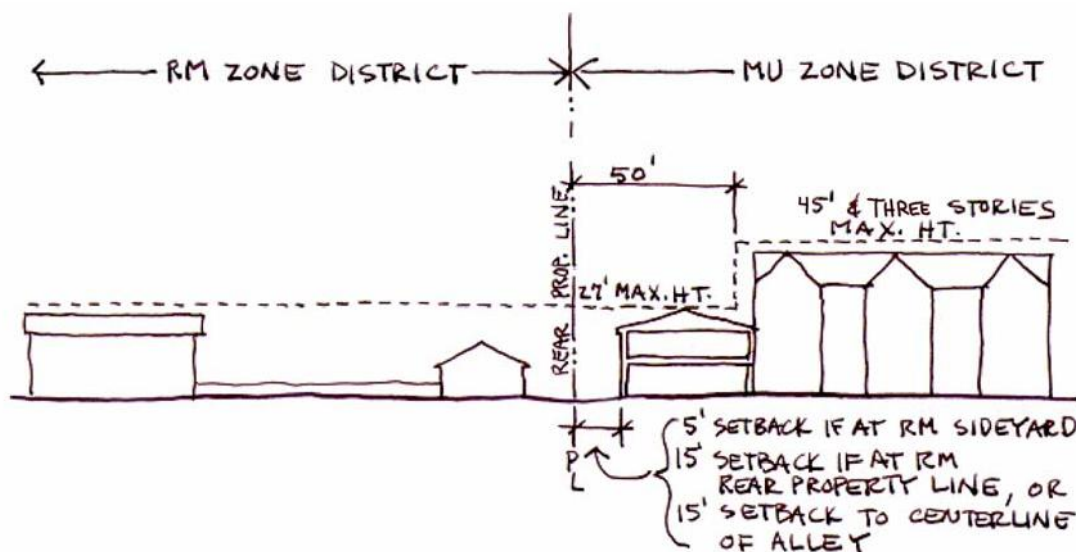
When new development in a MU-R or CC Zone District is separated from an existing residential use in an R-L or R-M District by only an alley, or abuts the rear or side property line of the protected residential use, the following transition standards shall apply:

*1. Required Building Setbacks.*

All buildings and structures on the MU-R or CC zoned property shall be setback a minimum of fifteen (15) feet from the rear property line of the R-L or R-M residential use. If the MU-R or CC zoned property abuts the residential use's side yard or property line (rather than its rear yard), the minimum setback for a building or structure on the MU-R zoned property shall be five (5) feet. The maximum building setback applicable in the zone district, as stated in Section 17.14.060 of the Zoning Ordinance, shall apply. (S) **See Figure 8.**

*2. Transition Building Heights Required.*

Within fifty (50) feet from the alley centerline, or from the rear or side property line of the protected residential use, the maximum height of a building shall not exceed twenty-seven (27) feet. (S) **See Figure 8.**



*Figure 8: Transition to RM District Across Rear Alley or Rear/Side Property Line*

#### 8.4. *Conditions for Operational Compatibility.*

The city may impose conditions upon the approval of rezonings, PUD development plans, site plans, special review uses, and other development actions to ensure that development in a mixed use zone district will be compatible with existing and planned neighborhoods and uses, including but not limited to conditions on the following:

- A. As a condition of rezoning approval only, the availability or ability to develop specific uses otherwise allowed by Chapter 17.14;
- B. Hours of operation;
- C. Hours of deliveries and other similar activities;
- D. Location, intensity, and hours of operation of exterior lighting, including security lighting;
- E. Placement of trash receptacles;
- F. Amplification of music in a commercial place of entertainment;
- G. Location of delivery and loading zones;
- H. Placement and illumination of outdoor activity areas and equipment, including outdoor vending machines;
- I. Venting of nuisance fumes and vapors from non-residential uses;
- J. Illumination of signage and, or architectural building features.

### 9. **Architectural and Building Design.**

#### 9.1. *Intent.*

The architectural and building design standards and guidelines of this section are intended to promote high-quality building, streetscape, and open area design and construction that will give the MU-R and CC Zone Districts an identifiable character and unique physical image.

More specifically, to create the appearance of development that occurred over a period of time, architectural features of new developments, including rooflines, materials, colors, door and window patterns, and decorative elements, should vary in form and style. Especially important is the ground-floor design of buildings and its interaction with adjacent public streets, sidewalks, and open spaces. The ground-floor is the portion of a building that, if designed well, can create high-quality visual interest and a human scale that pedestrians find comforting, inviting, and safe. Key elements that contribute to such a pedestrian environment include first-floor openings (doors and windows), emphasized customer/user entrances, materials, targeted landscaping, and continuity of the front building line along a block (to heighten the sense of “enclosure”).

#### 9.2. *Applicability.*

The architectural and building design standards and guidelines in this subsection shall apply to all new development in the MU-R and CC Zone Districts. Development of residential uses in the MU-R District shall also comply with the residential site and building design standards in subsection 10 that follows.

#### 9.3. *Building Massing, Forms, Prominent Entries, and Pedestrian Scale.*

The policy, standards, and guidelines for building massing, forms, and pedestrian scale shall apply in the MU-R and CC Zone Districts.



A. *General Standards and Guidelines.*

1. Variations in façade elements should be incorporated to reduce perceived scale and mass. (S)
2. Variations in color and/or texture shall be used. (S)
3. Step downs and step backs shall follow the terrain and be tiered and reinforced by landscape or hardscape elements. (S)
4. Variation in roof forms and height of roof elements should be used. (G)

B. *Ground Floor Façade Design—Doors and Windows.*

The following standards shall apply to the facades of all buildings in the MU-R District.

1. *Amount of Openings Required—Ground Floor Facades.*

In the MU-R Zone District, a minimum of thirty-five (35) percent of the total wall area of each street-facing ground floor building façade shall be comprised of pedestrian entrances (doors), windows, and/or vehicle entry drives. The thirty-five (35) percent shall be measured using elevation views of the building plan, and “ground floor” shall be measured from floor plate to floor plate. In the CC Zone District, the minimum shall be twenty (20) percent. (S)

2. *Minimum Glazing Requirements.*

a. *Nonresidential Uses on Ground Floor.*

Glazing on all ground floor windows shall be transparent. (S)

C. *Building Entries and Doorways.*

The standards, and guidelines for building entrances shall apply in the MU-R and the CC Zone Districts.

1. *Placement of Entries.*

- a. Locate main entrances to be clearly identifiable from the adjoining road or drive. (S)
- b. Design building entrances to contrast with the surrounding wall plane. (S)
- c. Design primary entrances to be accessible to handicapped users without complex ramp systems. (S)

2. *Entry Emphasis Required.*

All building entrances shall be emphasized through incorporation of a building recess, projection, canopy, or similar design element. (S)

3. *Primary Entry Emphasis.*

- a. The primary entry should be recessed through the incorporation of a building recess or projection, or similar design element. (G)
- b. Corner buildings should provide a prominent corner entrance to street level commercial retail uses or common residential or office lobby space in a manner consistent with primary entries, as described in Section C.1.a. As applicable, corner building entries should be anchored at the sidewalk edge and beveled, recessed, and/or sheltered by a covered arcade structure, canopy, or awning to provide an area for retail displays. Recessed entries should be illuminated. (G)

D. *Equal Treatment of Visible Building Facades.*

All sides of a building or structure that face a public street, other than an alley, or that are visible from any commuter rail line, shall be finished with the same mix of primary building materials and the same degree of articulation that is used on the building's primary façade. (S)

9.4. *Roof Forms and Materials.*

The policy, standards, and guidelines for roof forms and materials stated in Section 4.4 of the CDDSG shall apply in the MU-R and CC Zone Districts.

9.5. *Building Materials and Colors.*

Exterior materials and colors should be of a high quality and compatible with materials and colors of nearby structures. The following standards and guidelines shall apply:

A. All sides of building visible to the public from a street, park, public open space, or other public right-of-way shall be finished to an equivalent quality with the primary façade. (S)

B. Large, blank, featureless walls are not allowed. (S)

C. Use materials manufactured in units and measurable in human proportions such as brick, tile and modular stone. Other appropriate materials include: stucco, wood, metal accents, glass and decorative tiles. (S) Painted block or concrete is not an acceptable building material. (S)

9.6. *Service Entrances and Loading Areas.*

The policy, standards, and guidelines for service entrances and loading areas shall apply in the MU-R and CC Zone Districts.

A. *General Standards and Guidelines.*

1. Orient service entrances, loading docks, dumpster enclosures, and other similar uses away from local, collector, and arterial roadways. (S)
2. All dumpster and service enclosures shall be fully screened by masonry wall construction using building materials consistent with materials as employed elsewhere on the building or site. (S)
3. Coordinate the location of service areas with adjacent development, so that shared service drives may be feasible. (G)

B. *Provision of Recycling Centers.*

All new and significantly remodeled structures where refuse is generated by the use for the structure shall provide adequate space for the collection and storage of refuse and recyclable materials per Section 17.16.265 of the Louisville Municipal Code.



#### 9.7. *Energy Conservation Measures.*

New development should evaluate increased opportunities to implement resource conservation and sustainable building practices. Local climate conditions afford the opportunity to incorporate passive and/or active solar energy applications. Buildings should be designed and sited to maximize the use of solar gain.

The policy, standards, and guidelines for energy conservation measures shall apply in the MU-R and CC Zone Districts.

A. Builders and contractors are encouraged to be members of a national green program which promote construction practices and products and materials which improve energy efficiency, and conservation of resources. (G)

B. The following energy design concepts are encouraged but not limited to: (G)

1. Types of materials and insulation characteristics.
2. The arrangement of windows and doors.
3. Direct solar or photovoltaic energy.
4. Daylighting concepts.
5. Recycling of construction materials.
6. Water conservation.
7. The provision of a sustainable roof.
8. Providing an on-premise shower facilities for bicycle commuters.
9. Use of recycled building products

### 10. **Multi-Family Residential Site and Building Design.**

All development of buildings that are predominantly multi-family in terms of gross square footage or that provide garages serving multi-family units shall comply with this section's standards and guidelines, as applicable.

#### 10.1. *Siting of Accessory Parking Lots and Structures.*

A. *Intent.*

These siting standards for accessory parking lots and structures (private parking garages or carports) are intended to reduce the visual prominence of the garage and open parking lots along multi-family streetscapes and common areas; to encourage a more varied multi-family streetscape through the use of a variety of garage orientations and types; and to emphasize the prominence of primary pedestrian and vehicular entrances, open spaces, and residential units along multi-family streetscapes and common areas.

B. *Applicability.*

The following standards shall apply to development of new multi-family dwellings in the MU-R District.

C. *Residential Alleys Encouraged.*

Private garages, carports, and parking lots accessory to a principal multi-family residential dwelling use should be accessed from a street or alley other than the primary abutting access street. (G)

*D. Multi-Family Dwellings Other than Attached Townhomes.*

The following standards and guidelines shall apply to development of new predominantly multi-family dwellings in the MU-R District, except that new multi-family townhome dwellings shall comply with the following standards.

1. To the maximum extent feasible, garage entries, carports, parking lots, and parking structures shall be internalized in building groupings or located away from street frontages. (S)
2. When access to parking lots, carports, or common garages is **not** from an alley, the following limitations shall apply. *See also* the limitation on garage parking wall that may occupy a street-facing property line stated in Section 17.14.060 (Dimensional and Bulk Standards) of the Zoning Ordinance.
  - a. Carports and garages shall be limited to sixty-five (65) feet in length. (S)
  - b. Parking lots and freestanding parking structures (detached garages or carports) shall not occupy more than thirty percent (30%) of each perimeter public street frontage. (S)
  - c. To the maximum extent practicable, freestanding parking structures (detached garages or carports) that are visible from perimeter public streets shall be sited perpendicular to the perimeter street in order to reduce visual impacts on the streetscape. (S)
  - d. Garage doors of attached garages shall not comprise more than thirty-three percent (33%) of the total length of a multi-family building's front façade, and the plane of a garage door shall be offset by at least four (4) feet from the plane of an adjacent garage door. (S)
  - e. Rear walls of detached garages over forty (40) feet in length that back onto the perimeter street shall be articulated or punctuated through the use of two or more of the following options:
    - i. Six (6) or more window openings defined by frames, sills and lintels;
    - ii. Three (3) one-hundred (100) square feet trellis structures spaced along the rear wall, planted with an approved vine or creeping plant to cover the trellis structure at maturity;
    - iii. Change in wall plane of at least six (6) inches every ten (10) feet;
    - iv. Vertical change in material or masonry pattern; or
    - v. One (1) roof dormer for each ten (10) feet of length. (S)
  - f. Detached garages and carports shall incorporate compatible materials, scale, colors, architectural details, and roof slopes similar to those of the primary multi-family buildings. (S)



*E. Parking Lot/ Structure Design for Townhome Dwelling Developments.*

The following standards and guidelines shall apply to development of new townhome dwellings. For purposes of this provision, a “townhome dwelling” is defined as a residential multi-family dwelling containing two (2) or more dwelling units attached by common vertical walls, with each dwelling unit located on its own legal lot.

1. *Access Requirements.*

Residential garages accessed from the public street adjoining the front lot line (“front-loading garages”) are allowed only when access from an adjoining side street or rear alley to a garage is not feasible. (S)

2. *Front-Loading Garages.*

Front-loading garages that protrude towards the street in front of the primary façade of the principal structure are prohibited. Garage doors on all front-loading (street-oriented) garages shall be either:

- a. Recessed a minimum of four (4) feet behind the front façade of the dwelling portion of the structure (including side-loading garages), or a front porch that is at minimum of five (5) feet wide by eight feet long; or
- b. Recessed a minimum of two (2) feet beneath a second floor bay. (S)

3. *Side-Loading Garages.*

Side-loaded garages shall provide windows or other architectural details that mimic the features of the living portion of the dwelling on the side of the garage facing the front street. (S)

4. Front-loading (street-oriented) garage doors shall not comprise more than 45% of the front façade of the principal dwelling structure. (S)

10.2. *Multi-Family Building Design.*

A. *Intent.*

These building design standards and guidelines are intended to improve the appearance of multi-family developments through the incorporation of architectural detailing, façade articulation, and other features designed to provide a more distinct character and human scale for multi-family buildings of all sizes.

B. *Applicability and Conflicting Regulations.*

The building design standards in this subsection shall apply to all new multi-family development in the MU-R District. In case of conflict between a specific multi-family building design standard in this subsection and a more general architectural and building design standard stated in Section 9 of this manual, the more specific multi-family standard in this subsection shall apply.

C. *Building Design Standards.*

1. All sides of a multi-family building visible from a public right-of-way (not including an alley) shall display a similar level of quality and architectural detailing. The majority of a building's architectural features and treatments shall not be restricted to a single façade. Building details, including roof forms, windows, doors, trim, and siding materials, shall reflect the architectural style of the building. (S)
2. The maximum length of any multi-family building shall be 200 feet. (S)
3. The facades of all multi-family buildings shall be articulated through the incorporation of two (2) or more of the following:
  - a. Balconies,
  - b. Bay or box windows,
  - c. Insets or other relief in the wall plane,
  - d. Porches,
  - e. Dormers,
  - f. Variations in materials; or
  - g. Variations in roof forms. (S)
4. Horizontal variations in materials along the façade of a multi-family building shall occur in conjunction with a change in wall plane, preferably at the inside corner of a wall. (S)

10.3. *Architectural Variety.*

A. *Intent.*

The architectural variety standards and guidelines in this subsection are intended to ensure that individual groupings of multi-family buildings within a larger development exhibit a distinct variation in size and mass that allows them to be easily distinguished from surrounding building groupings. The standards are specifically intended to avoid the bleak, "barracks-type" appearance associated with large concentrations of identical or very similar structures.

B. *Design Standards.*

1. *Apartments.*

- a. Apartment developments shall incorporate a variety of distinct exterior building designs according to the scale of the development, as follows: (S)
  - i. 3-10 buildings: 2 models minimum;
  - ii. 11-20 buildings: 3 models minimum;
  - iii. 21 or more buildings: 1 model for every 6 buildings minimum.
- b. Distinct building designs, as required above, shall be easily distinguished through a minimum of three (3) of the following: (S)
  - i. A variation in length of 30% or more;
  - ii. A variation in the footprint of the building of 30% or more;
  - iii. A distinct variation in color and use of materials;



iv. A variation in the type of dwelling unit contained in the building that results in a significantly different scale and mass, e.g., apartments vs. attached townhomes; or

v. A distinct variation in building height and roof form.

c. Apartment buildings shall provide concentrated unit access points. Monotonous access balconies and corridors running the length of the exterior of a building are prohibited. (S)

2. *Townhomes.*

Within each townhome row or cluster of more than ten (10) attached units, individual units shall be differentiated through two (2) or more of the following methods: (S)

a. Use of distinct variations in materials between individual units;

b. Use of distinct variations in architectural style or features, such as a porch or similar feature, between individual units;

c. Use of distinct variations in roof form,

d. Variation in garage orientations; or

e. A variation in the plane of the front façade to provide a minimum three-foot variation between individual units.

**11. Site Furniture and Features.**

The policy, standards, and guidelines for site furniture and features stated in Section 5.10 of the CDDSG shall apply in the MU-R and CC Zone Districts.

**12. Screen Walls and Fences.**

The policy, standards, and guidelines for screen walls and fences stated in Section 6 of the CDDSG shall apply in the MU-R and CC Zone Districts, except as varied by the following provisions:

12.1. *Retaining Walls.*

Use of retaining walls is encouraged to reduce the steepness of man-made slopes and to provide planting pockets conducive to vegetation. Retaining walls shall comply with the following standards:

A. Retaining walls shall not exceed three (3) feet in height from the finished grade. (S)

B. Terracing shall be limited to three (3) tiers, except that the city may approve more than three (3) tiers when a greater number of tiers will result in less land disturbance and less steep man-made slopes. The width of any terrace between any two retaining walls shall be a minimum of four (4) feet with a maximum slope of 3:1. Terraces created between retaining walls shall be permanently landscaped or revegetated. (S)

C. Retaining walls shall be constructed from durable materials such as stone, brick or metal with dark finishes (wrought iron or similar), or a combination of these materials. Wood is not an acceptable material for retaining walls. Concrete walls are permitted if faced with masonry or stone or earth-colored materials similar to the surrounding natural landscape. (S)

**13. Sign Design.** *Repealed pursuant to Ord. 1779, Series 2019 and replaced with the City of Louisville Sign Code*

**14. Exterior Site Lighting.**

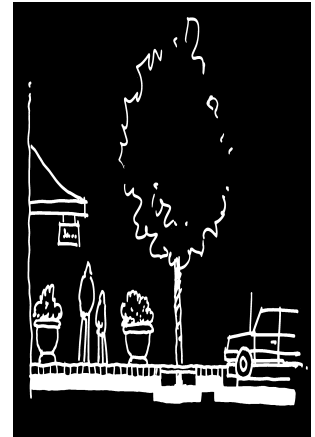
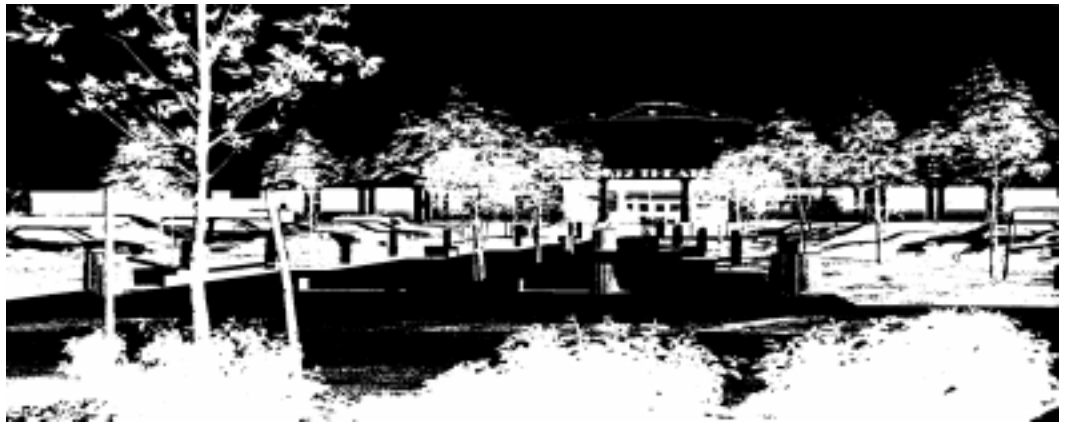
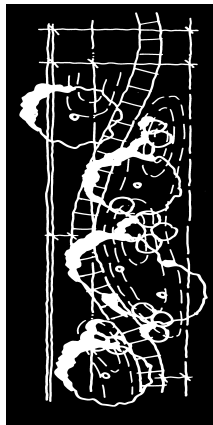
The policy, standards, and guidelines for exterior site lighting stated in Section 8 of the CDDSG shall apply in the MU-R and CC Zone Districts.



**Exhibit B**  
**Commercial Development Design Standards and Guidelines**

# City of Louisville

## COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES



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# **COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES**

Adopted 17 JUNE 1997 by Ordinance 1242, Series 1996  
Amended by Ordinance 1287, Series 1998 &  
Ordinance 1341, Series 2000

**PREPARED FOR:  
CITY OF LOUISVILLE, COLORADO**

**PREPARED BY:**  
**DOWNING, THORPE & JAMES INC.**  
1881 9th Street Suite #103  
Boulder, Colorado 80302

ARCHITECTURE  
PLANNING  
LANDSCAPE ARCHITECTURE  
ENGINEERING



**DOWNING  
THORPE  
JAMES**





# **COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES**

**June 17, 1997**

## **Acknowledgments and Credits**

**Honorable Mayor and Members of the City of Louisville City Council**

**Chairman and Members of the City of Louisville Planning Commission**

**Downing, Thorpe & James, Inc. (Assisted by: Blackwood & Company)**

**City of Louisville Departments of Administration, Public Works and Planning**

**Griffiths & Tanoue, P.C.**

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  - 2.2.2 Parking Structures and Parking Beneath Buildings
  - 2.2.3 Provisions for Future Parking Lots and Structures
  - 2.2.4 Motorcycle Parking
  - 2.2.5 Mass Transit Facilities

## 3. Pedestrian and Bicycle Circulation

- 3.1 Overall Pedestrian and Bicycle Circulation
- 3.2 Pedestrian Connections through Parking Lots
- 3.3 Site Barriers
- 3.4 Bicycle Parking

## 4. Architectural Design

- 4.1 Building Relationships and Compatibility
- 4.2 Building Heights
- 4.3 Building Massing, Forms, and Pedestrian Scale
- 4.4 Roof Forms and Materials
- 4.5 Building Materials and Colors
  - 4.5.1 Building Materials
  - 4.5.2 Building Colors
- 4.6 Building Entrances
- 4.7 Service Entrances and Loading Areas
- 4.8 Energy Conservation Measures

## **5. Landscape Design**

- 5.1 Perimeter Landscaping Adjacent to Public and Private Roads
- 5.2 Perimeter Landscaping Adjacent to Abutting Property
- 5.3 Parking Lot Landscaping
- 5.4 Building Site Landscaping
- 5.5 Landscape Irrigation/Water Conservation
- 5.6 Landscape Standards and Plant Material Selection
- 5.7 Plant Size Standards
- 5.8 Landscape Maintenance and Replacement
- 5.9 Existing Vegetation
- 5.10 Site Furniture and Features

## **6. Screen Walls and Fences**

- 6.1 Wall and Fence Design and Materials
- 6.2 Screening Requirements

## **7. Sign Design**

- 7.1 Sign Materials
- 7.2 Sign Number and Area
- 7.3 Location/Placement/Visibility
- 7.4 Sign Illumination
- 7.5 Allowable Sign Types

Chapter 7 repealed pursuant to Ordinance 1779, Series 2019 and replaced with the City of Louisville Sign Code

## **8. Exterior Site Lighting**

- 8.1 Fixture Design and Illumination Level
- 8.2 Decorative Architectural Lighting
- 8.3 Parking Lot Lighting
- 8.4 Pedestrian Area Lighting
- 8.5 Landscape Lighting
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## **9. Special Design Guidelines for Large Retail Establishments**

- 9.1 Parking Lot Orientation
- 9.2 Rear of Buildings
- 9.3 Pedestrian Accessibility
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- 9.7 Roofs
- 9.8 Materials and Colors
- 9.9 Building Entryways

## **APPENDICIES**

- "A" Recommended Plant Materials List





# INTRODUCTION

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## A. Purpose

The Commercial Development Design Standards and Guidelines (“CDDSG”) establish design criteria and minimum standards for commercial developments within the City of Louisville. The purpose of the CDDSG is to:

- 1) Enhance and protect Louisville’s quality of life and community image through clearly articulated commercial development design goals and policies, design guidelines and minimum design standards; and
- 2) Protect and promote Louisville’s long-term economic vitality through commercial design standards which encourage and reward high quality development, while discouraging less attractive and less enduring alternatives; and
- 3) Minimize adverse impacts of vehicular circulation to existing neighborhoods and to the surrounding physical environment; and
- 4) Enhance and protect the security and health, safety and welfare of all residents of the City of Louisville.

## B. Applicability

The provisions of the Guidelines shall apply to all commercial development within the City, except commercial development for which there exists a vested property right to develop under other approved design guidelines and/or development standards.

The CDDSG provide general design guidelines, as well as mandatory minimum development standards. The CDDSG will be utilized by staff, planning commission, and city council to review commercial development applications submitted under the City’s PUD Development Plan review process.

The goals and policies set forth in this document are expected to be met through compliance with all mandatory design standards and consideration of design guidelines. Modifications to or waivers of mandatory design standards may be recommended by the Planning Commission and authorized by City Council as part of the PUD Development Plan Review process.

## C. Who Uses the CDDSG

The CDDSG are to be used by property owners/ applicants and their design consultants in the planning of commercial development projects within the City of Louisville. The CDDSG will also be utilized by staff, planning commission, and city council as part of the PUD Development Plan process in their reviews of commercial projects to which the CDDSG apply.

## **D. Desirable Elements of Commercial Project Design**

The city considers the following design features to be desirable elements of commercial development, and the standards and guidelines set forth in the following chapters are intended to facilitate the incorporation of these features into a commercial project:

1. Prominent access driveways with clear visibility of entrances and retail signage
2. Multi-modal transportation
3. Landscaped and screened parking
4. Quality of exterior building materials, surfaces, and textures
5. Significant landscape and hardscape elements
6. Building locations which provide pedestrian courtyards and common gathering areas with coordinated site furniture and lighting
7. Visual compatibility with development on adjacent sites
8. Visual connections between entrances and associated pedestrian areas of individual buildings to encourage visual and physical integration into a strengthened “sense of place”
9. Step-down of building scale adjacent to pedestrian routes and building entrances
10. Pedestrian-oriented ornamentation and detail at ground level
11. Multi-planed, pitched roofs with meaningful overhangs and arcades
12. Regular or traditional window rhythm
13. Articulated building forms and massing with significant wall articulation (e.g. insets, canopies, wing-walls, trellises)
14. Preservation of natural site features
15. Enhancement of view corridors to open areas and mountain vistas

## **E. Undesirable Elements of Commercial Project Design**

The city considers the following design features to be undesirable elements of commercial development:

1. Poorly defined site access points
2. Disjointed parking areas, or confusing or unsafe circulation pattern
3. Square, “box-like” structures with large, blank, unarticulated wall surfaces
4. Highly reflective surfaces or heavily-tinted glass storefronts
5. Metal siding on primary facades
6. Mix of unrelated styles (such as rustic wood shingles or siding and polished chrome)
7. Strongly thematic architectural styles including some forms of “franchise” architectural styles associated with some chain commercial developments
8. Visible outdoor storage, loading, and equipment areas
9. Signage which is redundant or out of scale with building architecture



## F. Relation of the CDDSG to Other City Regulations, Ordinances and Private Development Covenants

The CDDSG are a supplement to the City of Louisville's Zoning and Subdivision Regulations, PUD Ordinance, City of Louisville Department of Public Works Engineering Division Design and Construction Standards, and City of Louisville Storm Drainage Design and Technical Criteria.

Where a mandatory standard in this document is in conflict with any provision of the City of Louisville municipal code, the most restrictive requirement shall take precedence and shall apply. Building and life safety codes and the City of Louisville Department of Public Works Engineering Division Design and Construction Standards, and the City of Louisville Storm Drainage Design and Technical Criteria take precedence over the standards in this document in cases where the standards in this document require action that is in conflict with those codes.

All commercial development within the City of Louisville shall meet the guidelines of the Americans with Disabilities Act (ADA).

## G. How to Use the CDDSG

The CDDSG are generally organized in a descending order of scale, from overall site planning concerns, to circulation issues, to buildings, site details, and then signs. When first developing overall planning concepts for a parcel, the earlier sections will be most relevant. At advanced stages of design, when architectural details and specific landscaping ideas are being developed, sections appearing later in the document will be most relevant.

This document has nine chapters and one appendix. Each chapter has four basic components:

1. A goal statement, which sets forth the city's overall design goal to be achieved in the PUD Commercial Planned Unit Development Plan review process with regard to the subject matter of the chapter.
2. A policy statement, which establishes a more specific design goal with regard to a more specific subject matter.
3. The statements of **standards**, indicated with an (S), and **guidelines**, indicated with a (G), which establish the specific design standards with which compliance is mandatory, and the design guidelines with which compliance is strongly encouraged. A failure to meet a mandatory standard may be used as a basis for denial of an application. A failure to meet a guideline shall not be a basis for denial of an application.
4. Graphic Illustrations showing one or more suggested design solutions that would be appropriate or inappropriate with respect to the standards and guidelines. These may be photographs or sketches. In the event of conflict between a graphic illustration and the text of the CDDSG, the text shall control.

## H. Definitions

For purposes of this document, the following terms shall have the following meanings:

“Commercial Development”: Any land development activity in the city, including but not limited to retail and office development, but not including development activity intended solely for residential, industrial or light industrial use. Commercial development also includes any addition, remodeling, relocation or construction requiring an amendment to an approved, Final Commercial Planned Unit Development Plan.

“Open Space”: Land that is undeveloped or developed that can support plant materials; or has decorative landscape treatment; or that may be used by customers for recreation, circulation, or may be viewed by them. Walkways, plant beds, lawns, and terraces within an open space area may be included as part of such open space area. Paved parking lot areas used for auto circulation or parking do not qualify as Open Space.

“Parcel”: A parcel is the minimum amount that a single user may occupy. In many cases, more than one parcel will be combined for development of a single building or cluster of buildings to be used by a single user.

“Pedestrian Scale/Human Scale”: The relationship between the dimensions of a building, street, outdoor space, or streetscape element to the average dimensions of the human body.





# 1. SITE PLANNING

## Goal:

Locate buildings to be visible from major roadways and entries, to provide clear orientation and access for both vehicles and pedestrians and to facilitate internal pedestrian circulation. Place structures in consideration of the existing built context, the location of adjoining uses, and the location of major roads. Include an analysis of the site's physical and natural characteristics and other influences. Create pedestrian courtyards and common gathering areas through creative design solutions. Create walkable, well-landscaped environments that encourage pedestrian movement between uses and gathering places.

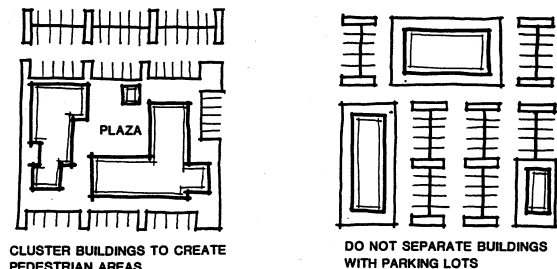
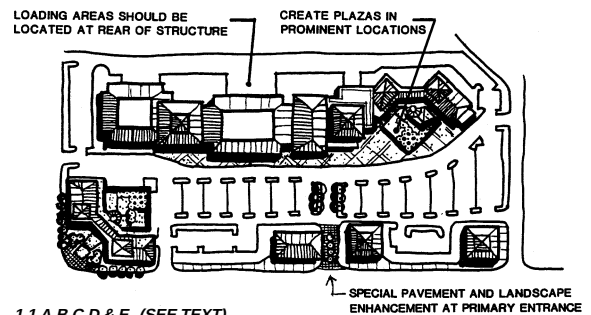
## 1.1 Building Siting and Orientation

### Policy:

Buildings should be sited so that the character of existing land forms and site features is enhanced; the relationships between buildings are strengthened; and pedestrian and vehicular circulation is facilitated.

### Standards and Guidelines:

- A. Provide pedestrian connections from buildings to public walkways and between buildings to buffer pedestrians from vehicle circulation areas. (S)
- B. Locate retail buildings to create plazas and pedestrian gathering places which are of a sufficient size and scale to buffer the pedestrian areas from traffic and circulation areas. (G)
- C. Orient buildings to promote views through and into each commercial development. (G)
- D. Orient single free-standing buildings and their primary facades and primary pedestrian entrances toward streets. (G)
- E. Position entries to buildings so they are easily identifiable from the interior drives and parking lots. (G)



## 1.2 Building and Parking Setbacks

### Policy:

Provide a well-landscaped and pedestrian-friendly character along major streets which promotes a comfortable walkable environment. To attain this objective, all buildings and parking should be set back from perimeter and interior streets a sufficient distance to create a distinct landscape zone between buildings, parking, and adjacent roadways. Varying building setbacks to enhance visual interest along the streetscape is strongly encouraged.

Parking setbacks from all streets should allow for adequate visual buffering or screening.

Surrounding buildings or wrapping the project perimeter with parking lots, especially along the street front is strongly discouraged; orienting some buildings closer to the street to screen parking in the interior of the site and provide strong pedestrian connections to buildings is encouraged.

### Standards and Guidelines:

A. Minimum Building Setbacks *EXCEPT WITHIN THE OLD TOWN CC-DISTRICT (for building footprints less than or equal to 30,000 gross square feet): (S)*

|                                     |        |
|-------------------------------------|--------|
| • Street R.O.W. Line:               |        |
| • Arterial Street                   | 30 ft. |
| • Collector Street                  | 20 ft. |
| • Local Street                      | 15 ft. |
| • Internal/Common Property Boundary | 10 ft. |
| • Internal/Private Driveway         | 10 ft. |
| (to back of curb)                   |        |

B. Minimum Building Setbacks *EXCEPT IN OLD TOWN CC-ZONE DISTRICT (for building footprints greater than 30,000 gross square feet): (S)*

|                                     |        |
|-------------------------------------|--------|
| • Street R.O.W. Line:               |        |
| • Arterial Street                   | 50 ft. |
| • Collector Street                  | 40 ft. |
| • Local Street                      | 35 ft. |
| • Internal/Common Property Boundary | 25 ft. |
| • Internal/Private Driveway         | 10 ft. |
| (to back of curb)                   |        |

C. Minimum Parking Setbacks *EXCEPT IN OLD TOWN CC-ZONE DISTRICT (from all perimeter property lines or rights-of-way): (S)*

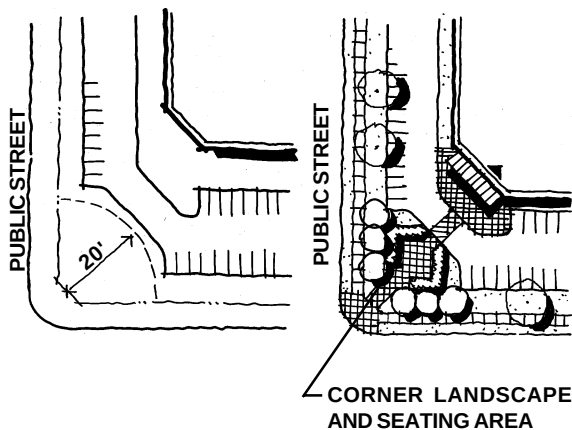
|                                      |        |
|--------------------------------------|--------|
| • Property Lines Adjacent to U.S. 36 | 40 ft. |
| • Arterial Street R.O.W.             | 25 ft. |
| • Collector & Local Street R.O.W.    | 15 ft. |
| • Internal/Common Property Boundary  | 10 ft. |

D. No portion of any building, including canopies, overhangs, or other projections shall encroach into the above setbacks. (S)

E. Building and Parking Setbacks at Street Corners - If an intervening parking or a drive aisle is located between a building and the street corner, a corner landscape area must be provided. (S) In addition, no parking may be located within a radius of 15 feet measured from the point of intersection of the required parking setback lines. (S)

F. The clustering of buildings within larger master planned and multiple building projects is strongly encouraged, and the minimum building setbacks may be waived or modified for such purpose. (G) However, all fire and emergency access and building code requirements must be met. (S)

G. Consider orienting buildings, including some of the buildings in multiple building projects, to perimeter streets, rather than orienting all buildings to internal parking lots. (G)



1.2 E TREATMENT OF STREET CORNERS WITH PARKING



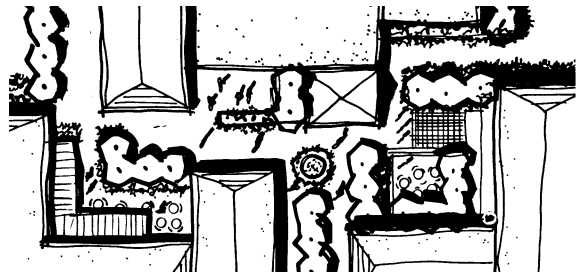
## 1.3 Pedestrian Amenities

### Policy:

Plazas, courtyards or similar pedestrian amenities should be incorporated into both overall and individual site development plans. These areas should be easily accessible and comfortable for a substantial part of the year.

### Standards and Guidelines:

- A. Furnish spaces with pedestrian amenities such as benches, landscaping, fountains and play areas. These outdoor spaces should be “functional” and should not appear as “left-over” spaces. (S)
- B. Aggregate open space areas for pedestrian use. (G) Do not distribute them in low impact areas, such as building peripheries, areas behind structures, or where barely visible. (S)
- C. Delineate areas of pedestrian activity with accent paving, landscaping, lighting and furnishings. (S)
- D. Provide seating that is useable year-round. Position seating which is buffered from exposed areas and takes advantage of sunny locations. (S)
- E. All common amenities within commercial developments shall be owned and maintained by the developer or by an organization established for such purpose. (S)
- F. Where feasible, create a sense of enclosure for outdoor seating areas. (G)
- G. Orient open spaces to views of activities, architectural landmarks or distinctive natural land forms. (G)



1.3 A FURNISH OUTDOOR SPACES WITH PEDESTRIAN AMENITIES.



1.3 C DELINEATE AREAS OF INTENSE PEDESTRIAN ACTIVITY.

## 1.4 Site Coverage Requirements

### Policy:

Open space is a valued amenity. Building, parking, and driveway site coverage within each parcel should be limited.

### Standards and Guidelines:

- A. The maximum building, parking, and driveway coverage within each parcel and for the entire development is 70%. (S)
- B. The minimum amount of open space provided within a commercial development parcel or cluster of parcels is 30%. (S) Open space can include “pedestrian-oriented” areas such as sidewalks and hardscape plazas within open space areas and pedestrian gathering places. (G) This open space area is in addition to any required public land dedication. (S)

## 1.5 Utilities, Mechanical, and Telecommunications Equipment

### Policy:

The visual and noise impacts of utilities, mechanical equipment, data transmission dishes, towers, and similar antennas and equipment should be mitigated.



1.3 D PROVIDE SEATING THAT IS USABLE YEAR ROUND.

### **Standards and Guidelines:**

- A. Install all permanent utility lines underground. (S)
- B. Temporary overhead power and telephone facilities are permitted during construction only. (S)
- C. Locate transformers away from major pedestrian routes and outdoor seating areas. (S)
- D. Buffer all transformers, telecommunications devices, equipment switching boxes and other utility cabinets from street and pedestrian areas with landscaping or architectural screens. (S) Do not leave meters exposed where visible to the public. (S) (See also Section 6. Screen Walls and Fencing). (S)

## **1.6 Service, Delivery and Storage Areas**

### **Policy:**

Service, delivery and storage areas can be visually obtrusive. The visual impact of service and delivery areas should be minimized, especially views of such areas from public ways and along designated view corridors.

### **Standard and Guidelines:**

- A. Locate loading docks and service areas a minimum of 20 feet from any public street in areas of low visibility such as the rear of buildings. (S)
- B. Combine loading docks and service areas between multiple sites. (G) Screen from public view with fencing, walls and/or landscaping. (S) (See also Section 6. Screen Walls and Fencing).
- C. Clearly identify service entrances with signs to discourage the use of main entrances for deliveries. (G)

## **1.7 Water Quality Control and Drainage**

### **Policy:**

Storm water and snow-melt from rooftops, paved areas, and lawns carry plant debris, soil particles, and dissolved chemicals into the City's storm drainage system. Site development plans should employ management and engineering practices to protect stormwater from these undesirable elements, before releasing water into the City's storm drainage system.

Site drainage should be designed to minimize water collection near building foundations, entrances and service ramps. In addition to the City of Louisville's Storm Drainage and Technical Criteria, the following standards and guidelines apply:

### **Standards and Guidelines:**

- A. Storm water should not drain directly into the public storm drainage system without first going through a detention pond and a grassy swale. (G)
- B. Design and maintain all grassed swales and other drainage channels in accordance with City of Louisville Storm Drainage Design and Technical Criteria. (S)



- C. Avoid hard concrete-lined channel designs. If a hard channel design is required use a more natural approach that incorporates river rock or natural rock channel lining when possible. (G)
- D. Utilize accepted design criteria and recommendations of the Urban Drainage and Flood Control District (UD & FCD) and the City of Louisville for detention pond design to enhance water quality. (S)
- E. The use of consolidated detention pond facilities is encouraged. (G)
- F. Design on-site drainage and detention facilities with attractive, landscape features and amenities. (S)

## 1.8 Site Grading, Excavation and Erosion Control

### Policy:

The design of site improvements should minimize cut-and-fill in order to preserve each site's natural terrain to the maximum extent possible. Site grading designs should be executed in such a manner to avoid drainage impacts (such as erosion and road damage), both on-site and downstream.

### Standards and Guidelines:

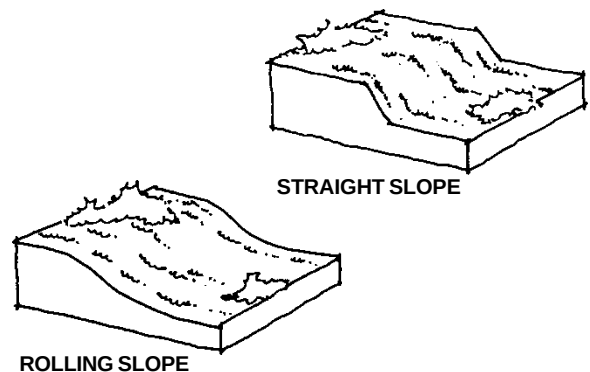
- A. Preserve the natural setting with grading designs that are sensitive to existing land forms and topography. (G)
- B. In developing sites, limit slopes to 4:1 or less. (G) Slopes in excess of 4:1 may be allowed when engineering or site constraints dictate a steeper slope. (G)
- C. In general, transition grades between old and new elevations should be rolling rather than one continuous straight slope. (G)
- D. Avoid grade changes within the drip-line of existing trees that are to be maintained. (G)
- E. Stockpile and protect topsoil during construction. (S)
- F. Preserve existing site vegetation, to the extent possible, during over-lot grading activities. (G) Replant all disturbed soil and slopes with an approved grass mixture or ground cover. (S) Prepare the soil prior to seeding. (S)



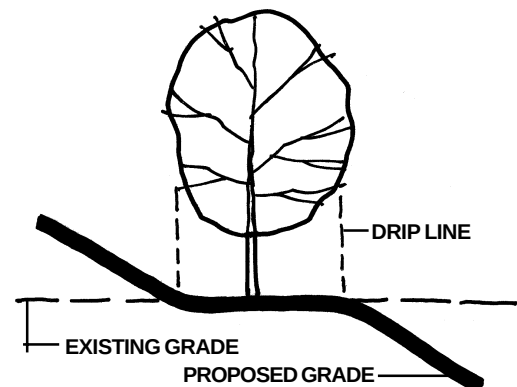
1.7 C AVOID HARD CHANNEL DESIGNS...



... USE GRASSY SWALES WHEN POSSIBLE AND DESIGN ALL ON-SITE DRAINAGE AND DETENTION FACILITIES WITH ATTRACTIVE, YEAR-ROUND SITE FEATURES AND AMENITIES.



1.8 C TRANSITION GRADES SHOULD BE ROLLING RATHER THAN ONE CONTINUOUS STRAIGHT SLOPE.



1.8 D AVOID GRADING WITHIN THE DRIPLINE OF EXISTING TREES.







## 2. VEHICULAR CIRCULATION AND PARKING

### Goal:

*The on-site vehicular circulation and parking system is a critical factor in the safety and success of a commercial development. The parking/access/circulation system should provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site where pedestrian/bicycle/vehicle conflicts are minimized. Alternate modes of transportation, including public transit, bicycles and pedestrians should be given priority in the site design.*

### 2.1 Site Access and Vehicular Circulation

#### 2.1.1 Vehicular Access

##### Policy:

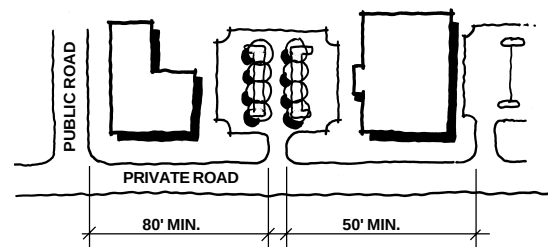
Promote the safety and mobility of through traffic by minimizing the number of access points to private property from public streets. Design vehicle entrances as Gateways.

##### Standards and Guidelines:

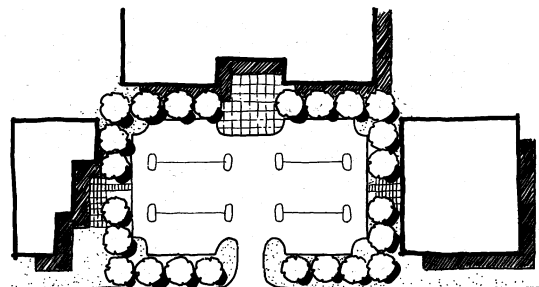
- A. Enhance the intersections of entrance drives with arterial and collector streets by incorporating signs, accent paving, special landscaping and lighting. (S)
- B. Materials used in entry features shall be consistent with other materials used in the development. (S)
- C. Utilize street intersections for access into commercial developments. (G)
- D. Locate site access points as far as possible from street intersections to provide adequate vehicle stacking room. (G) More than one access to a site may be permitted when it will not be hazardous to the safety and operation of the street or to pedestrians. (G)
- E. Maintain a minimum 50.0' separation between adjacent curb cuts along private roadways. (S)
- F. Maintain a minimum 80.0' separation between a public or private road intersection and a parcel curb cut. (S)
- G. When the opportunity exists, provide common or shared entries. (G) (See Section 5.2.C for landscaping details)
- H. Locate site entries to minimize pedestrian/vehicular conflicts. (G)
- I. Design entrances to align with focal points within the development such as landmark towers or landscape features. (G)
- J. Entrances that lead directly into head-in parking are not allowed. (G)
- K. Design internal roadways to incorporate design elements of gateway entries. (G)
- L. Accent pavement materials located within the public right-of-way must meet City of Louisville Public Works Department criteria. (S).



2.1.1 DESIGN VEHICLE ENTRANCES AS ENHANCED "GATEWAYS".



2.1.1 D, E & F MINIMUM SEPARATION BETWEEN INTERSECTIONS AND CURB CUTS



2.1.1 G PROVIDE COMMON OR SHARED ENTRIES WHEN POSSIBLE.



2.1.1 I DESIGN ENTRANCES TO ALIGN WITH FOCAL POINTS SUCH AS LANDMARK TOWERS.

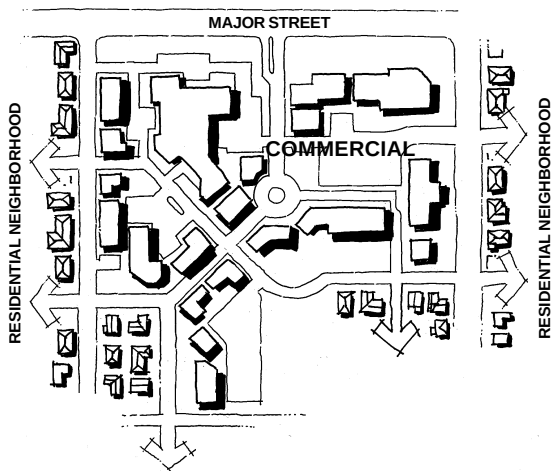
## 2.1.2 Vehicular Circulation

### Policy:

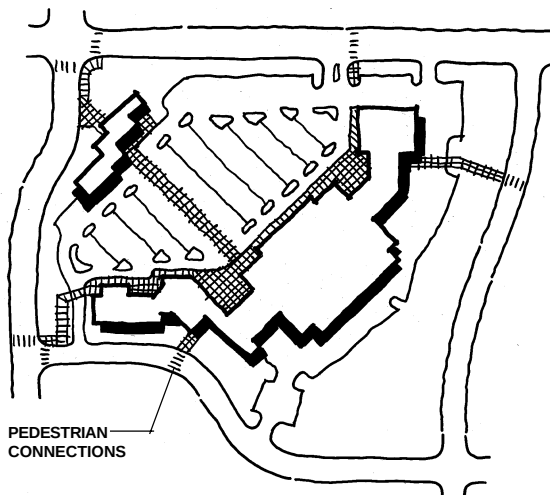
Projects with multiple building sites or parcels should include a hierarchy of internal roadways such as: 1) Internal Collector 2) Internal Drives and Parking Aisles; and 3) Service Drives. This hierarchy should be implemented by engineering and landscape treatments. The street, access and parking network shall provide for the smooth, safe, convenient and functional movement of all modes of transportation, including vehicles, public transit, bikes and pedestrians, with priority to the pedestrians.

### Standards and Guidelines:

- A. Link developments with surrounding areas and uses by extending streets, drives and sidewalks directly into and across the development, and across property lines, thereby providing convenient, direct pedestrian, bicycle, and vehicular access to adjoining development. (G)
- B. Provide separate vehicular and pedestrian circulation systems with a strong emphasis on pedestrian linkages between uses. (S)
- C. Separate parking aisles from vehicle circulation routes and entry drives. (G)
- D. Avoid conflicts between adjacent parking lots by maintaining similar directions of travel and parking designs. (G)
- E. Design drive-thru lanes to allow for a vehicle stacking distance that accommodates anticipated demand without impairing traffic circulation. (S) For drive-thru restaurants, the vehicle staking distance must anticipate and accommodate periods of peak demand. (S)
- F. Drive-thru facilities and lanes shall be separated from parcel access points. (G)
- G. Drive-thru facilities and stacking lanes shall not be located within the front yard setbacks, and when located adjacent to public right-of-ways, residential zone districts, or pedestrian gathering areas shall be adequately screened from view. (S)
- H. One-way access ways require a minimum 12 foot wide (FL to FL) driveways, a minimum 15 foot radius intersection, and a maximum 100 foot length. (S)



2.1.2 A LINK DEVELOPMENTS WITH SURROUNDING AREAS.



2.1.2 B PROVIDE SEPARATE VEHICULAR AND PEDESTRIAN CIRCULATION SYSTEMS WITH A STRONG EMPHASIS ON PEDESTRIAN LINKAGES.



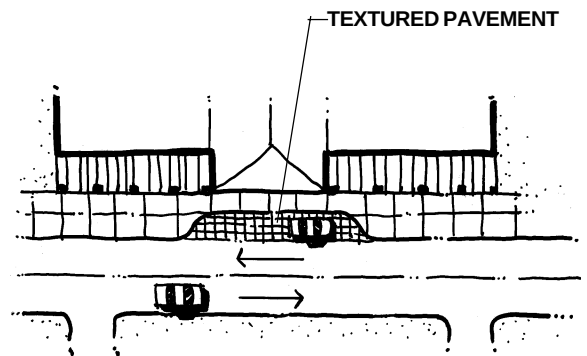
### 2.1.3 Passenger Drop-Off Areas

#### Policy:

Passenger drop-off areas should provide for safe and convenient access to building entries.

#### Standards and Guidelines:

- A. Passenger drop-off areas should be incorporated into all projects. (G)
- B. All schools and child care facilities having a capacity greater than 25 students shall incorporate drop-off areas. (S)
- C. Provide a clear separation of vehicular traffic between drop-off zones and accesses to either parking lots or parking structures. (S)
- D. Design drop-off lanes so as not to obstruct traffic flow when motorists are stopped to discharge passengers. (S)
- E. Use a textured paving material that is distinguishable from the travel lane at the drop-off. (G)
- F. Use signs to indicate "drop-off zone" or "passenger loading only". (S)



2.1.3 D & E DESIGN DROP-OFF LANES SO AS TO NOT OBSTRUCT TRAFFIC FLOW AND USE TEXTURED PAVEMENT TO DELINEATE THIS ZONE.

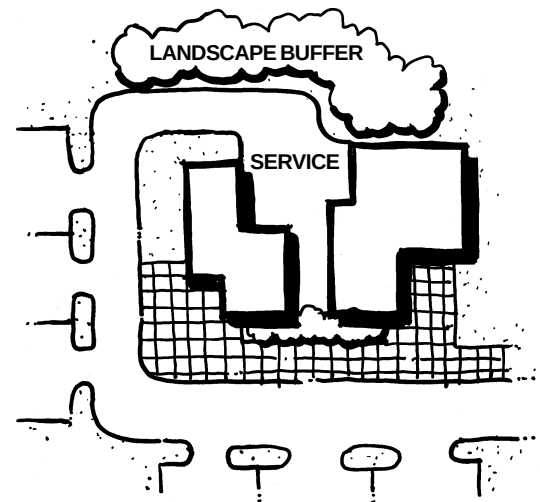
### 2.1.4 Service/Delivery, Emergency and Utility Access

#### Policy:

Routes for service, emergency and utility access should be clearly marked. Service circulation within a development should be designed to provide safe movements for all anticipated vehicles. The design of individual parcels to accommodate truck access shall meet all regulatory requirements for turning radii without sacrificing other important goals and policies of the CDDSG.

#### Standards and Guidelines:

- A. Meet all Louisville Fire Protection District regulations in the design and provision of emergency access to buildings for fire suppression, police, ambulance and other emergency vehicles. (S)
- B. Avoid the creation of "blind areas" that cannot be patrolled by police or security staff. (G)
- C. Provide shared service and delivery access ways between adjacent parcels and/or buildings. (G)

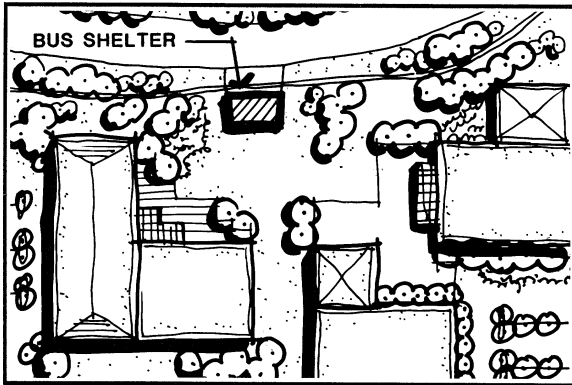


2.1.4 C PROVIDE SHARED SERVICE AREAS BETWEEN BUILDINGS OR PARCELS.

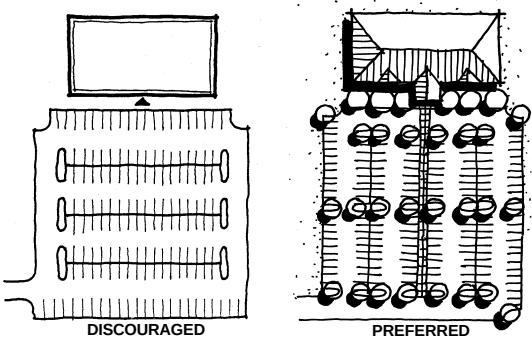
### 2.1.5 Mass Transit Facilities

#### Policy:

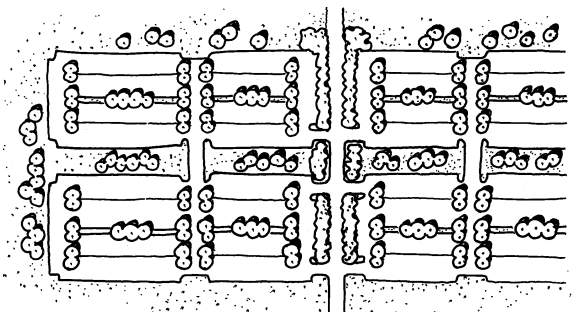
Mass transit facilities should be accommodated within all major commercial developments that could generate high volumes of transit use. Transit routes, access points and shelter locations should be addressed along major roadways within and on the perimeter of such projects. Transit facilities shall be provided in a manner to make transit an attractive mode of travel for both employees and patrons.



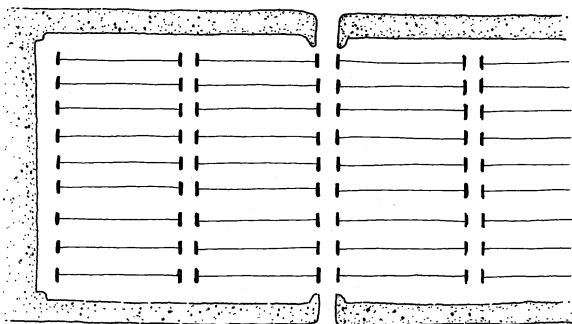
**2.1.5 A LOCATE BUS SHELTERS CLOSE TO SIGNIFICANT CLUSTERS OF BUILDINGS.**



**2.2.1 E ORIENT PARKING AISLES PERPENDICULAR TO BUILDING ENTRANCES SO PEDESTRIANS WALK PARALLEL TO MOVING CARS.**



**DO THIS...**



**...NOT THIS**

**2.2.1 G DIVIDE LARGE PARKING AREAS INTO A SERIES OF SMALLER, CONNECTED LOTS.**

## Standards and Guidelines:

- A. Locate bus shelters close to significant clusters of buildings. Provide a concrete pad in front of bus shelters. Provide protection for bus shelters from the prevailing winds. Consider incorporating passive solar heating features. (G)
- B. Coordinate any shelter design and locations with RTD. (S)

## 2.2 Parking Lots and Structures

This section provides standards and guidelines for the siting and layout of parking lots and structures. Specific landscape standards for parking areas are included in Section 5.3, Parking Lot Landscaping.

### 2.2.1 Surface Parking Lots

#### Policy:

Vehicle parking should be provided to meet the location and quantity requirements of specific uses without undermining the function of other modes of transportation or detracting from the creation of attractive pedestrian environments.

#### Standards and Guidelines:

- A. Design parking lots to avoid dead-end aisles. (G)
- B. Where a dead-end aisle is authorized, adequate space for unimpeded turn-around must be provided. (S)
- C. Separate parking areas from buildings by either a raised concrete walkway, pedestrian plaza or landscaped strip. (S)
- D. Avoid head in parking, except handicap parking, which causes hazardous backing movements into major drive aisles. (G)
- E. Orient parking aisles perpendicular to buildings so pedestrians walk parallel to moving cars. Minimize the need for pedestrians to cross multiple parking aisles and landscape areas. (G)
- F. Design parking areas that incorporate pedestrian walkways in a manner that links buildings to the street sidewalk system. (S)
- G. Divide parking areas which accommodate more than 125 vehicles into a series of smaller, connected lots. (S)
- H. Landscape and offset portions of the lot to reduce the visual impact of large parking areas. (G)
- I. Avoid aligning all travel lanes in parking lots in long straight configurations. (G)
- J. Provide cross-access easements between adjacent lots to facilitate the flow of traffic between complementary users. (G)



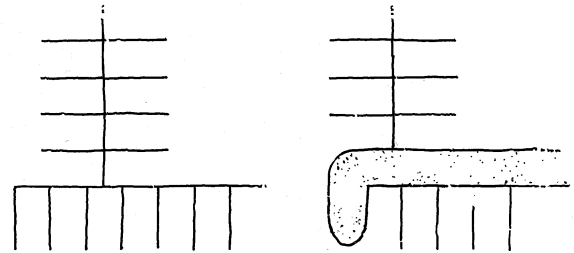
K. Minimum Parking Ratios:

Except for uses in the area designated as *Downtown Louisville*, the minimum number of parking spaces required per parcel/ use is based on the following ratios (# Parking Spaces/Floor Area as defined in Section 17.08.165) (S):

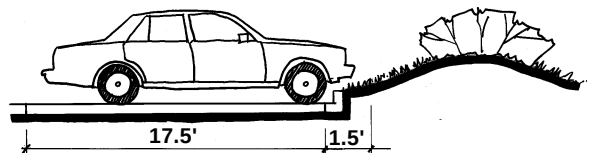
|                                                                    |                                          |
|--------------------------------------------------------------------|------------------------------------------|
| • Retail Uses                                                      | 4.5 spaces/1000 SF                       |
| • Restaurants                                                      | 15 spaces / 1000 SF                      |
| • Theaters                                                         | 1 spaces / 3 seats                       |
| • Professional Offices                                             | 4 spaces/1000 SF                         |
| • Medical/Dental Offices                                           | 6 spaces/1000 SF                         |
| • Warehouse                                                        | 1 / 1000 SF                              |
| • Showroom                                                         | 4.5 / 1000 SF                            |
| • Hotel/Motel/Extended Stay<br>Lodging/<br>Bed & Breakfast<br>plus | 1space/guest room<br>1 space/2 employees |

The minimum number of parking spaces required for any construction, expansion or modification in Downtown Louisville that creates additional floor area is one space per 400 square feet of new floor area, rounded to the nearest 400 square feet. See Section 17.20.025 of the Louisville Municipal Code for additional requirements regarding parking in Downtown Louisville.

- L. Locate special parking spaces for van pool and car pool parking close to building entrances. (G)
- M. When opportunities exist for shared parking between different uses with staggered peak parking demand, make every effort to take advantage of this opportunity to reduce the total number of parking spaces within the development, especially in multi-tenant and mixed-use commercial centers. (G)
- N. Use curbed landscaped islands to designate a change in direction of parking stalls and aisles. (S)
- O. Provide landscaped islands at the ends of all rows of parking. (S) (See Section 5 for required sizes. )
- P. Parking bumpers in surface lots are prohibited. (S)
- Q. Where parking spaces abut landscaped islands, medians, or perimeter curbs or sidewalks, the length of spaces may be shortened by 1.5 feet to account for the car overhang, and the width of the sidewalk or landscape strip increased by that same amount. (G)



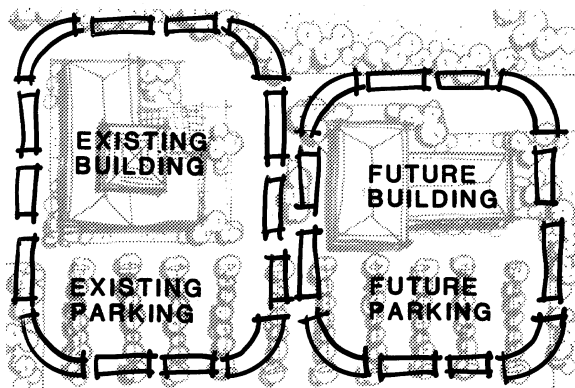
2.2.1 N USE CURBED LANDSCAPED ISLANDS TO DESIGNATE A CHANGE IN DIRECTION OF PARKING STALLS AND AISLES.



2.2.1 Q PARKING SPACES MAY BE SHORTENED BY 1.5' WHERE THEY ABUT LANDSCAPED ISLANDS.



2.2.2 D THE GROUND LEVEL OF PARKING STRUCTURES SHOULD BE INTERESTING TO THE PEDESTRIAN.



**2.2.3 WHERE EXPANSION OF A BUILDING IS PLANNED, RESERVE APPROPRIATE AMOUNTS OF LAND FOR THAT PURPOSE.**

## 2.2.2 Parking Structures and Parking Beneath Buildings

### Policy:

The appearance of parking structures, whether free-standing or attached, should relate to the buildings they serve, and contribute to the character of the development. The incorporation of parking structures in a commercial development is encouraged in order to minimize site coverage.

### Standards and Guidelines:

- A. The general architectural criteria shall apply to all parking structures. (S) (See Section 4 Architectural Design Criteria)
- B. Provide convenient pedestrian connections between parking structures and main buildings. (S)
- C. Separate vehicular access to parking structures from access to general surface parking lots, and clearly identify the access with signs. (G)
- D. Where the ground level of the parking structure fronts a public way, provide decorative screens, murals, or plant materials to create interest for pedestrians. (S)

## 2.2.3 Provisions for Future Parking Lots and Structures

### Policy:

Many large projects which are expected to be developed in phases should anticipate and accommodate such phasing in the parking lot design. Provision should be made for increased parking demands related to anticipated expansions, and for possible changes in use of a building or complex of buildings.

### Standards and Guidelines:

- A. Where expansion of a building is planned, appropriate amounts of unimproved land for additional parking should be reserved at the outset. (G)

## 2.2.4 Motorcycle Parking

### Policy:

Motorcycle parking should be designed and sited in such a way that it is clearly distinguishable from automobile parking. Parking stalls should be identified to encourage orderly positioning of parked motorcycles. Adequate security for parked motorcycles and visibility of motorcyclists by automobile drivers is also a concern.

### Standards and Guidelines:

- A. Locate motorcycle parking bays separately from automobiles. (G)
- B. Use concrete paving in these parking areas to support kickstand pressure. (S)
- C. Provide 1 motorcycle space/40 vehicle parking spaces up to a total of 10 spaces. (G)





## 3. PEDESTRIAN AND BICYCLE CIRCULATION

### Goal:

*Pedestrian and bicycle systems should be incorporated into all developments and designed to be safe and invite walking and bicycling throughout the project. Individual parcels and sites (within larger projects) should be integrated with adjacent properties design to form a comprehensive system and to provide convenient access to the adjacent neighborhoods as well as the regional systems.*

### 3.1 Overall Pedestrian and Bicycle Circulation

#### Policy:

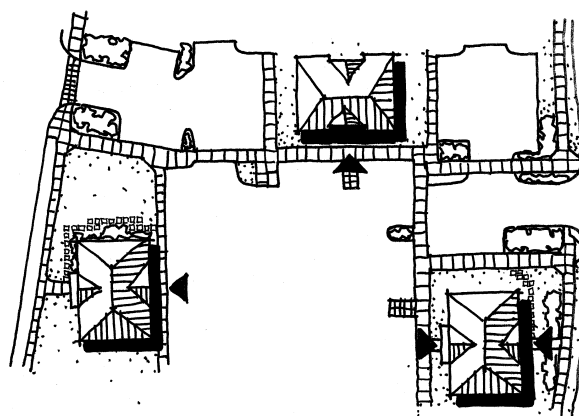
Pedestrian spaces and routes should be designed to invite walking throughout and around each commercial development. Routes should be integrated to form a comprehensive circulation system providing convenient, safe and visually attractive access to all destinations on the site. Ease of maintenance should be considered.

#### Standards and Guidelines:

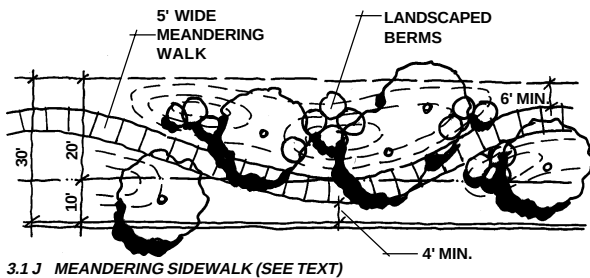
- A. Locate buildings and design on-site circulation to minimize pedestrian/vehicle conflicts. (S)
- B. Separate pedestrian and vehicle movements with the use of landscaping, barriers or other appropriate design solutions. (G) (See also Section 3.4)
- C. Differentiate areas of pedestrian and bicycle/vehicle interface with accent pavement and signage to alert drivers to potential conflicts. (S)
- D. Where a driveway crosses a walkway, make the walkway continuous in grade without a ramp down to the road bed. (G)
- E. Provide well-identified connections from the primary pedestrian and bicycle paths within the development to the perimeter sidewalks and bikepaths. (S)
- F. Align walkways directly and continuously to connect pedestrian destinations. (S) Avoid following the outline of parking lots that do not provide direct pedestrian access. (G)
- G. Locate pedestrian access and walkways away from the north sides of buildings. (G)
- H. Sidewalks shall be at least 5 feet wide and detached from all arterial, collector and local public streets by a minimum 6 foot wide landscaped parkway, except at intersections where acceleration & deceleration lanes are provided. (S)
- I. Sidewalks should be aligned parallel to the adjacent street. (G)



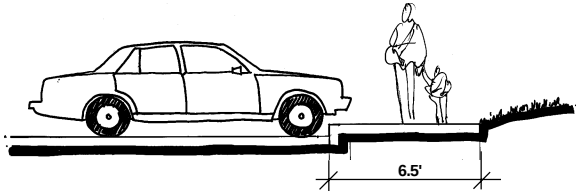
3.1 B SEPARATE PEDESTRIAN AND VEHICULAR MOVEMENTS WITH LANDSCAPING, BARRIERS, OR OTHER APPROPRIATE DESIGN SOLUTIONS.



3.1 F ALIGN WALKWAYS DIRECTLY AND CONTINUOUSLY TO PEDESTRIAN DESTINATIONS.



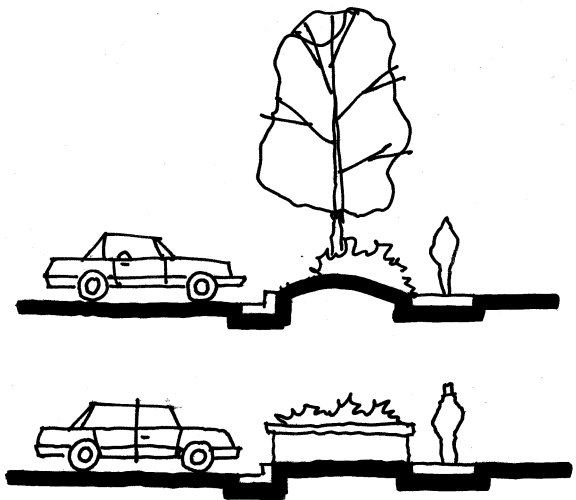
3.1 J MEANDERING SIDEWALK (SEE TEXT)



3.1 L WALKWAYS SHOULD BE 6.5' WIDE WHERE ATTACHED TO END OF HEAD-IN PARKING STALLS.



3.2 PROVIDE CLEARLY DEFINED PEDESTRIAN PATHWAYS THROUGH PARKING LOTS TO BUILDINGS.



3.3 USE ATTRACTIVE BARRIERS TO SEPARATE PEDESTRIAN AND VEHICULAR TRAFFIC.

- J. In cases where a meandering sidewalk is desired along an arterial street, provide adequate width within which to accommodate berming and landscaping that enhances the meander and defines the walkways. (G) If the appropriate width is not provided within the public right of way to meet this guideline, a sidewalk easement will be required. (G)
- K. Attached sidewalks are permitted only adjacent to acceleration and deceleration lanes, internal drives, the front of parking stalls and designated drop-off areas outside of the traffic flows. (S)
- L. Attached sidewalks shall be a minimum of 5 feet wide, except those sidewalks attached to head in parking stalls shall be 6.5 feet in width. (S)

## 3.2 Pedestrian Connections through Parking Lots

### Policy:

Bikeways and pedestrian walkways should be separated and buffered from external and internal automobile circulation within parking lots. Walkways should lead pedestrians from parking areas to building entrances to facilitate convenient movement and to minimize conflicts with cars. Pedestrians should feel comfortable that they are in a clearly defined pathway to the building.

### Standards and Guidelines:

- A. Internal pedestrian walkways should be designed to avoid the crossing of drive through lanes, and service drives. (S)

## 3.3 Site Barriers

### Policy:

Barriers are intended to separate vehicular and pedestrian traffic for safety purposes, or to restrict access for security reasons. Barriers should be designed as visual assets to the development, and where barriers are used, the following standards and guidelines apply:

### Standards and Guidelines:

- A. Barriers may include fences, walls, gates, curbs, bollards, low shrubbery, and berms. (G)
- B. Barrier materials shall be consistent with site furniture and building materials. (S)
- C. Steel post, chain, cable and wire barriers are prohibited. (S)
- D. These alternatives to conventional barriers may also be considered (G) :
  - 1) Change the level between a walkway and the surrounding area as an effective means to keep pedestrians on walks.



- 2) Install benches, seating walls, bike racks, or raised planters along the edge of a designated route to discourage cross-cutting.
- E. The use of movable vehicle barriers such as gates, barricades, and mechanical devices that fold down or recess into the pavement is discouraged.

### 3.4 Bicycle Parking

#### Policy:

Functional and attractive bike parking shall be provided in convenient locations and in adequate numbers for both customers and employees.

#### Standards and Guidelines:

- A. Locate bicycle parking spaces near both customer and employee building entrances. (S)
- B. Provide sufficient lighting levels to facilitate evening bicycle use. (S)
- C. Do not position racks where they will obstruct building entrances or the flow of pedestrian traffic. (S)
- D. Provide bicycle parking spaces at bus shelter locations. (S)
- E. Provide bicycle parking spaces in the following minimum ratio:  
One (1) bicycle space for every ten (10) required off-street automobile parking spaces up to a total of 20 bicycle parking spaces. (S)
- F. Providing protection from the elements for bicycle parking is encouraged. (G) Consider the use of shelters. (G) Coordinate the design of the bicycle shelter with adjacent buildings or other street furniture designs. (G)
- G. Use bicycle racks that accommodate a range of bicycle types and a variety of security devices. (G)



**3.4 A LOCATE BICYCLE PARKING CLOSE TO BUILDING ENTRANCES.**



**3.4 G PROVIDE RACKS THAT ACCOMMODATE A VARIETY OF BICYCLE TYPES.**







## 4. ARCHITECTURAL DESIGN

### Goal:

*Architectural design should seek to blend in rather than stand out from adjacent structures. All elements including the scale and mass of buildings, materials, colors, roof styles, door and window openings, and details should be responsive to existing architectural design. New buildings should add to community character without rigid uniformity of design.*

*All buildings should be energy efficient to conserve natural resources.*

*Building masses should respond to “human scale” with materials and details that are proportionate to human height and provide visual interest at the street and sidewalk level. Buildings should be reduced in apparent mass or articulated to avoid large monolithic, box-like shapes.*

*Strongly thematic architectural styles associated with some chain restaurants and service stores are strongly discouraged and if utilized must be modified to be compatible with nearby structures and uses.*

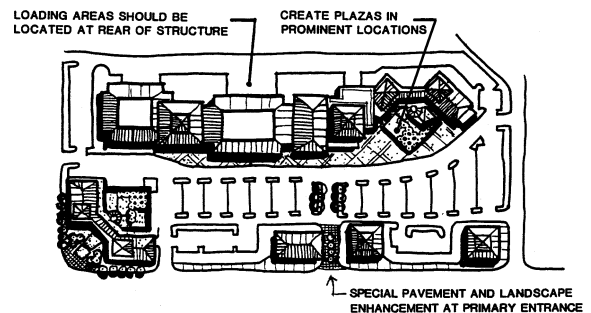
### 4.1 Building Relationships and Compatibility

#### Policy:

All buildings within a proposed development should be visually and physically compatible with one another, and with existing buildings on adjacent sites.

#### Standards and Guidelines:

- A. Locate buildings so they will not obscure desired views from existing or proposed buildings nearby. (G)
- B. Locate the building(s) to create pedestrian plazas and gathering places. (G) (See Sec 1.1.A)

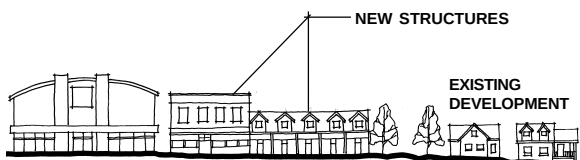


4.1 B LOCATE AND ORIENT BUILDINGS TO CREATE COMFORTABLE PEDESTRIAN PLAZAS AND GATHERING PLACES.

### 4.2 Building Heights

#### Policy:

Building heights should be minimized and should not be out of scale with existing or planned development. Buildings should appear “anchored” closely to the ground, although building heights are expected to vary, especially along the perimeter edges, adjacent to the major roadways.



**4.2 B TRANSITION THE HEIGHT OF NEW BUILDINGS TO BE COMPATIBLE WITH ADJACENT DEVELOPMENT.**

## Standards and Guidelines:

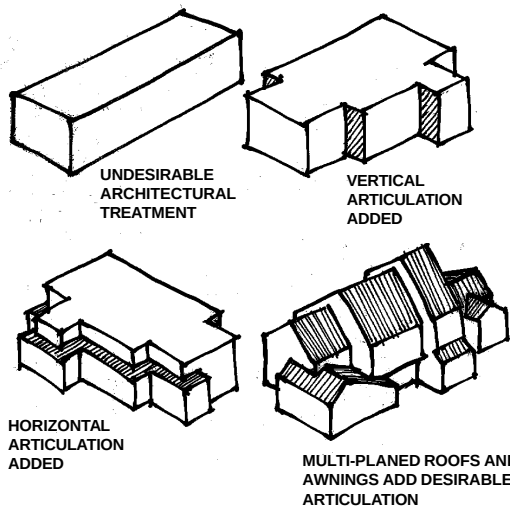
- A. Relate building heights to adjacent open spaces to allow maximum sun and ventilation and to provide protection from prevailing winds. (G)
- B. The height of new development should be compatible with and transition from the height of adjacent development. (G)
- C. The maximum height of all commercial buildings (as measured pursuant to the Louisville Municipal Code) is 35.0', and 42.0' to the top of the rooftop mechanical screen. (S)
- D. Architectural elements such as domes, spires, towers, etc. may exceed the 42.0' height limit up to 50.0', when authorized through the PUD process. (S)

## 4.3 Building Massing, Forms, and Pedestrian Scale

### Policy:

Buildings should relate to the terrain and each other in their massing and forms. Square "box-like" structures with large, blank, unarticulated wall surfaces are not an acceptable form.

Facades with a high level of visual interest from auto and pedestrian views are encouraged. The exterior character of buildings should respond to pedestrian scale in the immediate vicinities. Buildings should have features and patterns that provide visual interest at the scale of the pedestrian, that reduce apparent mass, and that relate to local architectural character.



**4.3 B & C BREAK LARGE BUILDINGS INTO MODULES OR SUB-PARTS TO REDUCE PERCEIVED SCALE.**



**4.3 B & C USE A VARIATION IN FACADE ELEMENTS TO REDUCE PERCEIVED SCALE.**

## Standards and Guidelines:

- A. In cases of facades more than 50 feet in length, incorporate significant architectural features and treatments to diminish the building mass. (S)
- B. Additional techniques shall be used to reduce scale and apparent massing of buildings. (S) Utilization of the techniques set forth in the following guidelines C thru I, as well as other techniques proposed by the applicant, will be used in determining compliance with this standard.
- C. Variations in facade elements can reduce perceived scale and mass. For example:
  - 1) Variations in color and/or texture should be used. (G)
  - 2) Step downs and step backs should follow the terrain and be tiered and reinforced by landscape elements. (G)
  - 3) Variation in roof forms and height of roof elements should be used. (G)
- D. Compositions that emphasize floor lines or that express rhythms and patterns of windows, columns, and other architectural features are encouraged. (G)
- E. Express the position of each floor in the external skin design:
  - 1) Consider terracing, articulated structural elements, or a change in materials as methods of defining floors. (G)



- 2) Consider using belt courses or other horizontal trimbands of contrasting color and materials to define floor lines. (G)
- F. Avoid blank walls at ground-floor levels. Use windows, trellises, wall articulation, arcades, material changes, awnings or other features. (G)
- G. Use materials manufactured in units and measurable in human proportions such as brick, tile, and modular stone. Other appropriate materials include: stucco, glass, and decorative tiles. (G)
- H. Architectural features such as columns, pilasters, canopies, porticos, awnings, brackets or arches should be included. (G)
- I. Windows that can reveal indoor amenities and activities and displays are encouraged. (G)



4.3 G USE BUILDING MATERIAL THAT CAN VISUALLY BE MEASURED TO GAIN A SENSE OF HUMAN SCALE.

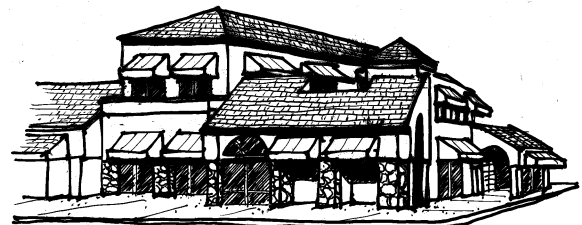
## 4.4 Roof Forms and Materials

### Policy:

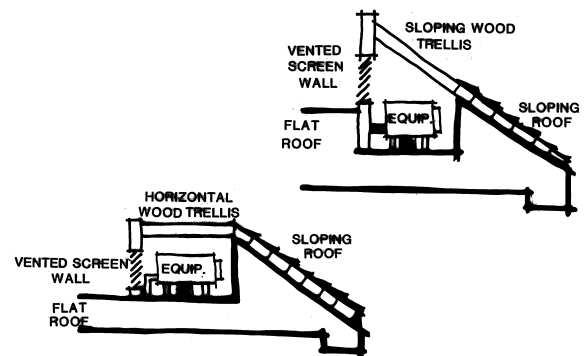
Rooftops should contribute to the unified appearance of each development and should be considered as seen from: higher areas, ground level, other buildings, and roadways.

### Standards and Guidelines:

- A. Avoid roof lines running in continuous planes of more than fifty (50) feet. (G)
- B. Flat roofs are not encouraged. (G)
- C. Roof materials should be high quality, durable and consistent with local architectural themes. (S) Concrete tile, asphalt shingles, and standing-seam metal are examples of appropriate roof materials. (G)
- D. Screen roof top mechanical units from view with architecturally integrated screening units, roof parapets, or sloped roof forms. (S)
- E. Design roof forms to correspond to and denote building elements and functions such as entrances, arcades, and porches. (S)
- F. Roof forms should relate to adjacent buildings or developments. (G)



4.4 MIX ROOF FORMS TO CREATE VARIETY IN THE "ROOFSCAPE".



4.4 D SCREEN ALL ROOF EQUIPMENT WITH MATERIAL CONSISTENT WITH THE MAIN STRUCTURE.

## 4.5 Building Materials and Colors

### Policy:

Exterior materials and colors should be aesthetically pleasing, of a high quality and compatible with materials and colors of nearby structures. Compatibility of building materials is desired throughout a development project consisting of multiple buildings.



4.5.1 F USE HEAVIER MATERIALS AT LOWER PORTIONS OF BUILDINGS.

## 4.5.1 Building Materials

### Standards and Guidelines:

- A. Exterior wall materials must be muted. (S) As such:
  - 1) Matte textures are encouraged. (G)
  - 2) Masonry, brick, stone and stucco, are strongly preferred. (G)
  - 3) Textured concrete may also be considered. (G)
  - 4) Wood is also appropriate in the context of similar adjacent development. (G)
- B. Utilize materials in their natural texture and color. (G)
- C. Use the same materials and colors on all elevations of a building. (S)
- D. Highly reflective materials such as bright aluminum and glass are not permitted as the primary building material, especially at the pedestrian level. (S)
- E. Combine building materials in patterns that create a sense of human scale. (G)
  - 1) Cast or scored concrete that gives a sense of proportion may be appropriate as well as conventional modular materials such as brick or stone. (G)
  - 2) Avoid large blank featureless or uniform surfaces. (G)
- F. Use heavier materials such as natural stone and masonry materials on the lower 3 to 4 feet of buildings to help visually anchor them to the ground. (G)
- G. High quality, low-maintenance materials are encouraged. Select durable building materials that will age well. (G)
- H. Painted metal, painted concrete, plain unfinished concrete block or large expanses of unarticulate stucco are not acceptable materials. (S)
- I. Do not use plexiglass, glossy metal and backlit vinyl awnings. (S)

## 4.5.2 Building Colors

- A. Do not use paints or other covering materials with unproven durability. (S) Do not use bright colors, (including bright white) that may streak, fade or generate glare. (S) While subdued or muted colors generally work best as a dominant, overall color, a bright or primary color can also be appropriate for accent elements, such as door and window frames, and architectural details. (G)
- B. Choose color palettes for new buildings that are compatible with the colors of adjacent structures. (S)
- C. Minimize the number of colors appearing on a structure's exterior. (G)
- D. Paint architectural detailing to complement the facade and coordinate with adjacent buildings. (S)
- E. Roof colors shall be muted and compatible with the dominant building color. (S)

## 4.6 Building Entrances

### Policy:

Primary building entrances should be easily identifiable and relate to human scale.



## Standards and Guidelines:

- A. Locate main entrances to be clearly identifiable from primary driveways and drop-offs. (S)  
For example:
  - 1) Design building entrances to contrast with the surrounding wall plane. (G)
  - 2) Consider tinted glass, painted doors, or recessed features that will create a shaded effect. (G)
  - 3) Create a frame around doorways, by changing materials from the primary facade material. (G)
  - 4) Design primary entrances to be accessible to handicapped users without complex ramp systems. (G)
- B. All building entrances shall be well-lit. (S) (See Chapter 8)
- C. Consider using building entrance ways as a transition from the building to the ground. Incorporate walls, terraces, grading and plant materials to accomplish this transition. (G)
- D. Consider using terraces or porticos to define entrances. (G)



4.6 A LOCATE AND DESIGN MAIN ENTRANCES TO BE CLEARLY IDENTIFIABLE.

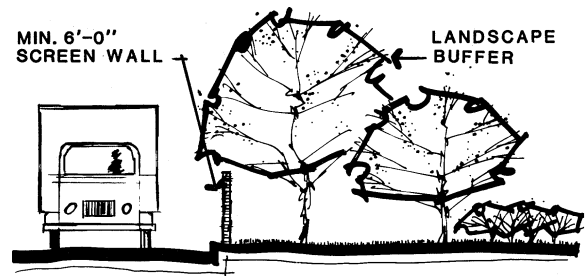
## 4.7 Service Entrances and Loading Areas

### Policy:

Service areas should be visually unobtrusive and integrated with the project site design and architecture.

### Standards and Guidelines:

- A. Orient service entrances, loading docks, waste disposal areas and other similar uses toward service roads and away from arterial and collector streets and residential areas, unless adequately screened. (S)
- B. Screen service entrances and trash dumpsters from public streets, pedestrian gathering areas and primary entrances with fencing, walls and/or landscaping. (S) Use the same materials as employed elsewhere on the building or site. (S)
- C. Coordinate the location of service areas with adjacent developments, so that shared service drives may be feasible. (G)
- D. Do not place service areas where they will be readily visible from adjacent buildings or where they will negatively impact important/identified view corridors. (S)



4.7 B SCREEN SERVICE ENTRANCES AND TRASH DUMPSTERS WITH FENCING, WALLS, AND/OR LANDSCAPING.

## 4.8 Energy Conservation Measures

### Policy:

Local climate conditions afford the opportunity to take significant advantage of passive and active solar energy applications. Buildings should be designed and sited to maximize the use of solar gain for energy savings, and respect the solar access requirements of adjacent (existing and proposed) buildings.

## **Standards and Guidelines:**

- A. Applicants are encouraged to consider energy conserving design concepts, including but are not limited to the following: (G)
  - 1) Proper orientation and clustering of buildings to take advantage of the prevailing summer winds and to buffer against adverse winter wind conditions.
  - 2) Types of material and their insulation characteristics.
  - 3) The arrangement and design of windows and doors.
  - 4) Direct solar or photovoltaic energy.
  - 5) Daylighting concepts.
  - 6) Earth sheltering with creative land forming.
  - 7) Natural ventilation of outdoor, indoor and attic spaces.





## 5. LANDSCAPE DESIGN <sup>1</sup>

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### Goals:

Landscaping for commercial areas is provided within each building site to: 1) enhance the aesthetics of commercial developments, 2) create a pedestrian friendly environment, 3) break up the mass of buildings, 4) soften architectural materials, 5) provide screening of service structures, 6) enhance the streetscape/parkway environment, 7) define building and parking area entrances, 8) provide shade and climate control, 9) control airborne particulates and 10) provide buffers between incompatible land uses or site areas. Drought tolerant plant species that are native to the region or suitable to this climate should be used.

This chapter addresses 4 distinct zones corresponding to the 4 major design influences on each commercial site:

- 1) Perimeter Landscaping Adjacent to Public and Private Roads
- 2) Perimeter Landscaping Adjacent to Abutting Property
- 3) Parking Lot Landscaping
- 4) Individual Building Landscaping

On smaller sites, there may be overlap between the four (4) planting zones that could result in over planting. Please consult with Planning Division staff to determine whether the requirements of one zone may take precedence over those of another zone.

The City shall strive to:

- Inspect all plant material prior to planting
- Inspect all irrigation designs and implementations
- Inspect installation at one and five year intervals

### 5.1 Perimeter Landscaping Adjacent to Public and Private Roads

#### Policy:

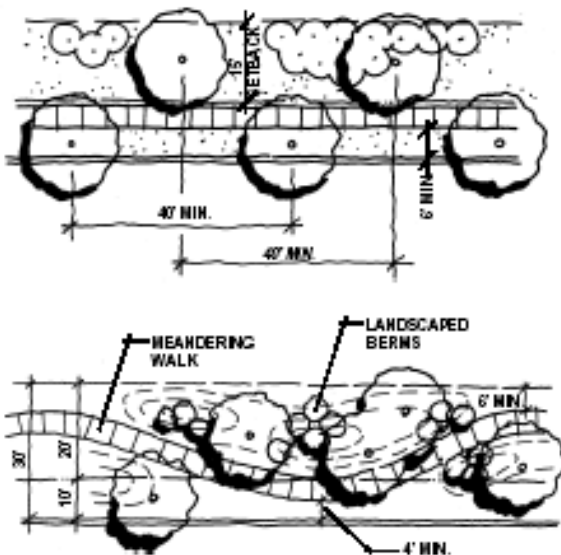
The corridors along perimeter arterial streets and internal collectors should provide a visually cohesive open space system. Similar landscape treatments should be used at all entrances and intersections. Plant materials, massing, spacing, and height characteristics should reinforce the hierarchy of roadways. Planting and grading should work together to create a variety of experiences along these roadways and to call attention to open space amenities. Perimeter edge treatments should establish identity for the project and convey a high-quality image.



**5.1.A INCLUDE A COMBINATION OF MANICURED AND ENHANCED NATURAL LANDSCAPE AREAS.**



**5.1.D CREATE LANDSCAPE POCKETS IN LONG EXPANSES OF FENCES AND WALLS.**



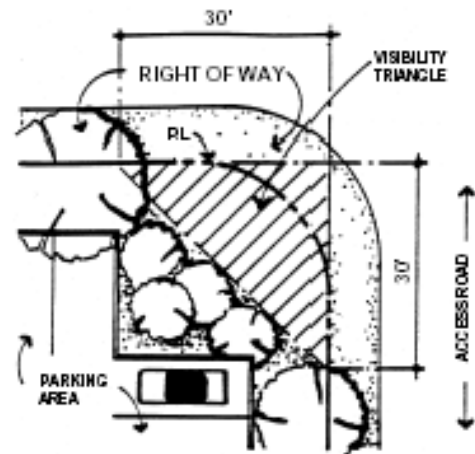
**5.1.E2 & E4 LANDSCAPE REQUIREMENT DIAGRAMS**

### Standards and Guidelines:

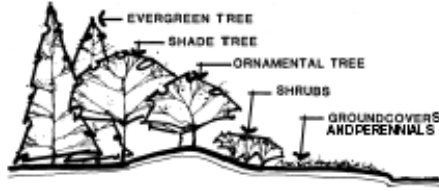
- A. Include a combination of manicured and enhanced natural landscape areas. (G)
- B. Place annual and perennial gardens at entries. (S)
- C. Place project identification markers along the perimeter edge of all commercial developments. (G)
- D. Design long expanses of fence and wall surfaces to create landscape pockets. In cases of walls or fences over 50 feet in length, provide structural offsets, insets or landscape pockets to break monotony, provide visual interest and reduce heating effects. (S)
- E. Parkway and Median Plantings:
  - 1) Vary street tree planting species in medians and parkways. (S) However, maintain the desired rhythm of plantings by selecting street trees with similar characteristics (i.e., height and branching patterns). (S)
  - 2) Where detached walks parallel to the street are proposed:
    - a. Provide a minimum of 1 tree per 40 lineal feet of public and private street frontage between the sidewalk and curb in a minimum 8-foot width strip (S) Also in this area, provide durable, low growing shrubs at a minimum ratio of 1 shrub per 5 lineal feet, durable ground covers or a combination of the two. Irrigated ~~turf~~ grass that is native to Colorado or hybridized for arid conditions may also be placed in these areas. However, if the width of the area between sidewalk and curb is less than 10 feet, it would require subsurface irrigation. (S)
    - b. Provide an additional 1 tree per 40 lineal feet of street frontage within 10 feet outside the sidewalk, internal to the development. (S)
    - c. Provide a minimum of 1 shrub per 5 lineal feet plus ground cover or ~~turf~~ grass that is native to Colorado or hybridized for arid conditions outside the sidewalk, internal to the development. ~~Turf~~ Native or hybridized grass should be limited in this area and when used should be planned in a manner that can be efficiently irrigated. Low water using ~~turf~~ species should be chosen, provided they will typically provide a green appearance. (S)
  - 3) Where attached sidewalks are proposed:
    - a. Provide a minimum of 1 tree per 20 lineal feet of public and private street frontage within 15 feet of the edge of the sidewalk. Tree spacing should be evaluated relative to the mature canopy size, as provided in the Recommended Plant Materials List maintained by the



- City and on file with the Planning Division. (S)
- b. Provide a minimum of 5 shrubs per 20 lineal feet plus perennial flowerbeds, ground cover or grass that is native to Colorado or hybridized for arid conditions ~~lawn~~ within 20 feet of the edge of curb. ~~Lawn~~ grass areas that are less than 10 feet wide in any one dimension and bordered by impervious (or paved) surfaces, may ~~not~~ be turf, ~~unless~~ irrigated with a subsurface (no pop up or spray heads) system. (S)
- 4) Where meandering sidewalks are proposed:
    - 1) Provide a minimum of 1 tree per 20 lineal feet of public and private street frontage. Tree spacing should be evaluated relative to the mature canopy size, as provided in the Recommended Plant Materials List maintained by the City and on file with the Planning Division. (S)
    - 2) Accompany the trees with a variety of shrubs and ground covers. Terracing of landscape area may also be appropriate in this area; however, berming should be avoided, as it tends to lead to inefficient irrigation and water waste. (G)
    - 3) Provide a minimum of 8 shrubs per 20 lineal feet plus perennial flowerbeds, ground cover or grass that is native to Colorado or hybridized for arid conditions ~~lawn~~. Grass ~~Lawn~~ areas that are less than 10 feet wide in any one dimension and bordered by impervious (or paved) surfaces, may ~~not~~ be turf, ~~unless~~ irrigated with a subsurface (no pop up or spray heads) system. (S)
  - 5) To prevent interference with motorist visibility, plant parkway trees a minimum of 3 feet from the back of curb and choose shrubs that do not exceed 24" mature height. (S)
- F. Visually buffer all parking lots adjacent to perimeter roadways with adequate screening within a planting strip between the public right of way and the edge of the parking lot pavement. (S) Provide adequate shrub plantings to create a dense visual buffer between parking lots and perimeter roadways. (S) When using Juniper shrubs to create said buffer, a variety of species should be used to avoid the appearance of a single mass. (S) A maximum ratio of 1 Juniper per 3 deciduous shrubs is suggested. (G) Raised planters and screen walls are also encouraged to provide parking lot screening. Bermed turf areas should be avoided due to their tendency to waste irrigation water. (G)
- G. Sight-lines at Intersections and within Medians
- 1) Provide adequate sight lines for an effective 30-foot sight triangle measured from the right



5.1.G TYPICAL SIGHT LINES AT INTERSECTIONS



**5.1.H.1 PROVIDE A MINIMUM OF 3 LEVELS OF LANDSCAPE SCALE AT ENTRY DRIVES**

of way. (S) Plants and signage are allowed within the sight triangle if:

- a. plants do not exceed 30" in height at full maturity; and
- b. signs do not exceed 30" in height (measured from top of curb height) unless they are more than 80 percent open. (S)

H. Provide a diversity of landscaping materials at entry drives to development parcels. (S) Therefore:

- 1) Provide a minimum of 3 levels of scale, including shade, evergreen, and/or ornamental trees, shrubs, annual and perennial flowers, and ground covers. (S)
- 2) Plant clusters that appear as a cohesive visual element, and that complement the overall landscape theme and palette. (G)
- 3) Integrate the plant design with the entry sign. Plantings should frame or provide a visual base for the signs. (S)

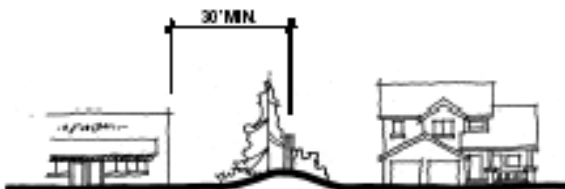
## **5.2 Perimeter Landscaping Adjacent to Abutting Property**

### **Policy:**

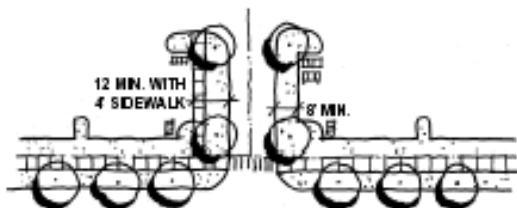
Visual buffers should be provided between similar land uses to accomplish transitions and to mitigate potential conflicts between dissimilar uses.

### **Standards and Guidelines:**

- A. Between similar uses (i.e., where the adjoining uses are each permitted in the underlying zone district): Provide a minimum 10 foot wide buffer planting strip next to a perimeter or internal property line containing 1 tree for every 40 lineal feet of property line and appropriate shrubs, ground cover and/or native or hybridized grass turf areas. (S) This may not apply to internal property boundaries within a multiple-lot development to the extent the lots are developed under a single Planned Unit Development Plan and achieve other site design policies of these guidelines.
- B. Between dissimilar uses (i.e., where the adjoining uses are not both permitted as a use by right in the underlying zone district(s)): Provide a minimum 30-foot wide buffer planting strip containing a minimum of 1 tree for every 20 lineal feet of property line and a screen hedge incorporating both deciduous and evergreen shrubs a minimum of 3 feet in height (at maturity) along a minimum of 50% of this perimeter area. (S)
- C. Common/Shared Access Drives:
  - 1) Provide a minimum 8-foot wide buffer strip along both sides of a shared access drive when no sidewalk is included. (S)



**5.2.B PROVIDE A 30' WIDE PLANTING STRIP BETWEEN DISSIMILAR USES.**



**5.2.C COMMON/SHARED ACCESS DRIVES.**



- 2) Provide a minimum 12-foot wide buffer strip along both sides of a shared access drive where a sidewalk is included. (S)

### 5.3 Parking Lot Landscaping

#### Policy:

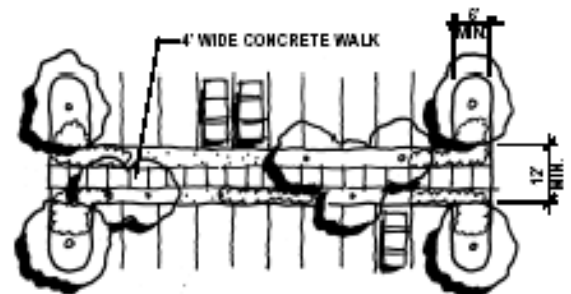
Parking lots are necessary features of building sites that can, if not designed properly, visually detract from the overall development character. Parking lots should be designed to blend with each building site's character using landscape plantings and grading.

#### Standards and Guidelines:

- A. Use low, opaque walls and/or flowering plants combined with raised planters to create a dense visual buffer of parking areas from peripheral streets or frontages. (S)
- B. Lower the grades of parking lots below existing street elevations to aid in obscuring views of automobiles, while promoting views of architectural elements of the structures beyond. (G)
- C. A minimum of 1 canopy shade tree per 8 parking spaces is required in all parking lots, to be planted in islands, medians, and perimeter areas adjacent to lots (excluding streetscape tree plantings). (S)
- D. Physical shade structures that incorporate live planting may also be an appropriate means of shading parking lot areas. (G)
- E. No Evergreen Tree with a mature width greater than 20 feet, as noted in the Recommended Plant Materials List, should be planted within 15 feet of a hardscaped area. (S)
- F. Utilize landscaped islands and medians to improve the definition of circulation patterns, provide shading for paved areas and break up continuous rows of parking. (G)
- G. No landscaped area within a parking lot shall be less than 100 square feet. (S)
- H. Landscaped Islands
  - 1) Provide a minimum 6-foot wide landscaped island at the end of every row of parking, equal in length to the length of the parking space(s). (S)
  - 2) Provide a minimum of 2 canopy shade trees in each island with a minimum mature canopy of 20 feet. (S)
  - 3) In addition to the trees, plant each island with either a minimum of 8 shrubs, not exceeding 3 feet in height at maturity or a durable and hardy ground cover. (S)
- I. Landscaped Medians
  - 1) Place landscape medians between every other parking bay in lots for more than 100 cars. (S)
  - 2) Landscape medians should be 12 feet wide, including a 4-foot concrete sidewalk. (S)



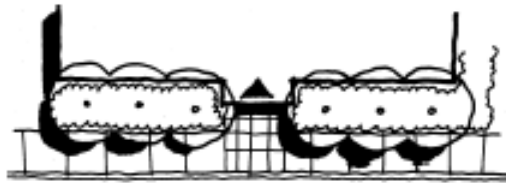
5.3.A USE LOW WALLS AND LANDSCAPING TO SCREEN PARKING



5.3.H & I LANDSCAPE MEDIAN AND ISLAND (SEE TEXT)



**5.4.B EMPHASIZE AND INTENSIFY LANDSCAPE AT BUILDING ENTRANCES INCLUDING FLOWER BEDS WITH A VARIETY OF PERENNIALS, ANNUALS, GROUND COVERS AND ORNAMENTAL GRASSES.**



**5.4.C PROVIDE LANDSCAPING AROUND BASES OF BUILDINGS (SEE TEXT)**



**5.4.D PROTECT LANDSCAPING FROM PEDESTRIAN AND VEHICULAR TRAFFIC WITH ATTRACTIVE BARRIERS.**



**5.4.E USE CONTAINERS WITH FLOWERING PLANTS TO ENHANCE SIDEWALK SHOPS, PLAZAS AND COURTYARDS.**

Where walkways in medians will not be utilized, the medians may be reduced to a width of 8 feet. (G)

- 3) Provide a minimum of 1 canopy shade tree for each 30 lineal feet of median. (S) In addition to trees, plant each island with either a minimum of 8 shrubs per 30 lineal feet or a durable and hardy ground cover. (S)
- 4) The use of landscape medians is encouraged as a transition slope between parking bays on hillside parking lots (maximum slope of 4:1). (G)
- J. Where head-in parking occurs, locate all shrubs a minimum of 3 feet from the edge of the parking lot curb. (S)

## 5.4 Building Site Landscaping

### Policy:

The coordination of landscape design for individual building sites and larger, multi-parcel projects is essential for creating a consistent, high-quality character. A coordinated design unifies the various buildings and strengthens the cohesiveness of the development. Individual landscape treatments for building sites should compliment the roadway landscapes, create distinctive settings for buildings, reinforce the design of the open space systems, and provide amenities for pedestrians.

### Standards and Guidelines:

- A. Use landscaping that is of appropriate scale relative to the proposed adjacent structures.
- B. Intensify landscaping at building entrances. (G)
- C. Provide a minimum planting width of 6 feet adjacent to the building and plant no less than 25% of the building perimeter with multi-stemmed ornamental trees, shrubs, perennial flowers, and ground cover. (S) Emphasis should be given to landscaping along the front building elevation. (G) Provide additional landscaping around the perimeter of buildings to soften the edge between sidewalks/parking lots and structures. (G) To promote irrigation efficiency, no single landscaped area shall be less than 100 square feet, with the exception of deciduous trees planted in grates. (S)
- D. Protect landscaping from vehicular and pedestrian encroachments with raised planting surfaces, depressed walks, and/or curbs. (G)
- E. Use high quality, durable planters with flowering annual and perennial plants to enhance sidewalk shops, plazas and courtyards. (G)
- F. Minimum Landscape Area required within each building site and within the entire development shall be 30% including hardscaped plazas and walkways within open space areas. (S) Hardscape plazas and walkways can account for



a maximum of one-third of the minimum landscape area requirement. (S)

G. Landscaping within Public Easements

- 1) Landscaping within public easements is limited to shrubs, ground covers, and small ornamental trees. (G) No canopy/shade trees may be planted within such easements. (S)
- 2) Berming is generally acceptable within public easements in conjunction with plant material. (G) Berming is not to be used instead of plant material. (S)

## **5.5 Landscape Irrigation / Water Conservation**

### **Policy:**

A significant percentage of the City's treated water supply is used to irrigate plant materials and grasses. Every effort should be made to conserve water by utilizing alternative means for maintaining a suitable landscape environment.

### **Standards and Guidelines:**

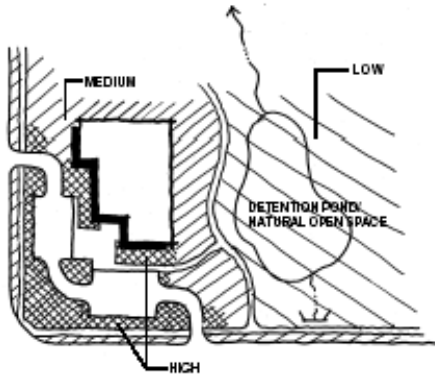
- A. Incorporate Xeriscape Concepts into the landscape design of each commercial development without compromising the intent to establish significant visual amenities through landscaping. Utilize a combination of the following principles to achieve this requirement. (S)

For Example:

- 1) Incorporate a "zoned planting scheme" to reduce water demand by grouping similar varieties of plants that are drought and disease tolerant. (S) The use of water conserving landscapes is encouraged by minimizing manicured grassy areas. (G) The PUD landscape plan should depict what are proposed as low, medium and high water zones. (S) The building permit irrigation plan should calculate GPM/zone. (S)
- 2) Use drought tolerant plant species suitable to this climate that have minimum watering and pruning requirements. (G)
- 3) For all irrigated areas, potential runoff should be avoided through a combination of locating such areas away from hard surfaces and the proper selection of irrigation devices. (G)
- 4) Incorporate heavily mulched planting beds to aid in retaining moisture and to make planting areas easier to maintain. For all grassy areas, soils shall be improved with 3 to 6 yards of organic materials per 1,000 square feet to a depth of 6 to 8 inches. (S)
- 5) Incorporate advanced irrigation measures and scheduling. Install an efficient automatic irrigation system that will incorporate water conservation measures. Spray heads are

recommended for lawn and ground cover areas, with drip irrigation for shrubs and trees. (G)

- B. The developer is encouraged to investigate alternative sources of irrigation water for all landscaped areas. (G) Alternative sources shall be owned and maintained by the developer or an organization formed for such purpose, unless the City otherwise agrees.



5.6.A LANDSCAPE MAINTENANCE ZONES

## 5.6 Landscape Standards and Plant Material Selections

### Policy:

- A. Landscape zones:  
Depending on the size and magnitude of an individual parcel, the project's landscape areas should be divided into one or more of the following basic zones (G):
  - 6) High Maintenance Zone (located at site and building entrances and pedestrian areas.) This zone may include:
    - a. Manicured grass that is native to Colorado or hybridized for arid conditions ~~lawns which require weekly mowing and regular watering (including blue grass sod or fescue grasses)~~
    - b. Formal plantings of trees and shrubs
    - c. Planters, with annuals and perennials
  - 7) Medium Maintenance Zone (located along perimeter roadways.) This zone may include:
    - a. Drought tolerant native or hybridized grasses, which require less water and maintenance (but still provide a manicured green look during the growing season – including fescue-type grasses)
    - b. Large shrubs
    - c. Large specimen trees
  - 8) Low Maintenance Zone (located in environmentally sensitive areas, along waterways and the balance of the site.) These may include:
    - a. Natural areas and native grasses (which require very low water and maintenance)
    - b. Existing vegetation
    - c. Drought resistant plant species
    - d. Meadow-like, open fields
    - e. Wetlands areas
- B. The City Manager shall by written order adopt a Recommended Plant Materials List for development subject to the CDDSG, which List may be updated periodically by subsequent written order of the City Manager. Prior to adopting any such order, the City Manager may obtain the input of HFAB, the Planning Department, and any other persons regarding such List, and may notice and hold any public



meetings the Manager deems advisable to assist in formulating any such order or List. The Recommended Plant Materials List shall be maintained on file in the Planning Department. All applicants for development subject to the CDDSG shall be advised as to the existence of the Recommended Plant Materials List and a copy thereof shall be made available to such applicants. Selection of plant materials is preferred from the Recommended Plant Materials List (G), and in light of the following standards and guidelines:

- 1) Select plant materials on the basis of suitability to climate, setting, long-season of visual appeal (multi-season plants, good architectural appeal, long bloom time, branching structure or ornamental grasses, for instance), and compatibility with other development plantings, character and functions. (G)
  - 2) Select plant materials that are free of disease and harmful insect problems. (S)
  - 3) To avoid the spread of disease, avoid planting more than 20 percent of a site with any single plant species. On small sites (less than 2 acres), some flexibility may be granted to achieve specific design objectives, subject to review and approval of the City Forester. (G)
  - 4) The quality of plant material selected will follow the guidelines of the "American Standard for Nursing Stock" by the American Association of Nurserymen. (S)
  - 5) Proper drainage is required for all major plantings to ensure the establishment of a good root system and healthy growth. (S)
  - 6) The installation of all landscaping shall be done by an established landscape contractor who follows the procedures set forth by the American Association of Landscape Contractors and its local agencies. (S)
  - 7) All landscaping and landscape material shall be backed by a warranty of the owner and the Contractor for a minimum of one year, as detailed in the development agreement. (S)
  - 8) A performance guarantee is required to ensure completion of landscaping. (S)
  - 9) Artificial plants of any type, size or color are not allowed as exterior landscaping within any development parcel. (S)
- C. Grasses should provide an immediate cover ~~and sod is recommended~~. In less irrigated/non-irrigated areas, plant drought-tolerant plants. A temporary irrigation system should be maintained for a minimum of one year. (G)
- D. Choose plant materials that provide variety and year-round color and screening. Select materials, which highlight each season (G).
- 1) Spring: Flowering Plants
  - 2) Summer: Shade
  - 3) Fall: Leaf color
  - 4) Winter: Branch form and texture



**5.6.E PLANT FLOWER BEDS IN VISIBLE AREAS**

- E. Edging is required to separate grass areas from shrubs, ground cover and mulch. (S)
- F. Utilize porous paving materials for paths, plazas, etc., such as patio bricks, inter-locking pavers, concrete stepping stones and/or sandstone. (G)
- G. Plant annual and perennial flower beds in visible areas such as pedestrian plazas, building entries. (S)
- H. Mulching:
  - 1) All planting beds should be mulched with wood or decorative rock to stabilize soils, control erosion, and conserve water use. (S)
  - 2) Use organic mulch materials that are best suited and adapted for the local area. (S)
  - 3) Decorative rock may not constitute more than 50% of the total mulched area. (S)
  - 4) In parking lot landscape islands, rock mulch may be used as an edger to protect the organic mulch, which should be the primary mulch material. (S)
- I. Use landscape or weed barrier fabric within all shrub beds and mulched areas to control weeds. (G)
- J. All Landscape Plans should be prepared by a qualified Landscape Architect or landscape designer. (G)

## 5.7 Planting Size Standards

### Policy:

An immediate landscape impact is desired within all commercial developments, and to facilitate this, minimum plant size standards are required. Larger sizes are encouraged for shrubs and perennials.

### Standards and Guidelines:

- A. Provide landscaping according to the following minimum sizes: (S)
  - 1) Deciduous shade/canopy trees: 2.0" caliper\*
  - 2) Ornamental trees: 2.0" caliper\*, however, 1.5" caliper ornamental trees may be sufficient in some cases.
  - 3) Evergreen trees: 6'-8' height (with a minimum of 25% 8' in height)
  - 4) Multi-stem Ornamentals: 8'-10' height
  - 5) Shrubs: 5 gallon container
  - 6) Ground Cover/Perennials: 2¼" pots\*
  - 7) Vines: 1 gallon container

\*Measured by ANSI standard Z60.1.

## 5.8 Landscape Maintenance and Replacement

### Policy:



The property owner is responsible for providing, protecting and maintaining all landscaping in a healthy and growing condition.

#### **Standards and Guidelines:**

- A. The property owner will remove and replace dead plant materials immediately with the same type, size and quantity of plant material as originally installed. If material is diseased or insect-infected, replacement with same species is not advisable unless solution has been found for disease or infestation. Replacement may not be identical, yet should provide same form and function, subject to City Staff review and approval. (S)
- B. Avoid replacing landscape materials during the dry winter months between December and February and in midsummer. (G)
- C. Contact the Planning Division for specific time requirements for landscape material replacement. (G)



**5.8.A REMOVE AND REPLACE DEAD OR DISEASED PLANT MATERIALS IMMEDIATELY.**

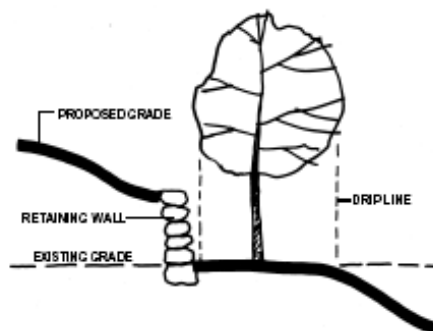
## **5.9 Existing Vegetation**

#### **Policy:**

Special attention should be paid to preserving within each commercial development those natural features and vegetation which are significant because of their unique character, history, size, variety, or growth habits. This includes all mature trees greater than 3 inches in diameter and significant understory plants and shrubs.

#### **Standards and Guidelines:**

- A. Provide an inventory of all existing trees and significant woody vegetation that identifies size, health, and species and trees to be retained and removed. (S) The inventory is to be prepared by a botanist, licensed arborist or landscape architect. (S)
- B. Locate site and building improvements to preserve significant natural vegetation. (G)
- C. Preserve and incorporate into the landscape plan, any existing health tree 6" caliper or larger, and located more than 20 feet from any proposed building location. (S) Preserve all trees over 24" caliper unless deemed unhealthy or unsuitable for preservation. (S)
- D. During construction of site improvements, erect suitable protective barriers (generally located beyond the drip line) around trees to be preserved, making sure trunks, branches and root structures are not damaged by construction equipment. (S)
- E. Incorporate tree wells or retaining walls as necessary in the landscape plan to protect existing trees. (G) Maintain historic drip lines. (G)



**5.9.E USE TREE WELLS OR RETAINING WALLS TO MAINTAIN GRADE AROUND EXISTING TREES**



**5.10.A PROVIDE ATTRACTIVE, FUNCTIONAL OUTDOOR SEATING**



**5.10.C PROVIDE ATTRACTIVE, HEAVY DUTY TREE GRATES IN PLAZA AREAS.**



**5.10.D ENCLOSE AND LANDSCAPE AROUND ALL TRASH DUMPSTERS.**

## **5.10 Site Furniture and Features**

### **Policy:**

Site furnishings include benches, waste receptacles, planters, railings and bollards. Visual consistency of these elements is desired throughout each development. All components of outdoor site furniture should be low maintenance, highly durable and resistant to vandalism, graffiti, and theft.

### **Standards and Guidelines:**

- A. Outdoor Seating
  - 1) Use outdoor seating that is comfortable, attractive, durable and easy to maintain. (S)
  - 2) Locate benches at major building entryways, drop-off areas, transit stops, pedestrian courtyards and plazas. (S)
  - 3) Locate benches in areas that receive direct sunlight in the winter, are sheltered from winds and shaded in the summer. (G)
  - 4) Where seating is fixed, provide a variety of arrangements (both linear and grouped), which accommodate two (2) to six (6) persons. (G)
- B. Planters and Waste Receptacles
  - 1) Design planters and waste receptacles to coordinate with other furniture. (G)
  - 2) Use materials and colors similar to those used for benches. (G)
- C. Tree Grates
  - 1) Use of tree grates is discouraged unless used in conjunction with structural soils. If necessary, use tree grates to prevent excessive soil compaction and to give added interest to the pavement. (G)
  - 2) Choose tree grates that are fabricated of a strong, durable material. (S) In areas which receive heavy use, tree guards may be appropriate to give added protection to young trees. (G)
- D. Trash dumpsters
  - 1) Provide a concrete pad a minimum of 8 feet wide to provide truck access to dumpster locations. (S)
  - 2) Enclose and landscape around all trash dumpsters. (S) (See also Section 4.7, Service Entrances and Loading Areas and Section 6.0, Screen Walls and Fences.)

<sup>1</sup> Revised: Ordinance 1422, Series 2003.





## 6. SCREEN WALLS AND FENCES

### Goal:

*Fences and walls should be decorative and contribute to the visual quality of the project and the overall development. Walls, fences, and landscape materials shall be used to screen service areas, loading areas, and outdoor storage or sales areas. When not required for security, screening, or grade transitions, the size of walls and fences should be minimized. When required, however, fencing should be as inconspicuous as possible, and walls should be low.*

### 6.1 Wall and Fence Design and Materials

#### Policy:

Fencing and walls shall be constructed of materials that are compatible with the adjacent building architecture and their appearance softened with landscape materials.

#### Standards and Guidelines:

- A. Avoid using retaining walls in excess of 30 inches in height (G). Where taller retaining walls are required, provide safety protection in the form of railings, fences or hedges, or create a terrace with two (2) shorter walls. (S)
- B. Incorporate architectural treatment on both sides of perimeter walls. (S)
- C. Provide landscaping in combination with walls and fences to soften their appearances. (G)
- D. Chain-link fencing with or without wood slatting is not an acceptable screen material. (S)
- E. Break up long expanses of fences or walls, with periodic columns, insets or change in materials. (S)
- F. Construct walls and fences from durable materials such as stone, brick, or metal with dark finishes (wrought iron or similar), or a combination of these materials. (G) Wood is not an acceptable fence/screening material. (S)
- G. Concrete walls are permitted if faced with masonry or stone, or if the surface is scored or textured. (G)



6.1 A AVOID USING RETAINING WALLS IN EXCESS OF 30 INCHES IN HEIGHT.



STAGGERED WALL



WALL AND PLANTERS



WALL WITH BREAKS

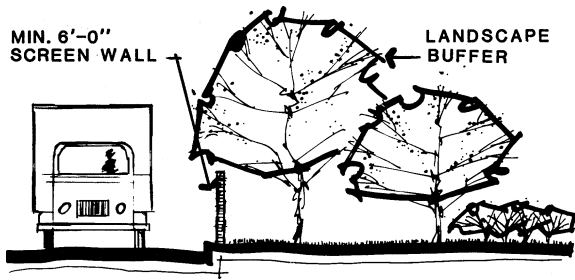
6.1 E BREAK UP LONG EXPANSES OF FENCES OR WALLS WITH COLUMNS, INSETS OR CHANGES IN MATERIAL

### 6.2 Screening Requirements

#### Policy:

A project must include adequate screening of meters, transformers, and loading and service areas.

## Standards and Guidelines:



**6.2 A MAKE SCREENING FOR LOADING DOCKS AND SERVICE AREAS  
A MINIMUM OF 6 FEET HIGH.**

- A. Make screening for loading docks and service areas a minimum of 6 feet high and constructed of the same materials and finishes as the main building. (S)
- B. All authorized outside storage shall be screened. (S)
  - 1) Screen from view all outdoor areas used for the display, storage, or sale of seasonal inventory. (S)  
Use fencing, walls, and/or landscaping. (S)
- C. Screen all utility equipment, meters and transformers from view with fencing, walls, and/or landscaping. (S)



**6.2 B & C ALL AUTHORIZED OUTSIDE STORAGE, UTILITY EQUIPMENT,  
METERS, AND TRANSFORMERS SHALL BE SCREENED.**





## 8. EXTERIOR SITE LIGHTING

### Goal:

*Exterior lighting should be used to provide illumination for the security and safety of entry drives, parking, service and loading areas, pathways, courtyards and plazas, without intruding on adjacent properties. Site lighting shall be architecturally compatible and consistent in design between sites.*

### 8.1 Fixture Design and Illumination Level

#### Policy:

Exterior light fixtures should be compatible and relate to the architectural character of the buildings on a site. Site lighting should be provided at the minimum level to accommodate safe pedestrian and vehicle movements, without causing any off-site glare.

#### Standards and Guidelines:

- A. Poles and fixtures should be designed to be architecturally compatible with structures and lighting on adjacent properties. (G)
- B. Poles and fixtures shall be compatible with all other fixtures on site. (S)
- C. Illuminate all intersections with perimeter public roads with similar poles and fixtures used internal to the development. (G)
- D. Select and locate all lighting fixtures to shield or confine light spread within a site's boundaries. (S)
- E. To facilitate security, specify lighting levels that are adequate for visibility, but not overly bright. All building entrances should be well-lighted. (G)
- F. Use metal halide or other white light fixtures. High pressure sodium is not allowed in any application. (S)
- G. Maximum height of all poles within landscaped and plaza areas is 20 feet, measured from grade. Poles within these areas may be set on pedestals no more than 8 inches in height. (S)



8.1 LIGHT FIXTURES SHOULD BE COMPATIBLE AND RELATE TO THE ARCHITECTURAL CHARACTER OF THE BUILDINGS.

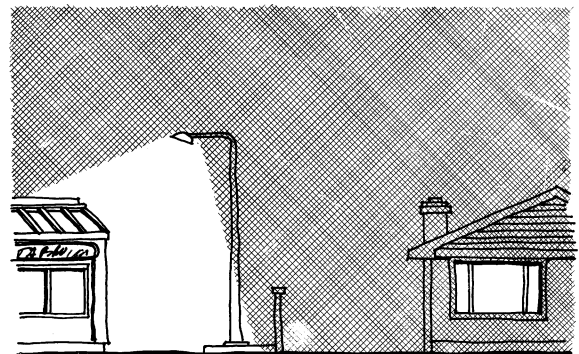


8.1 A POLES AND FIXTURES SHOULD BE COMPATIBLE WITH ADJACENT STRUCTURES AND LIGHTING.

### 8.2 Decorative Architectural Lighting

#### Policy:

Special lighting that accents building features and creates visual interest is permitted in commercial developments, provided that design continuity is maintained among buildings.



8.1 D SELECT AND LOCATE LIGHT FIXTURES TO CONFINE LIGHT SPREAD.

### Standards and Guidelines:

- A. Lighting fixtures mounted directly on structures may be allowed when utilized to enhance specific architectural elements or to help establish scale or provide visual interest. (G)
- B. "Wall paks" are permitted only in loading and service areas, and should be down-lit and shielded from view. (S)
- C. Neon tubing is not acceptable as a building accent or to accentuate the building's form. (S)
- D. Integrate illuminators or fixtures used to light building mounted signage, building facades, or pedestrian arcades into a building's architectural design. (G)
- E. Consider highlighting entrances, art, terraces, and special landscape features. (G)

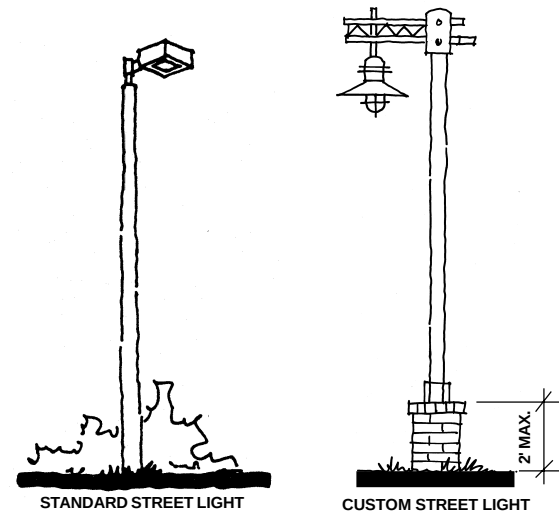
## 8.3 Parking Lot Lighting

### Policy:

Parking lot lighting should be unobtrusive and provide safe light for orderly functions.

### Standards and Guidelines:

- A. Make all parking lot light fixtures similar in design for all surface parking areas. (S)
- B. Select metal halide lighting with a concealed light source of the "cut-off" variety to prevent glare and "light trespass" onto adjacent buildings and sites. (S)
- C. Provide separate, pedestrian scale lighting for all pedestrian ways through parking lots. (G)
- D. Maximum height of parking lot poles is 24 feet measured from finished grade. (S)
- E. Locate poles in medians wherever possible with a maximum base height of two (2) feet. (G)



8.3 PARKING LOT LIGHT FIXTURES (SEE TEXT).

## 8.4 Pedestrian Area Lighting

### Policy:

Walkway lighting should be scaled to the pedestrian and should provide for safe use of pathways and pedestrian areas. Walks should be lighted for the safe passage of pedestrians as should areas which are dangerous if unlit, such as stairs, ramps, intersections, and underpasses.

### Standards and Guidelines:

- A. Use of lighted bollards or other low level fixtures is encouraged to identify pedestrian walkways and drop-off areas at entrances to buildings. (G)
- B. Emphasize pedestrian-to-vehicle intersections with low level decorative street lights. (G)
- C. Illuminate all primary walkways, steps or ramps along pedestrian routes. (G)



8.4 A USE LIGHTED BOLLARDS TO IDENTIFY PEDESTRIAN AREAS.



- D. Incandescent or metal halide lamps are strongly encouraged. (G)
- E. Use building mounted fixtures for walkways or plazas near buildings. (G)

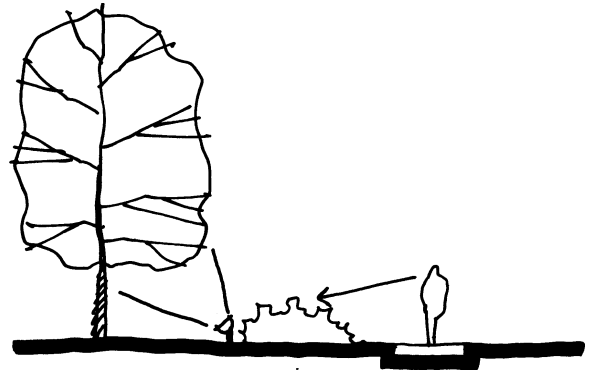
## 8.5 Landscape Lighting

### Policy:

Landscape lighting should enhance and complement, not overpower, the landscape materials.

### Standards and Guidelines:

- A. Design the landscape lighting to work for all seasons of the year and through the life of the landscape. (G)
- B. Conceal fixtures where possible (ie. in trees, by landscape, behind rocks), control glare, and avoid extreme bright spots on the surrounding landscape. (G)



8.5 B CONCEAL LIGHT FIXTURES WHERE POSSIBLE.

## 8.6 Site Security Lighting

### Policy:

Security lighting is anticipated in some sites, but it should not negatively impact the site and building architecture as well as adjacent parcels.

### Standards and Guidelines:

- A. No light source (bulb) shall be directly visible from adjacent parcels. (S)
- B. Provide only as much light/illumination as necessary to provide safety and security of the area. (G)

## 8.7 Light Intensity

### Policy:

The light intensity levels within all areas should correspond to use and potential hazards.

### Standards and Guidelines:

- A. A photometric lighting plan is required for all proposed commercial developments to ensure adequate and appropriate light levels are provided for each site condition. (S)

B. The following levels of illumination should be maintained for each of the specific locations\*: (G)

|                           |                 |
|---------------------------|-----------------|
| 1) Building Entrances     | 5.0 footcandles |
| 2) Sidewalks              | 2.0 footcandles |
| 3) Bikeways               | 1.0 footcandles |
| 4) Courts/Plazas/Terraces | 1.5 footcandles |
| 5) Ramps                  | 5.0 footcandles |
| 6) Stairways              | 5.0 footcandles |
| 7) Underpasses            | 5.0 footcandles |
| 8) Waiting Areas          | 1.0 footcandles |
| 9) Parking Lots           | 1.0 footcandles |
| 10) Roadways              | 1.5 footcandles |

\* Values given area in minimum average maintained horizontal, footcandles which are measured at the average point of illumination between brightest and darkest areas, 4'-5' above the ground surface. (Source: IES Lighting Handbook - 4th Edition).

C. Site lighting should provide consistent levels of illumination, avoiding pockets of very high or low levels of illumination. (G)





## 9. SPECIAL DESIGN GUIDELINES FOR LARGE RETAIL ESTABLISHMENTS

### Goal:

*Large retail establishments, such as “superstores” containing more than 30,000 square feet allocated to a single user, depend on high visibility from major public streets. Correspondingly, the design of these buildings will shape much of the character and attractiveness of the major streetscapes in the commercial areas of Louisville. It is important that these large individual developments contribute to and integrate with the city in a positive way. The following policies, standards and guidelines are meant to provide a means to address the community-wide and regional impacts of large retail store developments and are in addition to the preceding standards and guidelines in this document.*

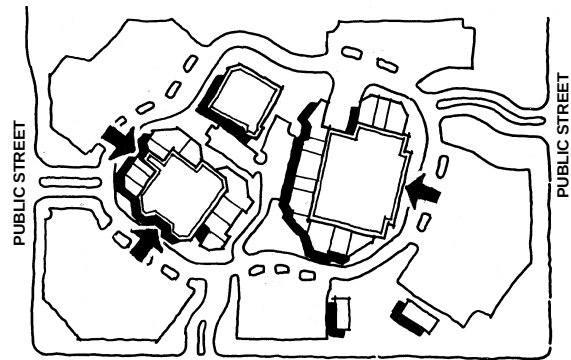
### 9.1 Parking Lot Orientation

#### Policy:

Parking should be distributed around large buildings in order to shorten the distance to the buildings and public sidewalks.

#### Standards and Guidelines:

Locate no more than 75% of the off-street parking area for the entire property between the front facade of the principal building(s) and the primary abutting street. (G)



9.1 DISTRIBUTE PARKING TO MINIMIZE WALKING DISTANCES.

### 9.2 Rear of Buildings

#### Policy:

The rear or sides of buildings should be attractive. Architectural and landscape screening techniques should be employed to mitigate the aesthetic impacts of blank walls, loading areas, storage areas, HVAC units and garbage receptacles.

#### Standards and Guidelines:

- A. Provide a minimum 35 foot building setback from the nearest property line along the rear and sides of buildings. (S)
- B. Where the parcel is adjacent to a residential use, plant evergreen trees at 15 foot intervals, or in clusters that accommodate mature tree diameter and provides appropriate screening. (S)

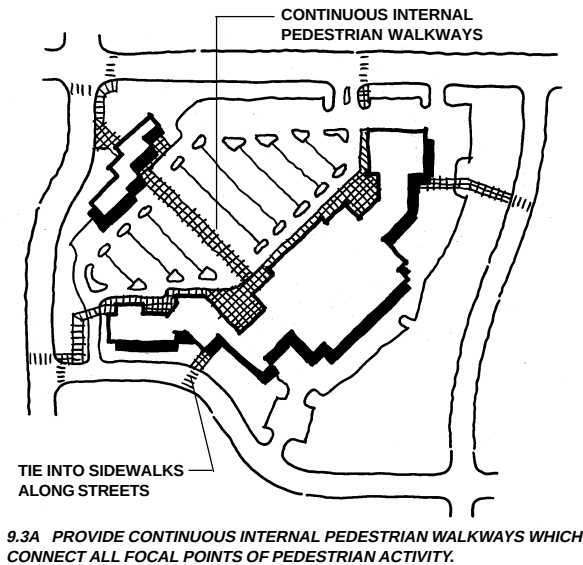
## 9.3 Pedestrian Accessibility

### Policy:

Pedestrian accessibility provides linkages with surrounding areas and uses and opens auto-oriented developments to the neighborhood, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image.

### Standards and Guidelines:

- A. Provide continuous internal pedestrian walkways, a minimum of 8 feet wide, from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. (S) Such walkway can include crosswalks. (G)
- B. Provide sidewalks, not less than 8 feet wide along any facade that contains a customer entrance, is adjacent to a parking area, or which would provide functional pedestrian connections. (S)
- C. Except where features such as arcades and entry ways are part of the facade, provide a 6 foot wide planting bed between the facade of the building and the adjacent sidewalk. (S)
- D. Distinguish all internal pedestrian walkways from driving surfaces with durable, low maintenance surface materials such as concrete or brick pavers. (S)
- E. Provide weather protection features such as awnings or arcades within 30 feet of all customer entrances. (G)



## 9.4 Central Features and Community Spaces

### Policy:

Large retail establishments should offer attractive and inviting pedestrian scale features, spaces, and amenities within the overall development area.

### Standards and Guidelines:

- A. Configure entrances and parking lots to be functional and inviting with walkways conveniently tied to logical destinations. (G)
- B. Incorporate bus stops and drop-off/pick-up points as integral parts of the development. (G)
- C. Anchor pedestrian ways with special design features such as arcades, porticos, pedestrian-scale light fixtures, bollards, planter walls, towers and other architectural elements that define circulation ways and outdoor spaces. (G)
- D. Each large retail establishment within a larger commercial development must contribute to the establishment or enhancement of community and public spaces by providing at least 2 of the following amenities within its site or elsewhere within the overall development: 1) patio/seating area, 2) pedestrian plaza with benches, 3) transit center, 4) bus shelter, 5) window shopping walkway, 6) outdoor playground area, 7) kiosk area, 8) water feature, 9) clock tower, or 10) other such appropriate amenities. (S)



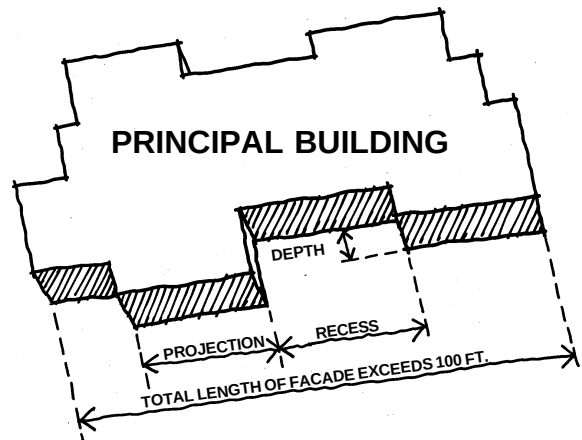
## 9.5 Facades and Exterior Walls

### Policy:

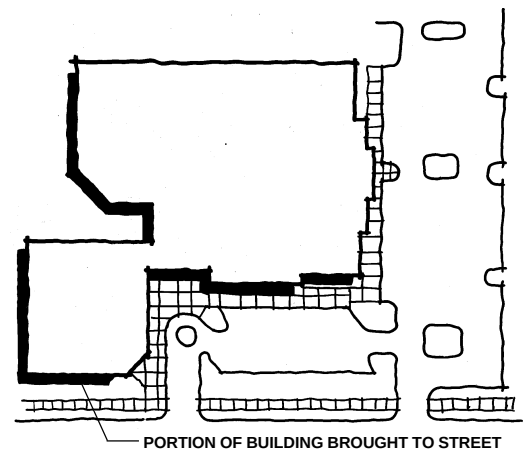
Articulate facades to reduce the massive scale and the uniform impersonal appearances of large retail buildings and provide visual interest that is consistent with Louisville's desired identity, character and scale.

### Standards and Guidelines:

- A. In cases of facades more than 100 feet in length, incorporate significant architectural features and treatments to diminish the building mass. (S)
- B. Incorporate arcades, display windows, entry areas, or other such features along at least 60% of the horizontal length of all the ground floor facade with the primary pedestrian entrance. (S)
- C. Incorporate design features that are similar to the front facade in all rear and side facades visible from adjoining properties and/or public streets. (S)
- D. In cases of large buildings for employment, storage or auto related uses that have little relationship to pedestrians, or have a need to limit ground floor windows, bring a part of the building to the street. (G) A setback modification may be authorized for such purpose. (G)



9.5A FACADES MORE THAN 100 FEET IN LENGTH SHALL INCORPORATE SIGNIFICANT ARCHITECTURAL FEATURES AND TREATMENTS.



9.5D IN CASES OF LARGE BUILDINGS BRING A PART OF THE BUILDING TO THE STREET.

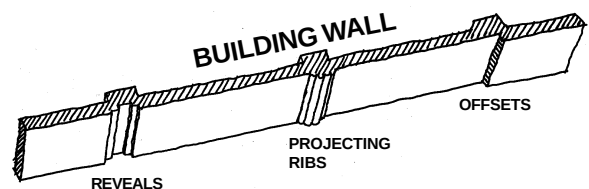
## 9.6 Detail Features

### Policy:

All buildings should incorporate architectural features and patterns that create visual interest, are of a pedestrian scale, and recognize Louisville's desired identity character, and scale.

### Standards and Guidelines:

- A. Incorporate a repeating pattern in all building facades, to include the following elements: 1) color change, 2) texture change and 3) material module change. (G) Repeat these elements at intervals of no more than 30 horizontal feet. (G)
- B. Express architectural or structural bays through a change in plane of at least 12 inches in width, such as an offset, reveal, or projecting rib. (G)



9.6B EXPRESS ARCHITECTURAL OR STRUCTURAL BAYS THROUGH A CHANGE IN PLANE.

## 9.7 Roofs

### Policy:

Variations in roof lines should be used to add interest to, and reduce the massive scale of large retail buildings. Roof features should complement the character of adjoining neighborhoods.



**9.7A INCORPORATE A VARIETY OF ROOF FEATURES IN LARGE RETAIL BUILDINGS.**

#### **Standards and Guidelines:**

- A. Incorporate the following features into the roofs of large retail buildings:  
For flat roofs:
  - 1) Parapets on all building elevations that conceal flat roofs and rooftop equipment. (S)  
If sloping roofs are used, the standards in 2 and 3 below must be applied on all building elevations. (S)
 For sloping roofs:
  - 2) Overhanging eaves that extend no less than 3 feet past the supporting walls. (S)
  - 3) Three or more roof slope planes. (S)
- B. Design roof slopes within the maximum to minimum range of 1:1 to 3:1. (S)

### **9.8 Materials and Colors**

#### **Policy:**

Exterior building materials and colors comprise a significant part of the visual impact of a building. Therefore, they should be aesthetically pleasing and compatible with materials and colors used in adjoining neighborhoods and commercial parcels.

#### **Standards and Guidelines:**

- A. Incorporate high quality exterior building materials in the design and construction of large retail buildings such as brick, wood, sandstone or other native stone and tinted, textured, concrete masonry units. (G)
- B. Avoid using the following exterior building materials: smooth-faced concrete block, tilt-up concrete panels and pre-fabricated steel panels. (G)

### **9.9 Building Entryways**

#### **Policy:**

Entryway design elements should give orientation and aesthetically pleasing character to a building.

#### **Standards and Guidelines:**

- A. Incorporate clearly defined, highly visible customer entrances for each principal building on a site. (S)
- B. Enhance each entrance with at least 3 of the following features: 1) canopies or porticos, 2) overhangs, 3) recesses/projections, 4) arcades, 5) raised corniced parapets over the door, 6) peaked roof forms, 7) arches, 8) outdoor patios, 9) display windows, 10) architectural details such as tile work and moldings which are integrated into the building structure and design and 11) integral planters or wing walls that incorporate landscaped areas and/or places for sitting. (S)
- C. Provide at least 1 exterior customer entrance for each additional store located within a principal building (such as a pharmacy or bank located within a supermarket). (G)



**9.9 A INCORPORATE CLEARLY DEFINED, HIGHLY VISIBLE CUSTOMER ENTRANCES FOR EACH PRINCIPAL BUILDING.**



|                                         |
|-----------------------------------------|
| <b>APPENDIX A</b>                       |
| <b>RECOMMENDED PLANT MATERIALS LIST</b> |
|                                         |

| <b>DECIDUOUS TREES</b> |                                   |                     |                    |                   |                         |             |                                                                             |
|------------------------|-----------------------------------|---------------------|--------------------|-------------------|-------------------------|-------------|-----------------------------------------------------------------------------|
| Common Name            | Botanical Name                    | Height <sup>3</sup> | Width <sup>3</sup> | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                                                     |
| Western Hackberry      | Celtis occidentalis               | 60'                 | 40'                | M-L               | L                       | Yes         | Great bird attractant; CO native                                            |
| Kentucky Coffeetree    | Gymnocladus dioica                | 60'                 | 50'                | L                 | L                       | Yes         | Males have flowers but no seeds; slow growth but superior drought tolerance |
| Norway Maple           | Acer platanoides (2)              | 50-60'              | 40-45'             | M                 | L                       | Yes         | Good fall color yellow                                                      |
| Black Walnut           | Juglans nigra                     | 50-60'              | 50-60'             | M-L               | L                       | No          | Stains sidewalks, streets and cars                                          |
| American Linden        | Tilia americana                   | 50-60'              | 30-35'             | M                 | L                       | Yes         |                                                                             |
| Redmond Linden         | Tilia euchlora 'Redmond'          | 50-60'              | 30-35'             | M                 | L                       | Yes         |                                                                             |
| Horsechestnut          | Aesculus hippocastanum            | 50'                 | 40'                | M-L               | L                       |             |                                                                             |
| Western Catalpa        | Catalpa speciosa                  | 50'                 | 30'                | M-L               | M                       |             | Fruits can be messy                                                         |
| Swamp White Oak        | Quercus bicolor                   | 50'                 | 40'                | M-L               | L                       | Yes         |                                                                             |
| Bur Oak                | Quercus macrocarpa                | 50'                 | 40'                | L                 | L                       | Yes         | Tolerates tough conditions                                                  |
| Northern Red Oak       | Quercus rubra borealis            | 50'                 | 30'                | M                 | L                       | Yes         |                                                                             |
| Shumard Oak            | Quercus shumardii                 | 50'                 | 40'                | M                 | L                       | Yes         | Red fall color; not fussy; tolerant of high pH                              |
| English Oak            | Quercus robur                     | 45'                 | 35'                | M-L               | L                       | Yes         | Good fall color; needs shelter                                              |
| Red Maple very few     | Acer rubrum                       | 40-50'              | 30-40'             | M                 | L                       | Yes         | Good yellow to red fall color                                               |
| Texas Shumard Oak      | Quercus buckleyi                  | 40'                 | 30'                | M-L               | L                       | Yes         | More drought tolerant                                                       |
| Honeylocust            | Gleditsia triacanthos inermis (2) | 36'                 | 25'                | L                 | L                       | Yes         | Shademaster, Imperial & Skyline                                             |
| Little Leaf Linden     | Tilia cordata                     | 35-40'              | 25-30'             | M                 | L                       | Yes         |                                                                             |
| Chinese Catalpa        | Catalpa ovata                     | 35'                 | 30'                | M-L               | M                       | No          |                                                                             |
| Turkish Hazel          | Corylus colurna                   | 30-40'              | 20-25'             | M-L               | L                       | Yes         | Tolerates pollution                                                         |
| Amur Corktree          | Phellodendron amurense            | 30-40'              | 35-45'             | M-L               | L                       | Yes         |                                                                             |
| Japanese Pagoda Tree   | Sophora japonica                  | 30-40'              | 15-20'             | M-L               | L                       | Yes         |                                                                             |
| Ohio Buckeye           | Aesculus glabra                   | 30-35'              | 26'                | M-L               | L                       | Yes         | Poisonous seeds, good fall color                                            |
| Yellow                 | Aesculus flava                    | 30'                 | 25'                | M                 | L                       | Yes         | Yellow flowers,                                                             |

|                       |                      |        |        |   |   |    |                                                                                                          |
|-----------------------|----------------------|--------|--------|---|---|----|----------------------------------------------------------------------------------------------------------|
| Buckeye               |                      |        |        |   |   |    | smooth fruit                                                                                             |
| Bigtooth Maple        | Acer grandidentatum  | 20-25' | 12-15' | L | L | No | Small tree or large shrub; tolerant of dry & alkaline soils; Ft. Collins selection is cherry-red in fall |
| Western Soapberry     | Sapindus drummondii  | 20-25' | 20-25' | L | M |    | Native to Baca County, poor soil; watch for co-dominant limbs; small tree                                |
| American Hornbeam     | Carpinus caroliniana | 20'    | 20-25' | M | L | No | Needs some shade; sensitive to salts; gorgeous winter look                                               |
| Gambel Oak small tree | Quercus gambelli     | 15-20' | 15-20' | L | L | No | Yellow to orange or red in fall                                                                          |

| <b>ORNAMENTAL TREES</b>                                                            |                                              |                   |                      |                   |                         |             |                                                                      |
|------------------------------------------------------------------------------------|----------------------------------------------|-------------------|----------------------|-------------------|-------------------------|-------------|----------------------------------------------------------------------|
| Common Name                                                                        | Botanical Name                               | Height            | Width                | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                                              |
| Globe and Purple Robe Locust                                                       | Robinia pseudoacacia 'Globe' & 'Purple Robe' | 50'               | 30'                  | L                 | L                       | NA          |                                                                      |
| Colorado Paper Birch                                                               | Betula x andrewsii                           | 40'               | 20'                  | M                 | L                       | NA          | Native of Boulder Cnty., hybrid; white peeling bark                  |
| Glen's Form Callery Pear<br>Aristocrat Pear<br>Chanticleer Pear<br>Stone Hill Pear | Pyrus calleryana (2)                         | 35'<br>35'<br>30' | 25'<br>15'<br>12-15' | M-L               | M                       | NA          | Narrower & more cold hardy than Bradford; fruit unimportant; clay ok |
| Downy Hawthorn                                                                     | Crataegus mollis                             | 30'               | 30'                  | L                 | L                       | NA          |                                                                      |
| White Shield Osage Orange                                                          | Maclura pomifera                             | 30'               | 30'                  | M                 | L                       | NA          | No thorns; leathery leaves; fruitless                                |
| Mayday Tree                                                                        | Prunus padus                                 | 30'               | 20'                  | M-L               | L                       | NA          |                                                                      |
| Shantung Maple                                                                     | Acer truncatum                               | 25-30'            | 20-25'               | M-L               | L                       | NA          | Replacement candidate for Amur Maple; orange-yellow in fall          |
| Cockspur Hawthorn                                                                  | Crataegus crus-galli                         | 25'               | 20'                  | L                 | L                       | NA          | Thorns, good fall color orange to red                                |
| Des Fontanes Cherry                                                                | Prunus x fontanesiana                        | 25'               | 20'                  | M                 | M                       | NA          | Cheyenne USDA Research Station intro. – Ft. Collins Nursery          |
| Thornless Cockspur Hawthorn                                                        | Crataegus crus-galli inermis                 | 20-30'            | 25-35'               | L                 | L                       | NA          | Thornless, good fall color orange to red                             |
| Washington Hawthorn                                                                | Crataegus phaenopyrum                        | 20-30'            | 15-20'               | M-L               | L                       | NA          | Good fall color, red                                                 |
| Amur Maackia                                                                       | Maackia amurensis                            | 20-30'            | 25-30'               | M                 | L                       | NA          | Wider than tall; nitrogen fixing; tolerate dry,                      |



|                                          |                             |        |        |       |     |    |                                                                                                  |
|------------------------------------------|-----------------------------|--------|--------|-------|-----|----|--------------------------------------------------------------------------------------------------|
|                                          |                             |        |        |       |     |    | alkaline soils                                                                                   |
| Peking Lilac                             | Syringa pекinesis           | 20-30' | 15-25' | M-L   | L   | NA | Showy flowers                                                                                    |
| Tatarian Maple 'Hot Wings'               | Acer tataricum 'Hot Wings'  | 20-25' | 15-20' | M-L   | L   | NA | June-pink/brilliant red seeds, fall yellow to orange-red; Fort Collins Nursery introduction 2003 |
| Shadblow Serviceberry                    | Amelanchier canadensis      | 20-25' | 10-15' | M-L   | L   | NA | Nice fall color yellow to red                                                                    |
| Shubert Chokecherry or Canada Red Cherry | Prunus virginiana 'Shubert' | 20-25' | 15-20' | M-L   | L   | NA | Red-purple foliage                                                                               |
| Eastern Redbud                           | Cercis canadensis           | 20'    | 15'    | M - H | L   | NA | Showy flowers                                                                                    |
| Russian Hawthorn                         | Crataegus ambigua           | 20'    | 20'    | M-L   | M-L | NA | Some thorns, some suckering, fruit persists through winter; flowers in June                      |
| English Hawthorn                         | Crataegus laevigata         | 15-25' | 15-25' | M-L   | L   |    | Tough, good for islands, buffers                                                                 |
| Flowering Crab                           | Malus varieties (2)         | 15-25' | 15-25' | L - M | M   | NA |                                                                                                  |
| Amur Maple                               | Acer ginnala                | 15-20' | 15-20' | M-L   | L   | NA | Good fall color orange to red                                                                    |
| Cornelian Dogwood                        | Cornus mas                  | 15'    | 12-15' | M     | L   | NA | Showy flowers                                                                                    |
| Gray Dogwood                             | Cornus racemosa             | 15'    | 15'    | M-L   | L   | NA | Very attractive                                                                                  |
| American Smoketree                       | Cotinus obovatus            | 15'    | 12'    | M     | L   | NA | Plume-like flowers                                                                               |
| Wafer Ash or Hoptree                     | Ptelea trifoliata           | 15'    | 15'    | M-L   | L   | NA | Elm-like wafers in late summer; fall-yellow; drought tolerant                                    |
| Japanese Tree Lilac                      | Syringa reticulata          | 15'    | 12'    | M-L   | L   | NA | Showy flowers, good fall color yellow                                                            |
| American Plum                            | Prunus americana            | 10-12' | 8-12'  | L     | M   | NA | Suckers                                                                                          |

| <b>DECIDUOUS SHRUBS</b>    |                               |        |        |                   |                         |             |                                                     |
|----------------------------|-------------------------------|--------|--------|-------------------|-------------------------|-------------|-----------------------------------------------------|
| Common Name                | Botanical Name                | Height | Width  | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                             |
| Thin Leaf Alder            | Alnus tenuifolia              | 15-30' | 15-20' | M                 | L                       | NA          | Nice fall color yellow                              |
| Seneca Viburnum            | Viburnum sieboldii 'Seneca'   | 15-20' | 10-15' | M-L               | L                       | NA          | Hedge, buffer strips, specimen                      |
| Yellow-fruited Chokecherry | Prunus virginiana xanthocarpa | 12-18' | 12'    | L                 | M                       | NA          | Nice flower panicles                                |
| Staghorn Sumac             | Rhus typhina                  | 10-25' | 10-15' | L                 | M                       | NA          |                                                     |
| Curleaf Mountain Mahogany  | Cercocarpus ledifolius        | 10-20' | 8-12'  | L                 | M                       | NA          |                                                     |
| Wavy Leaf Oak              | Quercus undulata              | 10-20' | 8-16'  | L                 | L                       | NA          |                                                     |
| Siberian Peashrub          | Caragana arborescens          | 10-15' | 8-12'  | L                 | L                       | NA          | Good windbreak; soil tolerant; many varieties       |
| Beautybush                 | Kolkwitzia amabilis           | 10-15' | 12-15' | L                 |                         | NA          |                                                     |
| Burning Bush               | Euonymus alata (2)            | 10-12' | 8-12'  | M                 | M                       | NA          | Nice fall color red                                 |
| American Plum              | Prunus americana              | 10-12' | 10-12' | L                 | L                       | NA          | Very fragrant flowers; suckering; good for wildlife |
| Native                     | Prunus virginiana             | 8-20'  | 8-12'  | L - M             | M                       | NA          |                                                     |

|                                   |                                  |       |       |     |   |    |                                                                         |
|-----------------------------------|----------------------------------|-------|-------|-----|---|----|-------------------------------------------------------------------------|
| Chokecherry                       | melanocarpa                      |       |       |     |   |    |                                                                         |
| Scrub Oak                         | Quercus gambelii                 | 8-20' | 6-12' | L   | L | NA |                                                                         |
| New Mexico Privet                 | Forestiera neomexicana           | 8-15' | 8-12' | L   | M | NA | Fall: yellow; makes excellent hedge                                     |
| Smooth Sumac                      | Rhus glabra                      | 8-15' | 8-10' | L   | M | NA | Nice fall color orange to red; cismontana is native form                |
| Buffaloberry                      | Shepherdia sp.                   | 8-15' | 6-12' | L   | M | NA | Silver, Russet and Round-leaf are best                                  |
| Hairy Mountain Mahogany           | Cercocarpus breviflorus          | 8-12' | 8-12' | L   | L | NA | Stays evergreen in protected sites                                      |
| Tallhedge Buckthorn               | Rhamnus frangula columnaris      | 8-12' | 3-4'  | M   | M | NA |                                                                         |
| Siberian Weeping Peashrub         | Caragana arborescens 'Pendula'   | 8-10' | 8-10' | L   | L | NA | Yellow flowers; poor soil and wind tolerant                             |
| Thimbleberry or Boulder Raspberry | Rubus deliciosus                 | 8'    | 6'    | L   | M | NA | Native, prune out older canes every few years                           |
| Silver Fountain Butterflybush     | Buddleia alternifolia 'Argentea' | 6-8'  | 6-8'  | L   | M | NA | Plant Select Winner                                                     |
| Szechwan Fire Cotoneaster         | Cotoneaster ignavus              | 6-8'  | 4-6'  | L   | L | NA | Cheyenne USDA Experimental Station intro.; very tough                   |
| Forsythia                         | Forsythia intermedia             | 6-8'  | 6-8'  | M   | M | NA | Showy flowers                                                           |
| Cistena Plum                      | Prunus cistena                   | 6-8'  | 4-6'  | M   | M | NA |                                                                         |
| Manchurian Viburnum               | Viburnum burejaticum             | 6-8'  | 5-7'  | M-L | L | NA | Similar to V. lantana in appearance; Cheyenne USDA Station introduction |
| Singleleaf Ash                    | Fraxinus anomala                 | 6-20' | 6-20' | L   | L | NA | Tolerates dry conditions                                                |
| Saskatoon Serviceberry            | Amelanchier alnifolia            | 6-12' | 6-12' | L   | L | NA | Nice fall color                                                         |
| Utah Serviceberry                 | Amelanchier utahensis            | 6-12' | 6-12' | L   | L | NA | Native to Western Slope                                                 |
| Butterfly Bush                    | Buddleia sp. (2)                 | 6-12' | 4-8'  | M-L | M | NA |                                                                         |

| <b>DECIDUOUS SHRUBS</b> |                        |        |       |                   |                         |             |                                             |
|-------------------------|------------------------|--------|-------|-------------------|-------------------------|-------------|---------------------------------------------|
| Common Name             | Botanical Name         | Height | Width | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                     |
| Hedge Cotoneaster       | Cotoneaster lucidus    | 6-12'  | 4-6'  | M-L               | L                       | NA          |                                             |
| Silverberry             | Eleagnus commutata     | 6-12'  | 6-12' | M                 | M                       | NA          |                                             |
| Smith's Buckthorn       | Rhamnus smithii        | 6-12'  | 6-8'  | L                 | L                       | NA          | Tolerates dry; Plant Select Winner          |
| Peking Cotoneaster      | Cotoneaster acutifolia | 6-10'  | 6-10' | M-L               | L                       | NA          |                                             |
| Nanking Cherry          | Prunus tormentosa      | 6-10'  | 6-12' | M-L               | L                       | NA          |                                             |
| Mentor Barberry         | Berberis mentorensis   | 5-7'   | 5-7'  | M-L               | M                       | NA          | Thorns, good fall color yellow to red       |
| Western Sandcherry      | Prunus besseyi         | 5-6'   | 5-6'  | L                 | M                       | NA          | 'Pawnee Buttes' is very low, wide spreading |
| Mountain Mahogany       | Cercocarpus montanus   | 4-9'   | 4-6'  | L                 | M                       | NA          |                                             |
| Cliffrose               | Cowania mexicana       | 4-8'   | 4-8'  | L                 | L                       | NA          |                                             |
| Honeysuckle             | Lonicera (2)           | 4-8'   | 3-12' | M                 | M                       | NA          | Honeyrose, Blue                             |



|                           |                           |       |       |     |   |    |                                                                  |
|---------------------------|---------------------------|-------|-------|-----|---|----|------------------------------------------------------------------|
|                           |                           |       |       |     |   |    | Velvet, Arnold Red, Clavey's Dwarf & Miniglobe native            |
| Yucca sp., Soaptree,      | Yucca elata,              | 4-8'  | 3-7'  | M-L | M | NA |                                                                  |
| Redleaf Japanese Barberry | Berberis thunbergii (2)   | 4-6'  | 4-6'  | M-L | M | NA | Thorns                                                           |
| Quince                    | Chaenomeles spp.          | 4-6'  | 4-6'  | M-L | M | NA | Showy flowers                                                    |
| Spreading Cotoneaster     | Cotoneaster divaricata    | 4-6'  | 6-8'  | M-L | M | NA |                                                                  |
| Cliff Fendler Bush        | Fendlera rupicola         | 4-6'  | 4-6'  | L   | L | NA | Native, heat & drought tolerant                                  |
| Privet                    | Ligustrum (2)             | 4-6'  | 3-4'  | L   | M | NA | Regal, Cheyenne, 'Densiflorum' & 'Lodense'                       |
| Mockorange                | Philadelphus (2)          | 4-6'  | 4-6'  | M-L | M | NA |                                                                  |
| Golden Currant            | Ribes aureum              | 4-6'  | 4-6'  | L   | M | NA |                                                                  |
| Crandall Clove Currant    | Ribes odoratum 'Crandall' | 4-6'  | 4-6'  | M-L | L | NA | Native; can smell cloves 10-15' away; orange fall color          |
| Emerald Carousel Barberry | Berberis x 'Tara'         | 4-5'  | 4-5'  | M-L | M | NA | Yellow flowers; very adaptable, cold hardy; persistent red fruit |
| Privet                    | Ligustrum vulgare (2)     | 4-15' | 4-15' | M   | M | NA |                                                                  |
| Viburnum                  | Viburnum (2)              | 4-12' | 4-15' | M-L | M | NA | Nice fall color varies                                           |
| Antelope Brush            | Purshia tridentata        | 4'    | 5'    | L   |   | NA |                                                                  |
| Gooseberry                | Ribes sp. (2)             | 4'    | 4'    | M-L | M | NA |                                                                  |
| Four Wing Saltbush        | Atriplex canescens        | 3-6'  | 2-4'  | L   | M | NA |                                                                  |
| Apache Plume              | Fallugia paradoxa         | 3-6'  | 3-6'/ | L   | L | NA | Native, silver-pink seed heads all summer                        |
| Rock Spirea               | Holodiscus dumosus        | 3-6'  | 3-6'  | M-L | L | NA | Good ornamental winter look                                      |
| Waxflower                 | Jamesia americana         | 3-6'  | 3-6'  | L   | L | NA | Prefers good drainage                                            |
| Threeleaf Sumac           | Rhus trilobata            | 3-6'  | 3-6'  | L   | M | NA | Nice fall color orange to red                                    |

| <b>DECIDUOUS SHRUBS</b>      |                                    |        |       |                   |                         |             |                                                    |
|------------------------------|------------------------------------|--------|-------|-------------------|-------------------------|-------------|----------------------------------------------------|
| Common Name                  | Botanical Name                     | Height | Width | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                            |
| Alpine Currant               | Ribes alpinum                      | 3-6'   | 3-6'  | L – M             | M                       | NA          |                                                    |
| Wood's Rose                  | Rosa woodsii                       | 3-6'   | 3-6'  | L                 |                         | NA          |                                                    |
| Siberian Spirea              | Sibiraea laevigata                 | 3-6'   | 5-10' | M-L               | M                       | NA          |                                                    |
| Littleleaf Mountain Mahogany | Cercocarpus intricatus             | 3-5'   | 3-5'  | L                 | L                       | NA          | Very drought tolerant, slow growing, evergreen     |
| Fernbush                     | Chamaebatiaria millefolium         | 3-5'   | 3-6'  | L                 | M                       | NA          | Blooms throughout summer into late fall            |
| Carol Mackie Daphne          | Daphne x burkwoodii 'Carol Mackie' | 3-5'   | 3-5'  | M-L               | L                       | NA          | Part shade; needs good drainage                    |
| Fremont's Desert Holly       | Mahonia fremontii                  | 3-5'   | 3-6'  | L                 | L                       | NA          | Very xeric broadleaf evergreen, blue holly foliage |
| Russian Sage                 | Perovskia atriplicifolia           | 3-5'   | 3-5'  | L                 | M                       | NA          | Must be cut nearly to ground                       |

|                                  |                                                           |       |       |       |   |    |                                                                                    |
|----------------------------------|-----------------------------------------------------------|-------|-------|-------|---|----|------------------------------------------------------------------------------------|
|                                  |                                                           |       |       |       |   |    | in late winter                                                                     |
| Blue Mist Spirea                 | Caryopteris x clandonensis                                | 3-4'  | 2-3'  | L     | L | NA |                                                                                    |
| Blue Stem Joint Fir              | Ephedra equisetina                                        | 3-4'  | 5-6'  |       | L | NA | 3-4'; red berries against blue foliage                                             |
| Mountain Ninebark                | Physocarpus monogynus                                     | 3-4'  | 3-4'  | M-L   | M | NA | Orange to red fall color                                                           |
| Aromatic Sumac                   | Rhus aromatica                                            | 3-4'  | 6-8'  | L     | L | NA | Non-suckering form; good year-round architecture; 'Gro-low' is low, wide-spreading |
| Red Lake Currant                 | Ribes 'Red Lake'                                          | 3-4'  | 3-4'  | M-L   | M | NA |                                                                                    |
| Snowberry                        | Symphoricarpos albus                                      | 3-4'  | 3-5'  | M     | M | NA |                                                                                    |
| Lilac                            | Syringa patula, hyacinthiflora, prestoniae & vulgaris (2) | 3-12' | 3-12' | M-L   | M | NA | All cultivars are drought tolerant                                                 |
| Snowfall Common Ninebark         | Physocarpus opulifolius 'Snowfall'                        | 3'    | 4'    | L     | L | NA | More compact; larger white-pinkish flowers; fall: yellowish-bronze                 |
| Rabbit Brush                     | Chrysothamnus nauseosus                                   | 2-6'  | 2-6'  | L     | M | NA | Blue and green varieties                                                           |
| Corallberry                      | Symphoricarpos sp. (2)                                    | 2-6'  | 3-6'  | M-L   | L | NA |                                                                                    |
| Potentilla                       | Potentilla fruticosa (2)                                  | 2-5'  | 2-5'  | M-L   | M | NA | Showy flowers                                                                      |
| Dwarf Russian Almond             | Prunus tenella                                            | 2-5'  | 2-4'  | L     | L | NA |                                                                                    |
| Leadplant                        | Amorpha canescens                                         | 2-4'  | 2-4'  | L     | M | NA | One of most showy western plants                                                   |
| Broom, Moonlight or Spanish Gold | Cytisus 'Moonlight' & Cytisus purgans 'Spanish Gold'      | 2-4'  | 4-6'  | L     | L | NA |                                                                                    |
| Wax Currant                      | Ribes cereum                                              | 2-4'  | 2-4'  | L     | M | NA |                                                                                    |
| Rose                             | Rosa 3                                                    | 2-4'  | 2-4'  | L – M | M | NA |                                                                                    |
| Spiraea                          | Spiraea 3                                                 | 2-4'  | 2-4'  | M-L   | M | NA |                                                                                    |
| Ponchita Manzanita               | Arctostaphylos nevadensis 'Ponchito'                      | 2-3'  | 3-5'  | M-L   | L | NA | 2-3'; Native, drought tolerant; pink-white flowers Apr-May                         |

| <b>DECIDUOUS SHRUBS</b>             |                                     |        |       |                   |                         |             |                                                                                      |
|-------------------------------------|-------------------------------------|--------|-------|-------------------|-------------------------|-------------|--------------------------------------------------------------------------------------|
| Common Name                         | Botanical Name                      | Height | Width | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                                                              |
| Rock Cotoneaster                    | Cotoneaster horizontalis            | 2-3'   | 3-6'  | M-L               | M                       | NA          |                                                                                      |
| Royal Gold Woadwaxen                | Genista tinctoria 'Royal Gold'      | 2-3'   | 2-3'  | L                 | L                       | NA          | Great planted in swaths, blooms twice; bright yellow; holds green leaves into winter |
| St. Johnswort, Sunburst and Hidcote | Hypericum sp.                       | 2-3'   | 2-3'  | L                 | L                       | NA          |                                                                                      |
| Soapweed                            | Yucca glauca                        | 2.5-3' | 3-4'  | M-L               | M                       | NA          | native                                                                               |
| Sagebrush                           | Artemisia (2)                       | 1-6'   | 2-3'  | L                 | L                       | NA          |                                                                                      |
| Winterfat                           | Ceratoides lanata                   | 1-4'   | 2-4'  | L                 | L                       | NA          | Needs good drainage                                                                  |
| Cascade Manzanita                   | Arctostaphylos nevadensis 'Cascade' | 1-2'   | 3-5'  | M-L               | L                       | NA          | 1-2' high, Ft. Collins introduction; cascading habit;                                |



|                                   |                                          |        |        |     |   |    |                                                                           |
|-----------------------------------|------------------------------------------|--------|--------|-----|---|----|---------------------------------------------------------------------------|
| Mock-Bearberry<br>Manzanita       | Arctostaphylos x<br>coloradoensis        | 1-2'   | 3-5'   | M-L | L | NA | FS-PS<br>1-2' high; Ft.<br>Collins<br>introduction; red<br>berries; FS-PS |
| Coral Beauty<br>Cotoneaster       | Cotoneaster<br>dammeri<br>'Coral Beauty' | 1-2'   | 4-6'   | M-L | M | NA |                                                                           |
| Creeping<br>Oregon Grape<br>Holly | Mahonia<br>haematocarpa                  | 1-1.5' | 3-4'   | M-L | L | NA | Red fall color                                                            |
| Cranberry<br>Cotoneaster          | Cotoneaster<br>apiculata                 | 1.5-2' | 4-6'   | M-L | M | NA |                                                                           |
| Harriman's                        | Yucca<br>harrimaniae                     | .75-1' | 1-1.5' | M-L | M | NA | native                                                                    |

| <b>EVERGREEN TREES (1)</b> |                                   |         |        |                   |                         |             |                                        |
|----------------------------|-----------------------------------|---------|--------|-------------------|-------------------------|-------------|----------------------------------------|
| Common Name                | Botanical Name                    | Height  | Width  | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                |
| Southwestern White Pine    | Pinus strobiformus                | 80'     | 40'    | M-L               | L                       | No          |                                        |
| Douglas Fir                | Pseudotsuga menziesii 'Taxifolia' | 75-100' | 40'    | M                 | L                       | No          |                                        |
| Swiss Mountain Pine        | Pinus mugo                        | 6-8'    | 12-15' | L - M             | L                       | No          |                                        |
| Colorado Green Spruce      | Picea pungens                     | 60'     | 30'    | M-L               | L                       | No          |                                        |
| Colorado Blue Spruce       | Picea pungens 'Glauca'            | 60'     | 30'    | M-L               | L                       | No          |                                        |
| Serbian Spruce             | Picea omorika                     | 50-60'  | 20-25' | M                 | L                       | No          | Narrow pyramidal growth; uniform; blue |
| Austrian Pine              | Pinus nigra                       | 50'     | 20'    | M-L               | L                       | No          |                                        |
| Scotch Pine                | Pinus sylvestris                  | 50'     | 30'    | M-L               | L                       | No          |                                        |
| Red Cedar                  | Juniperus virginiana 'Varieties'  | 40-50'  | 8-20'  | M                 | L                       | No          |                                        |
| Ponderosa Pine             | Pinus ponderosa                   | 40'     | 25'    | L                 | L                       | No          |                                        |
| Rocky Mountain Juniper     | Juniperus scopulorum 'Varieties'  | 30-60'  | 15'    | L - M             | L                       | No          |                                        |
| Bristlecone Pine           | Pinus aristata                    | 30'     | 15'    | L                 | L                       | No          |                                        |
| Limber Pine                | Pinus flexilis                    | 30'     | 15'    | L                 | L                       | No          |                                        |
| Pinon Pine                 | Pinus edulis                      | 25-30'  | 10-15' | L                 | L                       | No          |                                        |
| Smooth Arizona Cypress     | Cupressus arizonica var. glabra   | 20-40'  | 8-15'  | L                 | L                       |             | Blue color                             |
| Oneseed Juniper            | Juniperus monosperma              | 10-30'  | 6-12'  | L                 | L                       | No          |                                        |

| <b>EVERGREEN SHRUBS</b> |                                     |        |       |                   |                         |             |                                       |
|-------------------------|-------------------------------------|--------|-------|-------------------|-------------------------|-------------|---------------------------------------|
| Common Name             | Botanical Name                      | Height | Width | Water Requirement | Maintenance Requirement | Street Tree | Remarks                               |
| Yew                     | Taxus x media 'Hicksii'             | 8-12'  | 3-4'  | M-L               | M                       | NA          | High drought tolerance                |
| Firethorn               | Pyracantha coccinea (2)             | 8'     | 8'    | M                 | M                       | NA          |                                       |
| Oregongrape             | Mahonia aquifolium                  | 6'     | 3'    | M                 | M                       | NA          | Nice fall colors red to purple        |
| Euonymus Manhattan      | Euonymus kiautschovicus 'Manhattan' | 5'     | 4'    | M                 | M                       | NA          |                                       |
| Euonymus Sarcocoe       | Euonymus fortunei 'Sarcocoe'        | 4-6'   | 4-6'  | M                 | M                       | NA          |                                       |
| Bigleaf Wintercreeper   | Euonymus fortunei vegeta            | 4-5'   | 4-5'  | M                 | M                       | NA          |                                       |
| Gnome Firethorn         | Pyracantha angustifolia 'Gnome'     | 4'     | 4'    | M                 | M                       | NA          |                                       |
| Juniper                 | Juniperus sp. (2)                   | 1-30'  | 4-15' | L                 | L                       | NA          | Many species; something for any size  |
| Creeping Hollygrape     | Mahonia repens                      | 1'     | 1'    | M                 | M                       | NA          | Nice fall/winter colors red to purple |

## **PERENNIALS, GROUND COVERS, AND ORNAMENTAL GRASSES**

Due to the large quantity, variety, and changing availability of these plants, please consult your local nursery preferably a C.N.A. Member.

Height, color, texture, moisture, light requirement, and heartiness need to be considered when specifying these plants.

Most local nurseries provide a yearly catalog of available plants and their descriptions.

### **Notes:**

1. Mature size of all evergreen trees must be considered when determining location for planting. They are not recommended within 8' of any roadway, walkway, entrance, or window as they will eventually obstruct passage or view. Evergreen trees shall not be placed within roadway site triangles. During winter, icy conditions often occur on the north side of evergreen trees. This must be considered for their placement.

2. These plants have numerous different species, varieties and/or cultivars. Consult a local nursery for current availability and proper selection.

3. Heights and widths are anticipated sizes, but will vary due to environmental issues.



**Exhibit C**  
**Industrial Development Design Standards and Guidelines**



Industrial Development Design Standards & Guidelines  
(IDDSG)

Adopted by Ordinance No. 1322, Series 1999  
18 January 2000



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# INTRODUCTION

## A. Purpose

The *Industrial Development Design Standards and Guidelines* ("**IDDSG**") establish design criteria and minimum standards for industrial developments within the City of Louisville. The purpose of the IDDSG is to:

1. Enhance and protect Louisville's quality of life and community image through clearly articulated industrial development design goals and policies, design guidelines and minimum design standards; and
2. Protect and promote Louisville's long-term economic vitality through industrial design standards which encourage and reward high quality development, while discouraging less attractive and less enduring alternatives; and
3. Minimize adverse impacts of vehicular circulation to existing neighborhoods and to the surrounding physical environment; and
4. Enhance and protect the security and health, safety and welfare of all residents of the City of Louisville; and
5. Facilitate an understanding of the City's expectations and to assist developers in compiling a complete and efficient application.

## B. Applicability

The provisions of the IDDSG shall apply to all industrial development within the City, except industrial development for which there exists a vested property right to develop under other approved design guidelines and/or development standards.

The IDDSG provide general design guidelines, as well as mandatory minimum development standards. The IDDSG will be utilized by staff, Planning Commission, and City Council to review *Industrial* development applications submitted under the City's PUD Development Plan review process. All industrial areas must be developed as PUD-I district, including site specific development

plans.

The goals and policies set forth in this document are expected to be met through compliance with all mandatory design standards and consideration of design guidelines. Modifications to or waivers from mandatory design standards may be recommended by the Planning Commission and authorized by City Council as part of the PUD Development Plan Review process.

Industrial development applications seeking modifications or waivers to these requirements should anticipate additional review time and must demonstrate a clear benefit to the City in relaxing one or more of these requirements.

## C. Who Uses the IDDSG

The IDDSG is to be used by property owners/ applicants and their design consultants in the planning of industrial development projects within the City of Louisville. The IDDSG will also be utilized by staff, Planning Commission, and City Council as part of the PUD Development Plan process in their reviews of industrial projects to which the IDDSG apply.

## D. Desirable Elements of Industrial Project Design

The City considers the following design features to be desirable elements of industrial development, and the standards and guidelines set forth in following chapters are intended to facilitate the incorporation of these features into an *Industrial* project:

1. Prominent access driveways with clear visibility of entrances.
2. Multi-modal transportation.
3. Controlled site access.
4. Landscaped and screened parking, and loading and service areas.
5. Service areas located at the rear of buildings.
6. Quality exterior building materials, surfaces, and textures.
7. Significant landscape, streetscape and hardscape elements.
8. Placement of structures that creates



opportunities for plazas, courtyards, or gardens/patio areas which can be utilized as pedestrian gathering places and common employee gathering areas with appropriate site furniture and lighting.

9. A variety of architectural design treatments, including articulated building footprints to reduce massing and to promote architectural definition and interest.
10. Preservation of natural site features.
11. Enhancement of view corridors to open areas and mountain vistas.
12. Support services to industrial development, such as child care accessory to a large corporate campus, may be appropriate in accordance with currently adopted codes and ordinances.
13. Site design and improvements should anticipate the potential re-use of the building for other purposes.
14. Quality architectural designs and building materials should be incorporated into industrial projects.
15. The appearance of both the building and the site landscaping should have a strong emphasis toward public street views, incorporating a concept that emphasizes the 'public zone'.

## **E. Undesirable Elements of Industrial Project Design**

The City considers the following design features to be undesirable elements of industrial development:

1. Poorly defined site access points.
2. Disjointed parking areas, or confusing or unsafe circulation pattern.
3. Square, 'box-like' structures with large, blank, unarticulated wall surfaces.
4. Highly reflective surfaces or repetitious and continuous glazing patterns.
5. Metal siding used as a primary exterior facade treatment.
6. Visible outdoor storage, loading, and equipment areas.
7. Signage which is redundant or out of scale with building architecture.

## **F. Relation of the IDDSG to Other City Regulations, Ordinances and Private Development Covenants**

The IDDSG is a supplement to the City of Louisville's Zoning and Subdivision Regulations, PUD Ordinance, *City of Louisville Department of Public Works Engineering Division Design and Construction Standards*, and *City of Louisville Storm Drainage Design and Technical Criteria*.

Where a mandatory standard in this document is in conflict with any provision of the City of Louisville municipal code, the most restrictive requirement shall take precedence and shall apply. Building and life safety codes, *the City of Louisville Department of Public Works Engineering Division Design and Construction Standards/ and the City of Louisville Storm Drainage Design and Technical Criteria* take precedence over the standards in this document in cases where the standards in this document require action that is in conflict with those codes.

All industrial development within the City of Louisville shall meet the requirements of the Americans with Disabilities Act (ADA).

## **G. How to Use the IDDSG**

The IDDSG is generally organized in a descending order of scale, from overall site planning concerns, to circulation issues, to buildings, site details, and then signs and exterior lighting. When first developing overall planning concepts for a parcel, the earlier chapters will be most relevant. At advanced stages of design, when architectural details and specific landscaping ideas are being developed, chapters appearing later in the document will be most relevant.

Each chapter has four basic components:

1. A goal statement, which sets forth the City's overall design goal to be achieved in the PUD Industrial Planned Unit Development Plan review process with regard to the subject matter of the chapter.
2. A policy statement, which establishes a

more specific design goal with regard to a more specific subject matter.

3. The statements of **standards**, indicated with an **{S}**, and **guidelines**, indicated with a **{G}**, which establish the specific design standards with which compliance is mandatory, and the design guidelines with which compliance is strongly encouraged. **A failure to meet a mandatory standard may be the basis for denial of an application.**
4. Illustrations showing one or more suggested design solutions that would be appropriate or inappropriate with respect to the standards and guidelines. These may be photographs or sketches. In the event of conflict between an illustration and the text of the IDDSG, the text shall control.

## H. Definitions

For purposes of this document, the following terms shall have the following meanings:

**nIndustrial Development**" Any land development activity in the city, including but not limited to non-offensive types of industry, processing and manufacturing activities, but not including development activity intended solely for residential, retail and or office use. Industrial development also includes any addition, remodeling, relocation or construction requiring an amendment to an approved, Final Industrial Planned Unit Development Plan. Specifically, industrial uses as enumerated in Louisville Municipal Code § 17.12.030 and/or in an established Planned Community Zone District-Industrial Plan (PCZD-I).

**nFlex Space or Flex Building**" A building designed for occupancy by single or multiple, undefined tenants in spaces designed to suit their varied needs. The tenants need significant amounts of fully finished interior space and have employee densities that are higher than the traditional industrial tenant, though the tenant must still have some industrial component, such as warehousing, distribution, assembly, or manufacturing. The building will have more of an office/commercial appearance on some or all

building elevations.

**"Landscape Coverage"** Land that is undeveloped or developed that can support plant materials; or has decorative landscape treatment; or that may be used by customers for recreation, circulation, or may be viewed by them. Paved parking lot areas used for auto circulation or parking do not qualify as landscape coverage.

**nParcel**" A parcel is the minimum amount of real property that a single user may occupy. In many cases, more than one lot will be combined into a single parcel for development of a single building or cluster of buildings to be used by a single user.

**nPedestrian Scale/Human Scale**" The relationship between the dimensions of a building, street, outdoor space, or streetscape element to the average dimensions of the human body as well as space and the built environment as perceived by the senses of a human being.

**nPublic Zone**" Building and other associated site improvements located on a development parcel which are within 300-feet of a public right-of-way or within the front half of the parcel (as measured from the front property line to the midpoint of the lot depth) whichever is less.

**nNon-Public Zone**" Building and other associated site improvements located on a development parcel that is located outside the Public Zone.

**nEffective Landscaping**" An area is considered landscaped to the extent it provides sufficient quantity and quality of plant materials to screen parking, building, or hardscaped areas of a project and provides color and viewing interest.





# 1. SITE PLANNING

## Goal:

*Locate buildings so as to maximize the presentation of streetscaping and primary building entries to major roadways/ to provide clear orientation and access for both vehicles and pedestrians and to facilitate internal pedestrian circulation. Place structures in consideration of the existing built context/ the location of adjoining uses/ and the location of major roads. Create pedestrian courtyards and common employee gathering areas.*

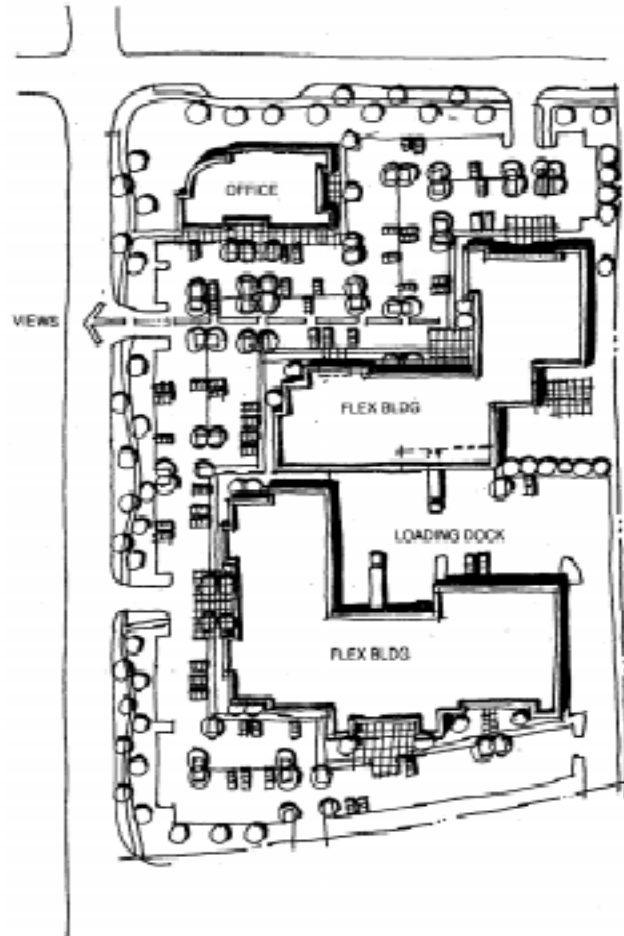
## 1.1 Building Siting and Orientation

### Policy:

Buildings should be sited so that the character of existing landforms and site features is enhanced; the relationships between buildings are strengthened; and pedestrian and vehicular circulation is facilitated.

### Standards and Guidelines:

- A. Provide pedestrian connections from building entries and required exits to public walkways to buffer pedestrians from vehicle circulation areas. (S)
- B. Provide plazas at primary building entrances as a means of distinguishing primary entries from secondary and service entries. (S)
- C. Provide employee-gathering places in areas that are of a sufficient size and scale and buffered from traffic and circulation areas. (S) Employee gathering areas shall not be located in proximity to primary public entrances. (S) Appropriately screened break areas may be considered in proximity to public entrances. (G)
- D. Orient buildings to promote views of the mountains through the development. (G)
- E. Position entries to buildings so they are easily identifiable from adjoining public right-of-ways and primary access drives. (G)



1.1 POLICY - OVERALL CONCEPT

## 1.2 Building and Parking Setbacks

### Policy:

Provide a well-landscaped image along major streets, which promotes a formal streetscape appearance. To attain this objective, all buildings and parking should be set back from perimeter and interior streets a sufficient distance to create a distinct landscape zone between buildings, parking, and adjacent roadways. Varying building setbacks to enhance visual interest along the streetscape is strongly encouraged. Parking setbacks from all streets should allow for adequate visual buffering or screening.

### Standards and Guidelines:

#### A. Minimum Building Setbacks: (S)

|                                                                                                      |          |
|------------------------------------------------------------------------------------------------------|----------|
| Front, side or rear yards from arterial streets                                                      | 60-feet  |
| Front yard at a local public street                                                                  | 30-feet  |
| Side yard from a local public street                                                                 | 30-feet  |
| Side yard interior (abutting a similar zoning district)                                              | 10-feet  |
| Side yard interior<br>(abutting residential and agricultural zoning districts, or public open space) | 25-feet  |
| Rear yard (abutting a similar zoning district)                                                       | 15-feet  |
| Rear yard (abutting residential and agricultural zoning districts or public open space)              | 25-feet  |
| Northwest Parkway or other limited access highways                                                   | 200-feet |

#### B. Minimum Parking Setbacks: (S)

|                                                                                                      |         |
|------------------------------------------------------------------------------------------------------|---------|
| Front, side or rear yards from arterial streets                                                      | 30-feet |
| Front yard at a local public street                                                                  | 20-feet |
| Side yard from a local public street                                                                 | 20-feet |
| Side yard interior (abutting a similar zoning district)                                              | 10-feet |
| Side yard interior<br>(abutting residential and agricultural zoning districts, or public open space) | 10-feet |

- C. Only architectural projections that do not include floor area, such as roof eaves or other architectural enhancements, may encroach into the above setbacks not more than 3-feet. (S)
- D. For multi-building proposals, building setbacks should be varied to enhance visual interest along the streetscape. (S)
- E. Building setbacks shall not encroach into platted landscape, drainage and or railroad easements. (S)
- F. No portion of any building may encroach or project into any easement. (S)



### 1.3 Pedestrian Amenities

**Policy:**

Plazas, courtyards or similar visitor and employee amenities should be incorporated into both overall and individual site development plans. These areas should be easily accessible and comfortable for a substantial part of the year.

**Standards and Guidelines:**

- A. Furnish spaces with pedestrian amenities such as benches, landscaping, and/or recreational areas. These outdoor spaces shall be functional and shall not appear as 'left-over' spaces. (S)
- B. Provide seating that is useable year-round. Position seating such that it is buffered from exposed areas and takes advantage of sunny locations. (S)
- C. All common amenities within industrial developments shall be owned and maintained by the developer or by an organization established for such purposes. (S)
- D. Where feasible, create a sense of enclosure for outdoor seating areas. (G)

### 1.4 Site Coverage Requirements

**Policy:**

Open space and landscaped areas are valued amenities. Building, parking, and driveway site coverage within each parcel should be limited.

**Standards and Guidelines:**

- A. The maximum building, parking, walkway and driveway coverage within each parcel and for the entire development is 75%. (S)
- B. The minimum amount of landscape coverage provided within an industrial development is 25%. (S) This landscape coverage area is in addition to any required public land dedication. (S)
- C. Detention ponds may be included in landscape coverage if located fully within the building lot, and when those areas can be effectively landscaped. Detention ponds that are off-site, but contiguous to the building lot, and that can be effectively landscaped may be credited up to, but not

exceeding one-third of the total required landscape coverage requirement. (G)

## 1.5 Utilities, Mechanical, and Telecommunications Equipment

### Policy:

The visual and noise impacts of utilities, mechanical equipment, data transmission dishes, towers, and similar antennas and equipment should be mitigated.

### Standards and Guidelines:

- A. Install all permanent utility lines underground. (S)
- B. Temporary overhead power and telephone facilities are permitted during construction only. (S)
- C. Locate transformers away from major pedestrian routes and outdoor seating areas. (G)
- D. Buffer all transformers, telecommunications devices, equipment switching boxes and other utility cabinets from street and pedestrian areas with landscaping or architectural screens. (S) Do not leave meters exposed where visible to the public. (S) (See also Chapter 6: Screen Walls and Fencing). (S)
- E. The location of exterior mechanical equipment associated with industrial processing or manufacturing operations shall be such that it minimizes visual and auditory impacts from adjacent property and public streets and shall be mitigated with structural or landscape screening and buffering. (G)



1.5.D - SCREEN THESE AREAS FROM PUBLIC VIEW

## 1.6 Service, Delivery and Storage Areas

### Policy:

Service, delivery and storage areas should not be visually obtrusive. The visual impact of service and delivery areas should be minimized; especially views of such areas from public ways and along designated view corridors.

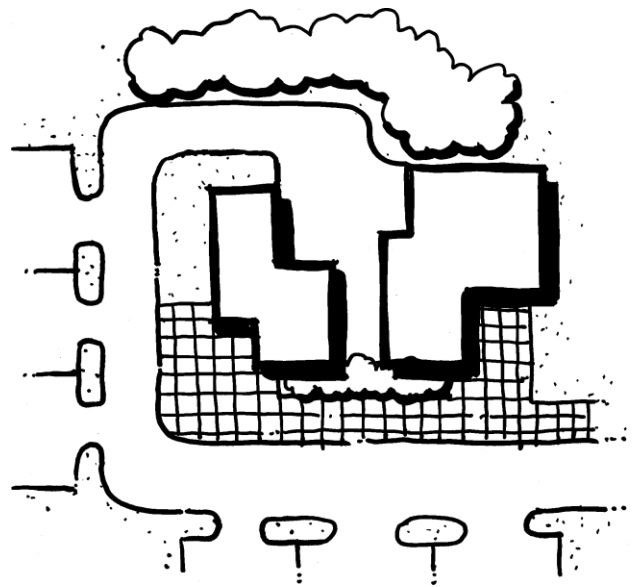
### Standards and Guidelines:

- A. Locate loading docks, outside storage, and service areas in areas of low visibility such



as at the side or at the rear (non-street side) of buildings. (S) Outside storage of any kind in public street rights of way, building setbacks or easement areas is not permitted. (S)

- B. With the exception of outside storage areas, when it is not possible to locate loading facilities and service areas on a non-street side of a building, loading docks and doors shall not dominate the building frontage and must be screened from all adjoining public rights of way. Loading and service facilities shall be offset from driveway openings. (S) In no case may outside storage areas be located in the front of a building. (S)
- C. Combine loading docks and service areas between multiple sites. (G) Screen from public view with fencing, walls, other structures and/or landscaping. (S)
- D. Clearly identify service entrances with signs to discourage the use of main entrances for deliveries. (G)
- E. Service and refuse areas shall not encroach into the parking setback. (S) Such areas shall be screened with a minimum six-foot wall height enclosure (as measured from finished grade). (S) Service and refuse areas shall be paved with an impervious surface of asphalt or concrete. (S)
- F. Service and outside storage enclosures shall be constructed of materials to match or compliment the building material. No enclosure shall be made of any form of chain link or wood fencing. Gates and/or access doors may be constructed of materials different from the actual enclosure material to facilitate operation of the gates or access doors. (S) Trash enclosures shall enclose an area large enough to accommodate the peak needs of varied potential industrial users of the building. (S)
- G. Outside storage areas shall not exceed 10% of the floor area of the principal structure and when authorized must be typically associated with the specific industrial operation proposed for the building. (S)
- H. Outside storage areas shall be fully screened by screen wall enclosures. (S) Screen walls shall have a minimum height of 6-feet, and a maximum height of 10-feet. Stored materials may not be stacked or be visible above the enclosure height. (S)



1.6.C - WELL SCREENED SHARED SERVICE COURTYARD



1.6.H - THIS IS NOT PERMITTED - OUTSIDE STORAGE MUST BE FULLY SCREENED

- I. Storage areas shall be paved with an impervious surface of asphalt or concrete and designed in accordance with required fire access, and fire lane requirements. (S)
- J. Trash compaction and recycling are strongly encouraged and should be accommodated in industrial project design. (G)
- K. Sites shall not be designed to accommodate ongoing storage of truck trailers or other cargo storage trailers. (S)

## 1.7 Water Quality Control and Drainage

### Policy:

Storm water and snowmelt from rooftops, paved areas, and lawns carry plant debris, soil particles, and dissolved chemicals into the City's storm drainage system. Site development plans should employ management and engineering practices to protect stormwater from these undesirable elements, before releasing water into the City's storm drainage system.

Site drainage should be designed to minimize water collection near building foundations, entrances and service ramps. In addition to the City of Louisville's Storm Drainage and Technical Criteria, the following standards and guidelines apply:

### Standards and Guidelines:

- A. Storm water shall not drain directly into the public storm drainage system without first going through a natural, landscaped detention pond and/or a grassy swale. (S)
- B. Design and maintain all grassy swales and other drainage channels in accordance with City of Louisville Storm Drainage Design and Technical Criteria. (S)
- C. Avoid hard concrete-lined channel designs, unless recommended by the City's Public Works Department. If a hard channel design is required use a more natural approach that incorporates river rock or natural rock channel lining when possible. (G)
- D. Utilize accepted design criteria and recommendations of the Urban Drainage and Flood Control District (UD & FCD) and the City of Louisville for detention pond design to enhance water quality. (S)



1.6.K - ONGOING PARKING OR STORAGE OF TRUCK TRAILERS IS DETRIMENTAL TO GOOD URBAN DESIGN



1.7.C - AVOID HARD CHANNELS SUCH AS THIS



1.7.A - GOOD EXAMPLE OF NATURAL GRASSY SWALE



- E. The use of consolidated detention pond facilities is encouraged on multi-lot developments. (G)
- F. Avoid design of landscape berms that would shed irrigation and stormwater directly onto adjacent paved surfaces. (G)
- G. To more effectively implement Best Management Practices (BMPs), detention ponds shall be consolidated on individual developments so there is no more than one pond per five acres, unless otherwise approved by Public Works. (G)
- H. Functional detention pond BMPs shall be incorporated to the extent practical, in accordance with Volume III of the Urban Drainage manual, latest edition, and approved by Public Works, or be incorporated in accordance with a comparable design, approved by Public Works. Said BMPs shall be implemented on developments where the surface area tributary to the detention pond is five acres or greater (including the detention pond surface area.) (G) For detention ponds having tributary areas between two and five acres (including the detention pond surface area) grass or cobble lined swales shall be incorporated. Other proposed BMPs shall be reviewed and approved on an individual basis by Public Works. (G)
- I. Parking lot detention shall not be permitted, with the exception of development sites smaller than two acres, regardless of the tributary basin size to the detention pond. (G)
- J. For developments smaller than two acres, detention up to the 10-year storm event shall be contained completely within a grass lined area of a detention pond. The remainder of the storm water detention volume, between the 10 and 100-year events, may extend into paved areas. The ponding depth may not exceed 8 inches within paved areas. (S)
- K. Detention pond landscape materials and planting densities shall be incorporated into the landscape plan in a manner that will minimize the potential for clogging at the outlet structure. Landscaping in and around detention ponds shall not be designed in a manner that would potentially reduce the functionality of the pond. (G) The developer's engineer shall certify in the

drainage report that they have reviewed the landscape plan and that it is consistent in preserving the functionality of the storm water detention system. The proposed landscaping in and around detention ponds shall be subject to Public Works review and approval. (S) Property owner obligations pertaining to detention pond maintenance shall be contained in the final approved drainage report associated with the PUD. (S)

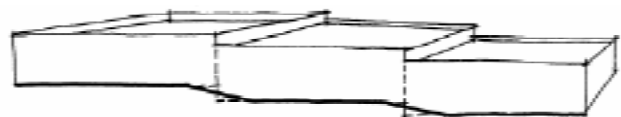
## 1.8 Site Grading, Excavation and Erosion Control

### Policy:

The design of site improvements should minimize cut-and-fill in order to preserve each site's natural terrain to the maximum extent possible. Site grading designs should be executed in such a manner to avoid drainage impacts (such as erosion and road damage), both on-site and downstream.

### Standards and Guidelines:

- A. Preserve the natural setting with grading designs that are sensitive to existing land-forms and topography. (G)
- B. In developing sites, limit slopes to 4:1 or less. (G) Slopes in excess of 4:1 may be allowed when engineering or site constraints dictate a steeper slope, and when appropriate erosion control measures are incorporated. (G)
- C. In general, transition grades between old and new elevations should be rolling rather than one continuous straight slope. (G)
- D. Avoid grade changes within the drip-line of existing trees that are to be maintained. (G)
- E. Preserve existing significant site vegetation, to the extent possible, during over-lot grading and construction activities. (G) Replant all disturbed soil and slopes with an approved grass mixture or ground cover. (S) Prepare the soil prior to seeding. (S)
- F. Terracing of the finished floor elevations in relation to natural grades on a site should be considered on larger buildings, when appropriate, particularly on multi-tenant flex buildings. (G)



1.8.F - TERRACE BUILDINGS WITH SLOPES



## 2. VEHICULAR CIRCULATION & PARKING

### Goal:

*The on-site vehicular circulation and parking system is a critical factor in the safety and success of an industrial development. The parking/access/circulation system should provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site where pedestrian/bicycle/vehicle conflicts are minimized. The site planning process should make provision for alternate modes of transportation, including public transit, bicycles and pedestrians.*

### 2.1 Site Access and Vehicular Circulation

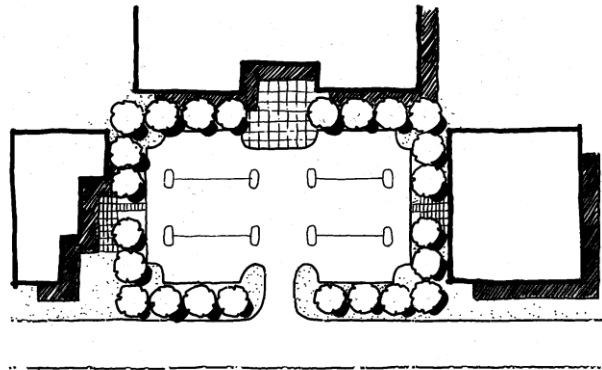
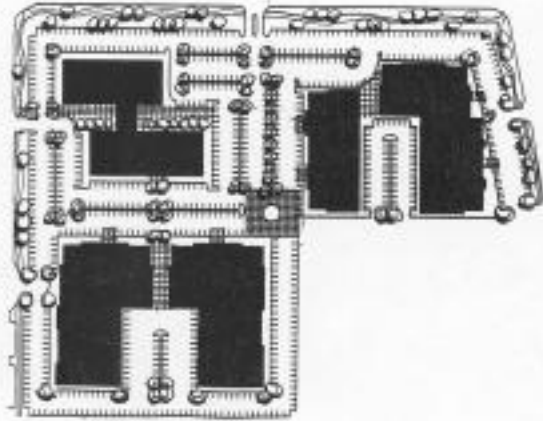
#### 2.1.1 Vehicular Access

### Policy:

Promote the safety and mobility of through traffic by minimizing the number of access points to private property from public streets.

### Standards and Guidelines:

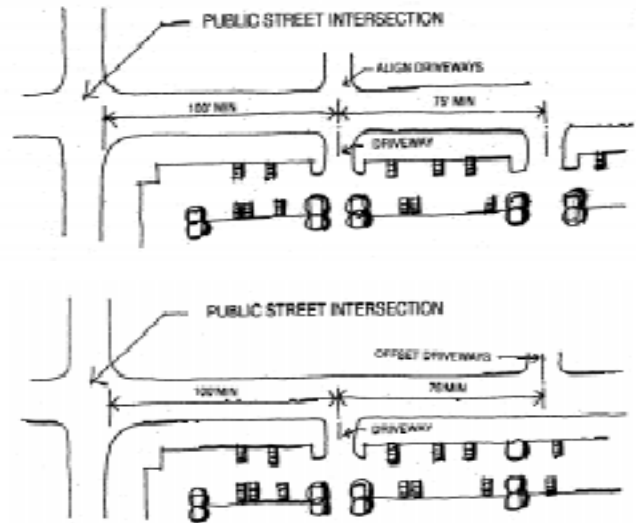
- A. Enhance the intersections of entrance drives with arterial and collector streets by incorporating signs, accent paving, special landscaping and lighting. (S)
- B. Materials used for entry features shall be consistent with other materials used in the development. (S)
- C. Two-way access drives shall have a minimum width of 28-feet. (S) One way access drives shall have a minimum width of 18-feet. (S)
- D. The number of driveways per street frontage to any building site is determined by the size of building site. Building sites less than two acres shall be permitted **one** driveway, two acres to five acres shall be allowed **two** driveways and greater than five acres shall be permitted **three** driveways. (G)
- E. Driveways shall be separated from street intersections by a minimum of 100-feet or by maintaining similar directions of travel and



2.1.1 - VEHICULAR ACCESS POLICY

as required by the Public Works Department. (S)

- F. Driveways serving building sites on either side of a public street shall either be aligned or offset to provide a minimum separation of 75-feet when not located adjacent to a public street intersection. (S)
- G. Driveways on the same side of a public street shall be separated by a minimum 75-foot distance when not located adjacent to a public street intersection. (S)
- H. When possible, shared driveways located on the property line of two building sites are encouraged. (G) If incorporated into the improvements, the City will require evidence that an access easement is in place providing for joint use of the shared driveway. (S)
- I. Entrances that lead directly into head-in parking are not allowed. (S)
- J. Accent pavement materials located within the public right-of-way must meet City of Louisville Public Works Department criteria. (S).
- K. AASHTO site visibility triangles should be considered on parcels located on the inside of horizontal street curves. (G)



2.1.1.E,F,G

## 2.1.2 Vehicular Circulation

### Policy:

Projects with multiple building sites or parcels should include a hierarchy of internal roadways, including the following: 1) internal collector, 2) internal private drives serving multiple buildings and parcels, 3) parking aisles, and 4) service drives and truck routes. This hierarchy should be implemented by engineering and landscape treatments. The street, access and parking network shall provide for the smooth, safe, convenient and functional movement of all modes of transportation, including vehicles, public transit, bikes and pedestrians, with priority to the pedestrians.

### Standards and Guidelines:

- A. Provide separate and safe vehicular and pedestrian circulation systems. (G)
- B. For large parking lots, separate parking aisles from truck circulation routes and entry drives. (G)
- C. Avoid conflicts between adjacent parking lots



2.1.1.K



parking designs. (G)

- D. Truck and vehicle backing from a public street onto the site for loading or any other purpose is prohibited. (S)
- E. Vehicle circulation routes requiring movement onto a public street in order to move from one area to another on the same building site is prohibited. (S)

### **2.1.3 Service/Delivery, Emergency and Utility Access**

#### **Policy:**

Routes for service, emergency and utility access should be clearly marked. Service circulation within a development shall be designed to provide safe movements for all anticipated vehicles. The design of individual parcels to accommodate truck access shall meet all regulatory requirements for turning radii without sacrificing other important goals and policies of the IDDSG.

#### **Standards and Guidelines:**

- A. Meet all Louisville Fire Protection District regulations in the design and provision of emergency access to buildings for fire suppression, police, ambulance and other emergency vehicles. (S)
- B. Avoid the creation of 'blind areas' that cannot be patrolled by police or security staff. (G)
- C. Provide shared service and delivery access ways between adjacent parcels and/or buildings. (G)

### **2.1.4 Transit Facilities**

#### **Policy:**

Transit facilities should be accommodated within all major employment centers that could generate high volumes of transit use. Transit routes, access points and shelter locations should be addressed along major roadways within and on the perimeter of such projects. Transit facilities shall be provided in a manner to make transit an attractive mode of travel for both employees and patrons.

#### **Standards and Guidelines:**

- A. Locate bus shelters close to significant clusters of buildings. Provide a concrete pad in front of bus shelters. Provide protection for bus shelters from the prevailing winds. Consider incorporating passive solar heating features. (G)
- B. Coordinate any shelter design and locations with RTD. (S)
- C. Identify locations and define easements for future shelters. (G)

## 2.2 Parking Lot Design

*This Chapter provides standards and guidelines for the siting and layout of parking lots. Specific landscape standards for parking areas are included in Section 5.3, Parking Lot Landscaping.*

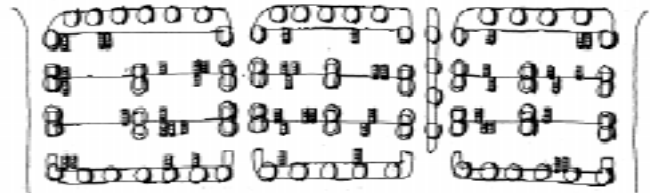
### 2.2.1 Surface Parking Lots

#### Policy:

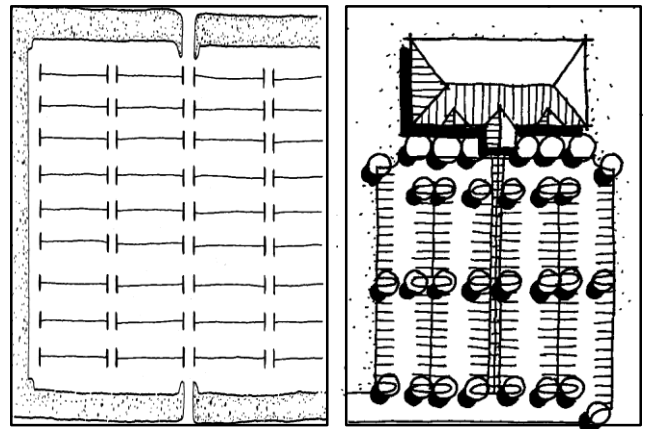
Vehicle parking should be provided to meet the location and quantity requirements of specific uses without requiring overflow parking within a public right-of-way, or undermining the function of other modes of transportation.

#### Standards and Guidelines:

- A. Design parking lots to avoid dead-end aisles. (G)
- B. Where a dead-end aisle is authorized, adequate space for unimpeded turn-around must be provided. (S)
- C. Avoid parking that creates hazardous backing movements into major drive aisles. (G)
- D. Design parking areas that incorporate pedestrian walkways in a manner that links buildings to the street sidewalk system. (S)
- E. Divide parking areas that accommodate more than 125 vehicles into a series of smaller, connected lots. (S)
- F. Landscape and offset portions of the lot to reduce the visual impact of large parking areas. (G)
- G. Avoid aligning all travel lanes in parking lots in long straight configurations. (G)
- H. Provide cross-access easements between adjacent lots to facilitate the flow of traffic between complementary users. (G)



2.2.1.E - PARKING LOTS WITH 125 SPACES OR MORE MUST BE BROKEN UP INTO SMALLER LOTS WITH NO MORE THAN 125 CARS TOTAL



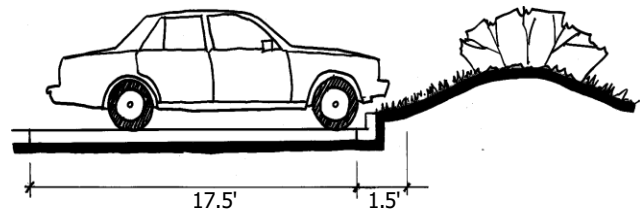
NO

YES!

2.2.1.F



- I. Each standard parking space located perpendicular to the access drive shall have a minimum width of 9-feet and a minimum depth of 19-feet. A 1.5-foot overhang is permitted for parking spaces adjacent to landscaped areas provided additional width is provided in the sidewalk or landscape area.



2.2.1.I

- (S)
- J. An appropriate number of handicap spaces shall be provided on the building site as required by applicable code and regulations. Handicap parking shall be located in close proximity to building entrances as permitted by the overall design of the improvements.
- (S)
- K. No compact parking spaces are allowed. (S)
- L. Minimum Parking Ratios: The minimum number of parking spaces required per parcel is based on the following ratios (# Parking Spaces/Gross Building Floor Area)
- (S):

|                                                  |                            |
|--------------------------------------------------|----------------------------|
| Office space                                     | 4 spaces/1000 SF (1:250)   |
| Manufacturing and Research and Development space | 2 spaces/1000 SF (1:500)   |
| Warehouse space                                  | 1 space/1000 SF (1:1000)   |
| Showroom space                                   | 4.5 spaces/1000 SF (1:225) |

- M. 'Flex' buildings shall plan for total parking at a ratio ranging between 4 and 5 spaces/1000 SF and will be authorized for any permitted Industrial building occupancy. (S) For sites/buildings with parking ratios lower than 4:1000, minimum parking requirements will be reviewed on a tenant finish building permit basis, relative to the average parking ratio provided on the site. All sites shall provide a minimum parking ratio of 2.0 spaces/1000 SF, except that some parking may be deferred when the total parking demand of the intended occupant falls below that ratio. (S)
- N. Public on-street parking may not be used to satisfy all or part of a building's required off-street parking. (S)
- O. For specific users, additional off-street parking may be necessary to satisfy unusual occupant requirements exceeding the above noted criteria. (G)
- P. Locate special parking spaces for vanpool and car pool parking close to building entrances. (G)

- Q. Use curbed landscaped islands to designate a change in direction of parking stalls and aisles. (S)
- R. Provide landscaped islands at the ends of all rows of parking. (S)
- S. Parking bumpers in surface lots are prohibited. (S)



## 3. PEDESTRIAN & BICYCLE CIRCULATION

### Goal:

*Pedestrian and bicycle systems should be incorporated into all developments and designed to be safe and invite walking and bicycling throughout the project. Individual parcels and sites {within larger projects} should be integrated with adjacent properties designed to form a comprehensive system and to provide convenient access to transit stops/ as well as to regional trail systems.*

### 3.1 Overall Pedestrian and Bicycle Circulation

#### Policy:

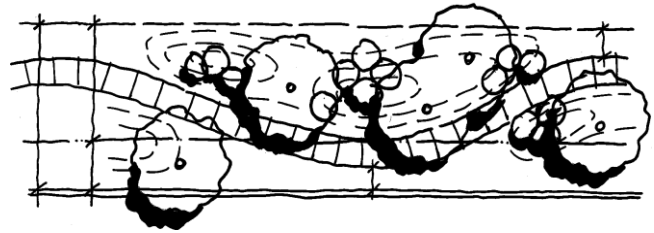
Pedestrian spaces and routes should be designed to invite walking throughout and around each development. Routes should be integrated to form a comprehensive circulation system providing convenient, safe and visually attractive access to all destinations on the site. Ease of maintenance should be considered.

#### Standards and Guidelines:

- A. Locate buildings and design on-site circulation to minimize pedestrian/vehicle conflicts. (G)
- B. Separate pedestrian and vehicle movements with the use of landscaping, barriers or other appropriate design solutions. (G)
- C. Differentiate areas of pedestrian and bicycle/vehicle interface with accent pavement and signage to alert drivers to potential conflicts. (S)
- D. Provide well-identified connections from the primary pedestrian and bicycle paths within the development to the perimeter sidewalks and bike paths. (S)
- E. Locate pedestrian access and walkways away from the north sides of buildings. (G)
- F. Sidewalks within the Colorado Technological Center, The Business Center at CTC, and The Park at CTC shall be constructed in accordance with the master sidewalk plan. (S)
- G. Sidewalks shall be at least 5-feet wide and detached from all arterial, collector and local

public streets by a minimum 6-foot wide landscaped parkway, except at intersections where acceleration & deceleration lanes are provided. (S)

- H. In cases where a meandering sidewalk is desired along an arterial street, provide adequate width within which to accommodate berming and landscaping that enhances the meander and defines the walkways. (G)  
If the appropriate width is not provided within the public right of way to meet this guideline, a sidewalk easement will be required. (S)



3.1.H

## 3.2 Bicycle Parking

### Policy:

Functional and attractive bike parking shall be provided in convenient locations and in adequate numbers for employees.

### Standards and Guidelines:

- A. Locate bicycle parking spaces near employee building entrances. (S)
- B. Do not position racks where they will obstruct building entrances or the flow of pedestrian traffic. (S)
- C. Provide bicycle parking spaces in the following minimum ratio: One (1) bicycle space for every 20 required off-street automobile parking spaces up to a total maximum requirement of 21 bicycle parking spaces. (S) A minimum of 3 bicycle parking spaces shall be provided per parcel or building, regardless of building size. (S)
- D. Providing protection from the elements for bicycle parking is encouraged. (G) Consider the use of shelters. (G) Coordinate the design of the bicycle shelter with adjacent buildings or other street furniture designs. (G)
- E. Use bicycle racks that accommodate a range of bicycle types and a variety of security devices. (G)



## 4. ARCHITECTURAL DESIGN

### Goal:

Simple rectangular box-type structures, typically of masonry, or concrete 'tilt-up' materials characterize conventional industrial architecture. These relatively low profile, simple shapes comprise a strong element of continuity throughout a light industrial district such as the Colorado Technological Center in Louisville. Given this premise, it is the variations and fenestration details that provide the needed variety.

Architectural design should seek to add to community character, while providing flexibility to avoid rigid uniformity of design. While a wide variety of design techniques may be utilized, a basic harmony of architecture shall be developed to promote the quality and attractiveness of the business environment. All elements including the scale and mass of buildings, materials, colors, roof styles, door and window openings, and details should be responsive to functional architectural design and promote a cohesive design statement.

All buildings should be energy efficient to conserve natural resources.

Building masses should respond to a 'human scale' with materials and details that are proportionate to human height and provide visual interest at the street and sidewalk level. Buildings should be reduced in apparent mass or articulated to avoid large monolithic, box-like shapes.

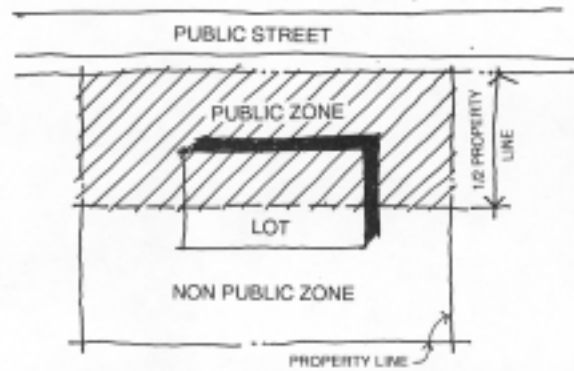
### 4.1 Building Relationships and Compatibility

#### Policy:

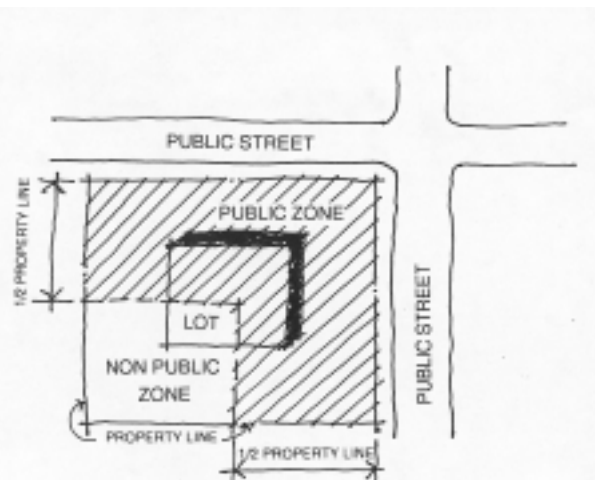
Building or portions of buildings within the 'Public Zone' should be oriented on a site to create a strong relationship to adjacent structures, providing visual continuity, and compatibility within the overall development.

#### Standards and Guidelines:

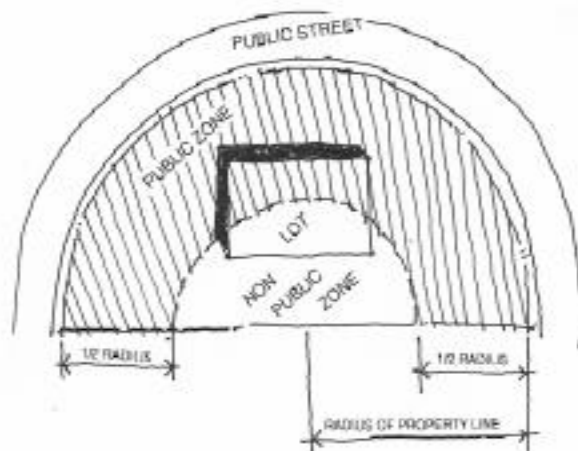
- A. Building orientation to the site shall maximize from the adjoining public right-of-way identity of building user, primary building character.



4.1 - PUBLIC ZONE



4.1 - PUBLIC ZONE



4.1 - PUBLIC ZONE

entries and plaza areas and formal landscaped areas. (S)

- B. Building location should optimize internal efficiencies, especially in multi-building developments, in screening service and loading areas from adjoining public streets, designation of regional facilities for stormwater detention, implementing cross access easements, and providing for common /functional employee recreational areas. (G)
- C. Building location shall act to minimize from all adjoining public streets, view of truck parking and loading areas, outside storage areas, ground mounted mechanical equipment, as well as trash and service enclosures. (S)

## 4.2 Building Height

### Policy:

Building heights should be not be out of scale with existing or planned development.

### Standards and Guidelines:

- A. The height of new development should be compatible with and transition from the height of adjacent development. (G)
- B. The maximum building height is 40.0-feet to the top of the building parapet and 50.0-feet for architectural projections. (S)
- C. Building height may exceed the 40.0-foot height limit up to 50.0-feet, when authorized through the PUD process for buildings/users that require specialized equipment. (G)

## 4.3 Building Massing, Forms, and Pedestrian Scale

### Policy:

Buildings should relate to the terrain and each other in their massing and forms. Square 'box-like' structures with large, blank, unarticulated wall surfaces are not an acceptable form.

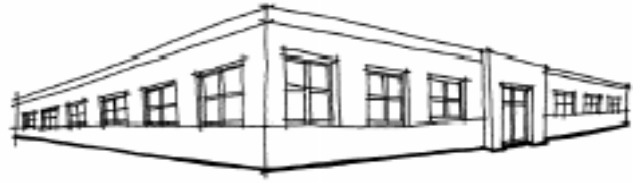
Buildings should respond to pedestrian scale in the immediate vicinities. Buildings should have features and patterns that provide visual interest at the scale of the pedestrian, which reduces apparent mass and that relate to local architectural character.



### 4.3.1 Public Zone

#### Standards and Guidelines:

- A. Any wall within a Public Zone shall incorporate significant architectural features and treatments to diminish the building mass. (S) Use a combination of the techniques listed in the following sections 1-3 or other appropriate techniques to be reviewed through the PUD process. (S)
1. Variations in facade elements can reduce perceived mass and scale. For example:
    - i. Variations in color and/or texture should be used.
    - ii. Step downs and step backs should follow the terrain and be tiered and reinforced by landscape elements.
    - iii. Compositions that express rhythms and patterns of windows, columns, and other architectural features are encouraged.
  2. Avoid blank walls at ground-floor levels. (S) Use windows, trellises, wall articulation, arcades, material changes, awnings, canopies, clerestory, or other features. (G)
  3. Architectural features such as columns, pilasters, canopies, porticos, awnings, brackets or arches should be included. (G)



4.3.1.A - NOT DESIRABLE

### 4.3.2 Non-Public Zones

#### Standards and Guidelines:

- A. All building materials shall comply with accepted materials under these standards and guidelines. (S)

### 4.4 Roof Forms and Materials

#### Policy:

Rooftops should contribute to the unified appearance of each development and should be considered as seen from: higher areas, ground level, other buildings and roadways.

## Standards and Guidelines:

- A. Avoid roof/parapet lines running in continuous planes absent variations in the building footprint. Building architecture may incorporate variation in parapet heights. (G)
- B. All mechanical, electrical, optical and electronic equipment attached to or mounted on the building roof shall be set a minimum of a 20-feet from the building parapet. (S)
- C. All roof-mounted equipment as described in section 4.4.B, shall be either (1) painted a color compatible with the dominant building color, if the equipment is self contained without exposed ductwork or process piping. (S) or (2) shall be screened if the equipment does not meet the criteria specified in C.1. Screen material shall be compatible with materials and colors utilized on the building and shall be specified with a detail on the PUD plans. (S)
- D. Design roof forms to correspond to and denote building elements and functions such as entrances, arcades, and porches. (S)



4.4.A



4.4.A

## 4.5 Building Materials and Colors

### Policy:

Exterior materials and colors should be aesthetically pleasing, of a high quality and compatible with materials and colors of nearby structures. Compatibility of building materials is desired throughout a development project consisting of multiple buildings.

### 4.5.1 Building Materials

## Standards and Guidelines:

- A. Building exterior materials shall be factory finished, stained, integrally colored, or otherwise suitably treated. (S) Materials may include:
  1. split face or fluted concrete masonry unites (CMU)
  2. factory glazed concrete masonry units (CMU)
  3. face brick
  4. stone veneer,
  5. insulated glazing and framing systems



4.4.C - RTU's NOT PROPERLY SET BACK FROM BUILDING EDGE



4.4.D



6. architectural pre-cast concrete
  7. painted or stained site-cast concrete
  8. architectural concrete
  9. factory finished, standing seam metal roofing (for application to pitched roof systems only)
  10. EIFS
  11. architectural metal as building accent only
- B. Highly reflective materials such as bright aluminum or metal are not permitted as the primary building material. (S)
- C. Do not use glossy metal. (S)



4.5.1A - ACCEPTABLE MATERIAL

## 4.5.2 Building Colors

- A. Do not use paints or other covering materials with unproven durability. (S) Do not use bright colors, (including bright white) that may streak, fade or generate glare. (S) While subdued or muted colors generally work best as a dominant, overall color, a brighter color can also be appropriate for accent elements, such as door and window frames, and architectural details. (G)
- B. Choose color palettes for new buildings that are compatible with the colors of adjacent structures. (S)
- C. Minimize the number of colors appearing on a structure's exterior. (G)
- D. Paint architectural detailing to complement the facade and coordinate with adjacent buildings. (S)
- E. Roof colors shall be muted and compatible with the dominant building color. (S)



4.5.1A - ACCEPTABLE MATERIAL

## 4.6 Building Entrances

### Policy:

Primary building entrances should be easily identifiable and relate to human scale.

### Standards and Guidelines:

- A. Locate main entrances to be clearly identifiable from primary driveways and drop-offs. (S) For example:
1. Design building entrances to contrast with the surrounding wall plane. (G)
  2. Consider tinted glass, painted doors, or



4.6.A

recessed features that will create a shaded effect. (G)

3. Create a frame around doorways, by changing materials from the primary facade material. (G)
  4. Design primary entrances to be accessible to handicapped users without complex ramp systems. (G)
- B. All building entrances shall be well-lit. (S) (see also Chapter 8: Exterior Site Lighting.)
- C. Consider using building entranceways as a transition from the building to the ground. Incorporate walls, terraces, grading and plant materials to accomplish this transition. (G)

## 4.7 Energy Conservation Measures

### Policy:

Buildings should be designed and sited to maximize the use of solar gain for energy savings, and respect the solar access requirements of adjacent (existing and proposed) buildings.

### Standards and Guidelines:

- A. Applicants are encouraged to consider energy conserving design concepts, including, but not limited to the following: (G)
1. Proper orientation and clustering of buildings to take advantage of the prevailing summer winds and to buffer against adverse winter wind conditions.
  2. Types of material and their insulation characteristics.
  3. The arrangement and design of windows and doors.
  4. Direct solar or photovoltaic energy.
  5. Day-lighting concepts.
  6. Earth sheltering with creative land forming.
  7. Natural ventilation of outdoor, indoor and attic spaces.



4.6.A



4.6.A



4.6.A



## PUBLIC ZONE DESIGNS



4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE





4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE





4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE





4.3.1 - PUBLIC ZONE



4.3.1 - PUBLIC ZONE

## NON-PUBLIC ZONE DESIGNS



4.3.2 - NON-PUBLIC ZONE



4.3.2 - NON-PUBLIC ZONE





4.3.2 - NON-PUBLIC ZONE



4.3.2 - NON-PUBLIC ZONE

## 5. LANDSCAPE DESIGN

### Goal:

*Landscaping for industrial areas is provided within each building site to: 1) enhance the aesthetics of industrial developments; 2) create a pedestrian friendly environment; 3) break up the mass of industrial buildings; 4) soften architectural materials; 5) provide screening of service structures and loading areas; 6) enhance the streetscape/parkway environment; 7) define building and parking area entrances; 8) provide shade and climate control; 9) control airborne particulates; 10) provide buffers between incompatible land uses or site areas; 11) filter drainage and stormwater runoff from parking areas and streets.*

*Drought tolerant plant species that are native to the region or suitable to this climate should be used.*

*This chapter addresses 4 distinct zones corresponding to the 4 major design influences on each industrial site:*

1. *Perimeter Landscaping Adjacent to Public and Private Roads*
2. *Perimeter Landscaping Adjacent to Abutting Property*
3. *Parking Lot Landscaping*
4. *Individual Building and Loading and Service Area Landscaping*

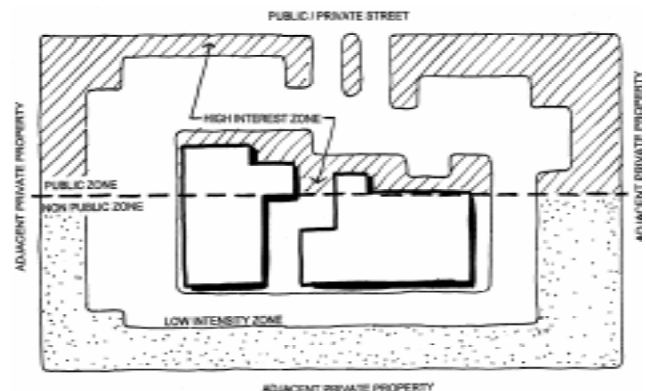
### Policy:

Water conservation concepts should be considered in all zones. Generally, the highest intensity of materials, including variety, concentration, and interest, is located along a public or private street and the front or entrance to a building, while the rear of a property not abutting a public or private street would be in a less intensive zone.

### 5.1 Perimeter Landscaping Adjacent to Public and Private Roads

#### Policy:

The corridors along perimeter arterial streets and internal collectors should provide a visually cohesive open space system. Similar landscape treat-



LANDSCAPE ZONES POLICY



ments should be used at all entrances and inter-sections. Plant materials, massing, spacing, and height characteristics should reinforce the hierarchy of roadways. Planting and grading should work together to create a variety of experiences along these roadways and to call attention to open space amenities. Perimeter edge treatments should establish identity for the project and convey a high-quality image while seeking to conserve water through appropriate Xeriscape planting selections.

## Standards and Guidelines:

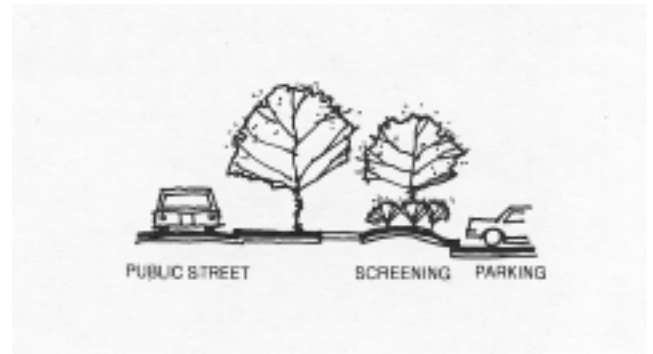
- A. Include a combination of manicured and enhanced natural landscape areas. (G)
- B. Place perennial flower beds at entries. (S)
- C. Utility appurtenances should be softened with landscape materials, to the extent practicable. (G)
- D. Streetscape Plantings:
  1. Vary street tree planting species in medians and parkways. (S) However, maintain the desired rhythm of plantings by selecting street trees with similar characteristics (i.e., height and branching patterns). (S)
  2. Provide a minimum quantity of 1 tree per 20 linear feet of street frontage within the streetscape landscape setback area. (S)
    - i. In the street right of way, deciduous shade trees shall be provided at regular 40-foot intervals, along with fully irrigated ~~sof~~ grass that is native to Colorado or hybridized for arid conditions or other approved ground cover. (S) (These trees count toward the minimum quantity noted in E.2.)
  3. Shrub beds within the streetscape area are limited to 20% of the total area. (G)
  4. Provide a minimum of 6 shrubs per tree plus perennial flower beds, ground cover or ~~grass-lawn~~ grass that is native to Colorado or hybridized for arid conditions within the streetscape landscape setback area. (S)
  5. Berming shall be incorporated into the streetscape landscape design. (S)
  6. Placement of plant materials in the right-of-way and in public utility easements



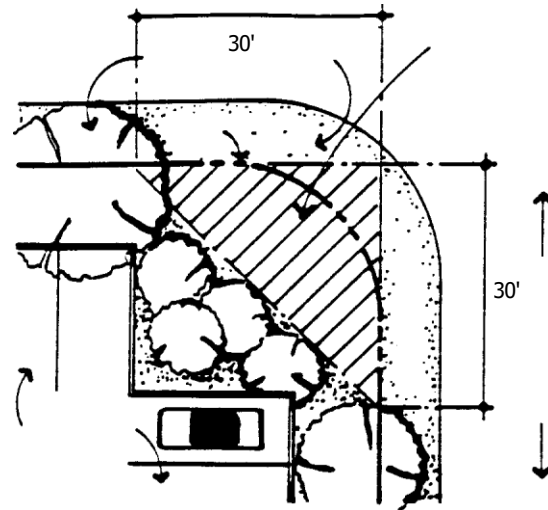
5.1.D - TYPICAL STREETSCAPE

adjacent to the right-of-way shall be subject to review and approval by the City. However, in the event of conflicts, minimum planting requirements shall still be maintained. (S)

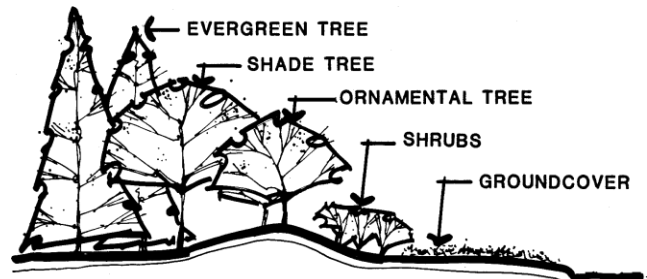
7. To prevent interference with motorist visibility, plant shrubs a minimum of 3-feet from the back of curb and choose shrubs that do not exceed 24-inches mature height. (S)
  8. Street trees shall have their branches pruned up to a height of 8-feet to avoid conflict with motorist visibility. (S)
- E. Visually buffer all parking lots adjacent to perimeter roadways with adequate screening within a planting strip between the public right of way and the edge of the parking lot pavement. (S) Provide adequate shrub plantings with a variety of seasonal colors to create a dense visual buffer between parking lots and perimeter roadways. (S) Whenever practical, incorporate berming with a maximum 4:1 slope within this planting strip. (G)
- F. Sight Lines at Public Street Intersections and within Medians
1. Provide adequate sight lines for an effective 30-foot sight triangle measured from the right of way. (S) Plants and signage are allowed within the sight triangle if: 1) plants do not exceed 30-inches in height at full maturity and 2) signs do not exceed 30-inches in height (measured from top of curb height) unless they are more than 80 percent open. (S)
- G. Provide a diversity of landscaping materials at entry drives to development parcels. (S) Therefore:
1. Provide a minimum of 3 levels of scale, including shade, evergreen, and/or ornamental trees, shrubs, annual and perennial flowers, and ground covers. (S)
  2. Plant clusters that appear as a cohesive visual element, and that complement the overall landscape theme and palette (G)
  3. Integrate the plant design with the entry sign. Plantings shall frame or provide a visual base for the signs. (S)
- H. Deciduous trees shall be planted a minimum of 5-feet and evergreen trees a minimum of



5.1.E - PARKING LOT SCREENING



5.1.F - SITE VISIBILITY TRIANGLE



5.1.G - ENTRY LANDSCAPE CONCEPT



10-feet from public utilities and public sidewalks, unless modified by PUD street tree plans. (S)

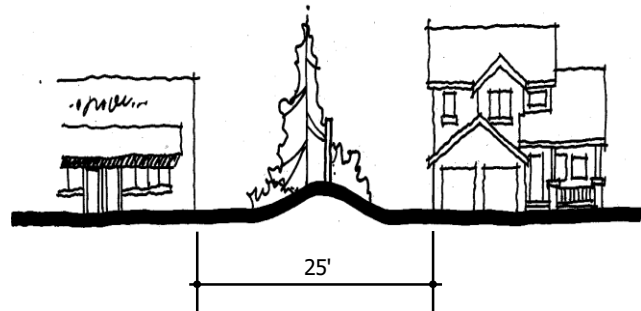
## 5.2 Perimeter Landscaping Adjacent to Abutting Property

### Policy:

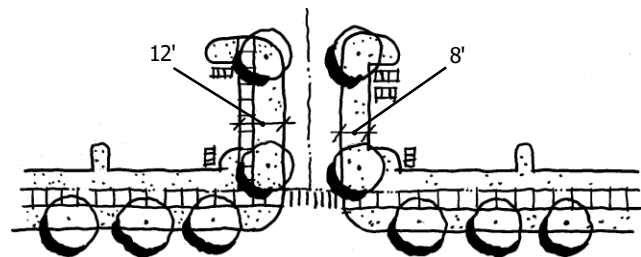
Visual buffers should be provided between similar land uses to accomplish transitions and to mitigate potential conflicts between dissimilar uses.

### Standards and Guidelines:

- A. Between properties within the same zone district:
  1. Provide a minimum 10-foot wide buffer planting strip along internal side property lines. For the public zone portion of the side property line, provide 1 tree for every 30 linear feet of property line and appropriate shrubs, ground cover and/or turf native or hybridized grass areas. (S) This may not apply to internal property boundaries within a multiple-lot development to the extent the lots are developed under a single PUD Development Plan and achieve other site design policies of these guidelines. (G)
- B. Adjacent to residential and agricultural zoning districts, and/or open space:
  1. Provide a minimum 25-foot wide buffer planting strip incorporating an average 3-foot high berm containing a minimum of 1 tree for every 20 linear feet of property line and a screen hedge incorporating both deciduous and evergreen shrubs a minimum of 3-feet in height (at maturity) along a minimum of 75% of this perimeter area. (S)
- C. Common/Shared Access Drives:
  1. Provide a minimum 8-foot wide buffer strip along both sides of a shared access drive when no sidewalk is included. (S)
  2. Provide a minimum 12-foot wide buffer strip along both sides of a shared access drive when a sidewalk is included. (S)



5.2.B - BUFFER PLANTING STRIP



5.2.C - COMMON/SHARED ACCESS DRIVES

## 5.3 Parking Lot Landscaping

**Policy:**

Parking lots are necessary features of building sites which, if not designed properly, can visually detract from the overall development character. Parking lots should be designed to blend with each building site's character using landscape plantings and grading, and should not be readily visible from public streets.

**Standards and Guidelines:**

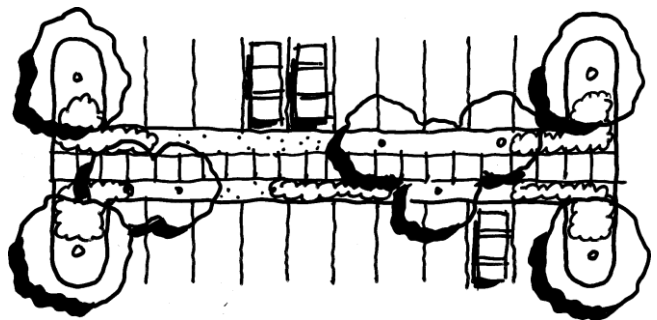
- A. Use low, opaque walls and/or flowering plants combined with berming and/or raised planting beds to create a visual buffer of parking areas from peripheral streets or frontages. (S)
- B. Lower the grades of parking lots below existing street elevations to aid in obscuring views of automobiles, while promoting views of architectural elements of the structures beyond. (G)
- C. A minimum of 1 canopy shade tree per 16 parking spaces is required in all parking lots, to be planted in islands, medians, and perimeter areas adjacent to lots (excluding streetscape tree plantings). (S) To be considered a parking lot shade tree, trees shall be located in a protected landscape area, which are bounded on at least 3 sides by parking area paving (unless the tree is located within a corner island). (S)
- D. Utilize landscaped islands and medians to improve the definition of circulation patterns, provide shading for paved areas and break up continuous rows of parking. (G)
  - E. Landscaped Islands
    - 1. Provide a minimum 6-foot wide landscaped island at the end of every row of parking, equal in length to the parking space(s). (S)
    - 2. In addition to the trees, plant each island with a minimum of 8 shrubs, not exceeding 3 feet in height at maturity. (S)
  - F. Landscaped Medians
    - 1. Place 12-foot wide landscape medians between every other parking bay in lots for more than 125 cars to visually break large parking lots into smaller modules. (S)
    - 2. Where walkways in medians will not be utilized, the medians may be reduced to a width of 8-feet. (G)



5.3.A - VISUALLY BUFFER PARKING AREAS



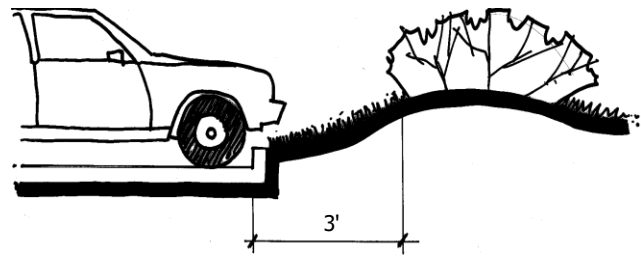
5.3.A - VISUALLY BUFFER PARKING AREAS



5.3.F - LANDSCAPED MEDIAN



3. Provide a minimum of 1 canopy shade tree and 8 shrubs for each 30 linear feet of median. (S)
  4. The use of landscape medians is encouraged as a transition slope between parking bays on hillside parking lots (maximum slope of 4:1). (G)
- G. Where head-in parking occurs, locate all shrubs a minimum of 3-feet from the edge of the parking lot curb. (S)



5.3.G - SHRUB SPACING

## 5.4 Building Site Landscaping

### Policy:

The coordination of landscape design for individual building sites and larger, multi-parcel projects is essential for creating a consistent, high-quality character. A coordinated design unifies the various buildings and strengthens the cohesiveness of the development. Individual landscape treatments for building sites should compliment the roadway landscapes, create distinctive settings for buildings, reinforce the design of the open space systems, and provide amenities for pedestrians.

### Standards and Guidelines:

- A. Use landscaping that is of appropriate scale relative to the proposed adjacent structures. (G)
- B. Intensify landscaping at building entrances. (S)
- C. Loading areas shall incorporate evergreen trees and shrubs for screening intermixed with deciduous shrubs for seasonal color. (S)
- D. Provide a minimum planting width of 10-feet adjacent to a minimum of 50 percent of the building, with emphasis given to portions of the building visible to the street, or with public entries. These planting areas shall contain the following: deciduous trees at a ratio of one tree per 30 linear feet of building frontage, along with appropriate shrubs, perennial flowers, and ground cover. (S) Provide additional landscaping around the perimeter of buildings to soften the edge between sidewalks/parking lots and structures. (G)
- E. Protect landscaping from vehicular and pedestrian encroachments with raised



5.4.B - ENTRY LANDSCAPING

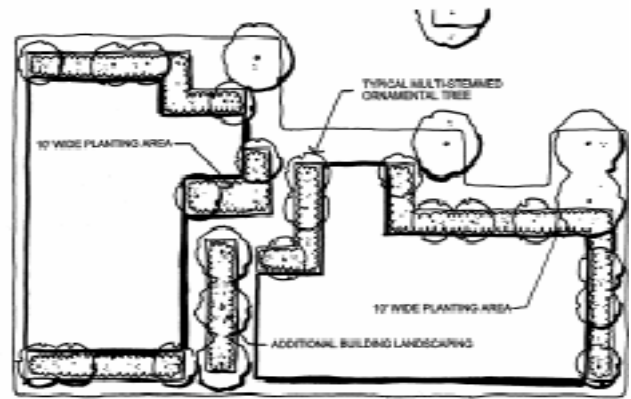


5.4.C - LANDSCAPE SCREENING OF SERVICE AREAS



5.4.C - LANDSCAPE SCREENING OF SERVICE AREAS

- planting surfaces, depressed walks, and/or curbs. (G)
- F. Use flowering perennial plants to enhance employee break or other pedestrian gathering areas. (G)
  - G. Employee break areas or other pedestrian gathering areas shall include a heavy landscape treatment to provide interest, shelter from wind and summer sun, and highlight the area. (S)
  - H. Minimum Landscape coverage required within each building site and within the entire development shall be 25 percent. (S)
  - I. In stormwater detention areas, consider landscape materials that help remove debris and potentially toxic substances found in non-point source runoff. (G) Wetland plantings are appropriate in these areas. (G)
  - J. No organic mulch materials shall be located below the surface level of the 100-year storm detention level. (S)
  - K. Landscaping within Public Easements
    - 1. Landscaping within public easements is generally limited to shrubs, ground cover, and small ornamental trees. (G) No canopy/shade trees shall be planted within such easements. (S)
    - 2. Berming is generally acceptable within public easements in conjunction with plant material. (G) Berming is not to be used instead of plant material. (S)



5.4.D - BUILDING LANDSCAPING



5.4.D - ENTRY LANDSCAPING

## 5.5 Landscape Irrigation/Water Conservation

### Policy:

A significant percentage of the City's treated water supply is used to irrigate plant materials and grasses. Every effort should be made to conserve water by utilizing alternative means for maintaining a suitable landscape environment.

### Standards and Guidelines:

- A. Low water use and water conservation concepts can be incorporated into the landscape design of each industrial development without compromising the intent to establish significant visual amenities through landscaping. For example:



5.4.G - EMPLOYEE BREAK AREA



1. Incorporate a 'zoned planting scheme' to reduce water demand by grouping plants with similar water requirements. (S)
2. Use drought tolerant plant species suitable to this climate that have minimum watering and pruning requirements. (G)
3. The use of water conserving grasses, ~~such as fescue sods,~~ is preferred. Limit the use of blue grass to areas which function as recreation areas or have high foot traffic. (G)
4. Non-irrigated native grasses are encouraged in areas of low visibility from public and private streets. (G) As such grasses only experience short periods of growth, avoid mowing native grasses too low. (G)
5. Incorporate heavily mulched planting beds to aid in retaining moisture and to make planting areas easier to maintain. Improve the soil prior to planting for better water absorption and retention. (G)
6. Incorporate advanced irrigation measures and scheduling. Install an efficient automatic irrigation system that will incorporate water conservation measures. Spray heads are recommended for lawn and ground cover areas, with drip irrigation for shrubs and trees. (S)

## 5.6 Landscape Standards and Plant Material Selection

### Policy:

For a strong visual impact, plants should be used in masses of the same species. Random spotting of many different types is not appropriate. Planting should reinforce the site planning concepts and complement architectural forms. Plant materials selections from the Recommended Plant Materials List (Appendix 'A') are encouraged. Contact the Planning Division for other Xeriscape planting guides.

### Standards and Guidelines:

- A. *Landscape Zones*: Depending on the size and magnitude of an individual parcel, the project's landscape areas should be divided

into one or more of the following basic zones. (G)

1. *High Visibility Zone* (located at site and building entrances and pedestrian areas and within the streetscape planting area) This zone may include:

- i. Manicured lawns-grass that is native to Colorado or hybridized for arid conditions that require weekly mowing and regular watering (including blue-grass/fescue mixes or other suitable grasses).
- ii. Formal plantings of trees and shrubs.
- iii. Perennial beds.

2. *Medium Visibility Zone* (located along side property lines and other interior areas of the site) This zone may include:

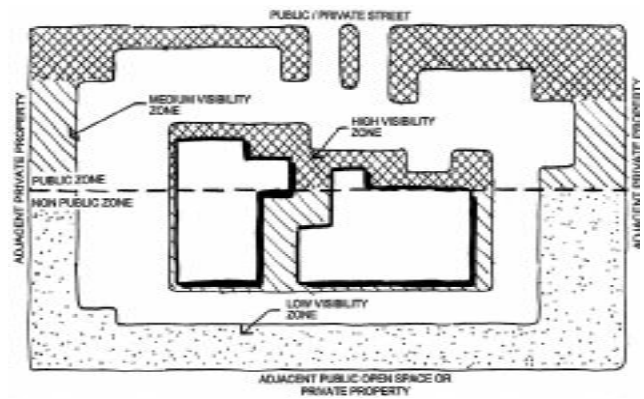
- i. Drought tolerant grasses which require less water and maintenance (but still provide a manicured green look during the growing season ~~including fescue type grasses~~)
- ii. Shrubs
- iii. Trees
- iv. Irrigated Seed

3. *Low Visibility Zone* (located in environmentally sensitive areas, along waterways; adjacent to public open spaces; and the balance of the site. These may include:

- i. Natural areas and native grasses (which require very low water and maintenance)
- ii. Existing vegetation
- iii. Drought resistant plant species
- iv. Meadow-like/open fields
- v. Wetlands areas

- B. Selection of plant materials is encouraged from the *Recommended Plant Materials List* attached as Appendix A, (G), and in light of the following standards and guidelines:

1. Select plant materials on the basis of suitability to climate, setting and compatibility with other development plantings, character and functions. (G)
2. Select plant materials that are free of disease and harmful insect problems. (S)
3. Tree species shall be varied to minimize the impact and spread of disease. (S) A



5.6.A.1,2,3 - VISIBILITY ZONES



- given species shall not account for more than 30% of trees on a given site. (S)
4. The quality of plant material selected will follow the guidelines of the "American Standard for Nursing Stock" by the American Association of Nurserymen. (S)
  5. Proper drainage is required for all major plantings to ensure the establishment of a good root system and healthy growth. (S)
  6. The installation of all landscaping shall be done by an established landscape contractor who follows the procedures set forth by the American Association of Landscape Contractors and its local agencies (S).
  7. In situations where installation of landscaping is deferred to after the issuance of the first Certificate of Occupancy, which may be approved, at the City's discretion, due to seasonal planting constraints, a performance guarantee for 125 percent of the value of the work, in a form acceptable to the City, is required to ensure completion of landscaping. (S)
  8. Artificial plants of any type, size or color are not allowed as exterior landscaping within any development parcel. (S)
- C. Encourage the use of water conserving landscapes by minimizing irrigated ~~sod~~ grass areas ~~(such as blue grass)~~ which require significant watering and maintenance. (G)  
In general, where grass lawn areas are used, choose a species that will require low maintenance in cutting and low less watering ~~than typical blue grass (fescue sods are preferred)~~. (G)
- D. Choose plant materials that provide variety and year-round color and screening. Select materials which highlight each season (G) :
1. Spring: Flowering plants
  2. Summer: Shade
  3. Fall: Leaf color
  4. Winter: Branch form and texture
- E. Edging is required to separate grass areas from shrubs, ground cover and mulch. (S)
- F. Utilize porous paving materials for paths, plazas, etc., such as patio bricks, interlocking pavers, concrete stepping stones and/or sandstone and crusher fines. (G)

- G. Plant perennial flowerbeds in visible areas such as pedestrian plazas, building entries. (S)
- H. Mulching:
  - 1. All planting beds should be mulched with wood or decorative rock to stabilize soils, control erosion, and conserve water use. (S)
  - 2. Where rock mulch is used, a minimum of 1 shrub per 25 square feet of mulch shall be provided except as required by an soils engineering report when used adjacent to a building foundation. (S)
  - 3. Rock mulch shall be varied in size and coloration. (S)
    - i. Rock mulch size is restricted to the 1- to 3-inch range. (S)
    - ii. Rock mulch shall only consist of river rock, crushed granite and/or Colorado sandstone varieties. (S)
- I. Use landscape or weed barrier fabric within all shrub beds and mulched areas to control weeds. (S)
- J. Deciduous to evergreen shrub ratio should approach 3:1 unless reduced by exceptional screening requirements. (G)
- K. All Landscape Plans should be prepared by a qualified Landscape Architect. (S)



## 5.7 Planting Size Standards

### Policy:

An immediate landscape impact is desired within all industrial developments, and to facilitate this, minimum plant-size standards are required. Larger sizes are encouraged.

### Standards and Guidelines:

A. Provide landscaping according to the following minimum sizes\*: (S)

|                              |                                       |
|------------------------------|---------------------------------------|
| Deciduous shade/canopy trees | 2.5" caliper                          |
| Ornamental trees             | 2.0" caliper                          |
| Evergreen trees              | 6'-8' height (minimum 25% must be 8') |
| Multi-Stem Ornamentals       | 8'-10' height                         |
| Shrubs                       | 5 gallon container                    |
| Vines                        | 1 gallon container                    |
| Ground Cover/Perennials      | 2 ¼" pots                             |

\*Caliper measured by ANSI standard Z60.1.

## **5.8 Landscape Maintenance and Replacement**

### **Policy:**

The property owner is responsible for providing, protecting and maintaining all landscaping in a healthy and growing condition.

### **Standards and Guidelines:**

The following requirements shall be noted on the PUD landscape plan:

- A. The property owner shall remove and replace dead or diseased plant materials immediately with the same type, size and quantity of plant material as originally installed. (S)
- B. Avoid replacing landscape materials during the dry winter months between December and February and in mid-summer. (G)
- C. Contact the Planning Division for specific time requirements for landscape material replacement. (G)
- D. Landscape materials located in the public right-of-way are to be maintained by the abutting property owner. (S)

## **5.9 Site Furniture and Features**

### **Policy:**

Site furnishings include benches, waste receptacles, planters, railings and bollards. Visual consistency of these elements is desired throughout each development. All components of outdoor site furniture should be low maintenance, highly durable and resistant to vandalism and theft.

## 6. FENCES & WALLS

### Goal:

*Fences and walls should be decorative and contribute to the visual quality of the project and the overall development. Walls, fences, and landscape materials shall be used to screen service areas, loading areas, and outdoor storage areas. When not required for security, screening, or grade transitions, the size of walls and fences should be minimized. When required, however, fencing should be as inconspicuous as possible and walls should be low.*

### 6.1 Wall and Fence Design and Materials

#### Policy:

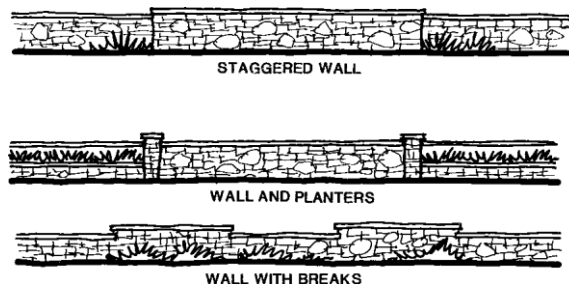
Fencing and walls shall be constructed of materials that are compatible with the adjacent building architecture and their appearance softened with landscape materials.

#### Standards and Guidelines:

- A. Avoid using retaining walls in excess of 30-inches in height (G). Where taller retaining walls are required, provide safety protection in the form of railings, fences or hedges, or create a terrace with two (2) shorter walls. (S)
- B. Incorporate architectural treatment on both sides of perimeter walls. (S)
- C. Provide landscaping in combination with walls and fences to soften their appearances. (G)
- D. Chain-link fencing with or without wood slatting is not an acceptable screen material. (S)
- E. Break up long expanses of fences or walls, with periodic columns, insets, landscape pockets or changes in materials. (S)
- F. Construct walls and fences from durable materials such as stone, brick, or metal with dark finishes (wrought iron or similar), or a combination of these materials. (G)
  1. Wood fences are discouraged, however, if authorized, the following features must be included:
    - i. Fence shall be stained. (S)



6.1.A - AVOID RETAINING WALLS IN EXCESS OF 30"



6.1.E



- ii. Must include piers and/or pilasters a maximum distance of 15-feet on center that are faced with brick, stone or other appropriate heavy material. (S)
  - iii. The fence shall include a cap element. (S)
- G. Concrete walls are permitted if faced with masonry or stone, or if the surface is scored or textured. (G)
- H. Fence or wall runs greater than 50 linear feet shall be articulated with architectural offsets and incorporate landscape pockets. (S)
- I. Bring berms up to the outside of a screening wall or reduce the grade on the inside to minimize its visibility. (G)

## 6.2 Screening Requirements

### Policy:

A project must include adequate screening of meters, transformers, storage and loading and service areas.

### Standards and Guidelines:

- A. *Where located within a side yard, or visible from street view*, screen loading docks and service areas with a minimum of 6-feet high screen wall constructed of the same materials and finishes as the main building. (S)
- B. All authorized outside storage shall be screened using fencing, walls and/or landscape materials. (S)
- C. Screen all utility equipment, including auxiliary power generators, from view with fencing, walls, and/or landscaping. (S)



6.2.A - SCREEN LOADING AND SERVICE AREAS FROM STREET VIEW

## 7. SIGN DESIGN

### Goal:

*Signs should be consistent with overall project design but should be subordinate to architectural and landscape elements. Signs serve to identify, inform, direct, regulate and interpret. Each industrial building or group of industrial buildings should have a consistent and comprehensive sign program from project identification at the street through individual tenant suite identity. Placement, scale, and readability should be considered in developing a sign package.*

### 7.1 Sign Materials

#### Policy:

Design and construct signs of durable, high quality architectural materials.

#### Standards and Guidelines:

- A. The sign package must utilize materials, colors, and designs that are compatible with the associated structures. (S)
- B. Sign materials must be of proven durability. (S)

### 7.2 Sign Number and Area

#### Policy:

The size of signs should be modest and afford businesses sufficient visibility and identification without becoming a dominant part of the landscape or interfering with vehicular movement along the public streets.

#### Standards and Guidelines:

- A. Number of Signs
  1. The maximum number of flush-mounted signs allowed for freestanding buildings is one per individual tenant building frontage, not to exceed one sign per tenant, nor to exceed one per public entry door. Small informational signs not exceeding 5 square feet in area and 6-feet in height are permitted on rear man and loading door entrances. (S)
  2. One freestanding, ground-mounted,



TYPICAL MONUMENT SIGN



TYPICAL MONUMENT SIGN



TYPICAL MONUMENT SIGN

double-faced sign is permitted for each freestanding building. (S)

- i. Where a freestanding office building contains multiple tenants, or multiple accesses off a public right of way, an increase in the number of freestanding ground mounted signs may be permitted through the planned unit development plan process. (G)

3. Window signage is limited to the individual tenant name only. (S)

#### B. Area of Signs

- 1. Surface-mounted signs shall not exceed 15 square feet of surface area each, nor exceed 80 square feet total per building. (S)
- 2. Freestanding, ground-mounted signs shall not exceed 25 square feet per face. (S)
- 3. Window signage not exceeding 10 percent of the area of the window in which it is located is permitted. (S)

#### C. Character Height

- 1. Individual tenant sign characters shall not exceed 18-inches in height regardless of area. (S)
- 2. If a single building is occupied by a single tenant, the maximum character size may be increased to 24-inches, however, the building is then restricted to one sign per public street frontage. (S)
- 3. Regardless of area, character heights shall be uniform for each project. (S)

#### D. Sign Height

- 1. Monument signs shall not exceed 6-feet in height. (S)
- 2. Surface-mounted signs should be mounted at a height that helps identify tenant entries. (G) Surface-mounted signs shall not exceed 25-feet in height from grade immediately below the sign. (S)



TYPICAL MONUMENT SIGN



7.2.C.2 - SINGLE TENANT SIGN

## 7.3 Location/Placement/Visibility

### Policy:

Signs should be located to be visible from streets and paths without conflicting with safe vehicular movement and visibility.



## **Standards and Guidelines:**

- A. Signs should be sufficiently visible from public streets so that site entrances can be readily identified by both pedestrians and persons in vehicles. (G)
- B. Locate monument signs in a planter setting within a landscaped area. (S)
- C. Signs shall be set back a minimum of 10-feet from the right of way. (S)
- D. Locate signs outside vision clearance areas and easements. (S) (see also 5.1.F.1)
- E. Signs on roofs are not allowed. Signs shall not exceed the height of the roof parapet. (S)
- F. Signs facing or visible to gateway arterial roadways and off-street multi-use paths are prohibited. (S)

## **7.4 Sign Illumination**

### **Policy:**

In industrial areas, sign illumination should serve to identify individual developments only.

## **Standards and Guidelines:**

- A. Monument signs may be illuminated with a maximum of one, ground-mounted 100-watt metal halide fixture per face. (S)
- B. Building mounted signs may not be illuminated either directly or indirectly. (S)
- C. When external light sources are directed at the sign surface, conceal the light source from the 'lines of sight' of pedestrians and motorists. (S)
- D. Window signage shall not be illuminated. (S)
- E. Visible neon tubing is not allowed as a method of sign illumination nor shall it be used as an architectural treatment. (S)

## **7.5 Allowable Sign Types**

### **Policy:**

The type of sign used should reinforce the urban environment of industrial developments. Signs should be designed as a 'family', incorporating similar, compatible materials that reinforce the design and style of the project architecture. The following standards and guidelines apply with regard to the listed sign types.

## Standards and Guidelines:

### A. Monument Signs

1. Project monument signs, if authorized, may be located at the street or primary entries to industrial developments to provide for overall project identity. (G) Such signs should contain the name of the project that it identifies or the building street number and may include the names of individual tenants, but shall not contain change panels or advertising. (S)
2. Affix monument signs to the ground in a continuous connection. (S)
3. All monument signs shall provide the address and street of the building served, with minimum 3-inch text. (S)
4. For flexible space projects containing multiple tenants, project identity signage requires additional variables that must be considered. Conceptual designs for signs serving these types of facilities must be submitted to the Planning Department. (S)



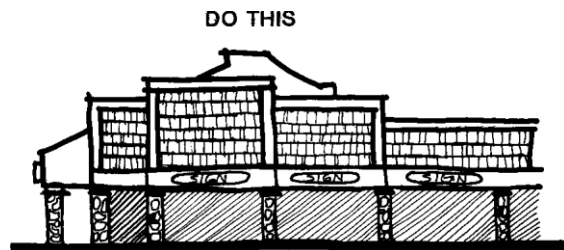
TYPICAL WALL SIGN DESIGN AND LOCATION



TYPICAL WALL SIGN DESIGN AND LOCATION

### B. Surface-mounted Signs on Buildings

1. For multi-tenant buildings, locate wall-mounted signs at the first floor level only. (S) Wall signs shall identify the individual business, building or building complex by name or trademark only. (S)
2. Wall-mounted signs may not project more than 8-inches from the face of the building and external raceways are not permitted. (S)



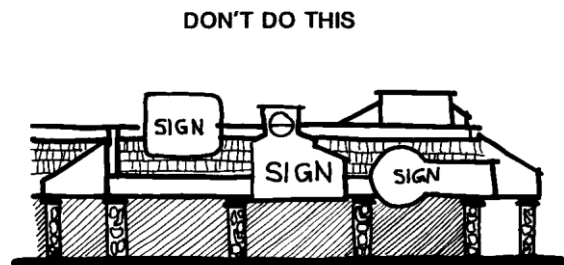
EMPLOY A CONSISTENT SIGN PATTERN

### C. Projecting Signs

1. Projecting signs are not permitted. (S)

### D. Pole-mounted Signs

1. Pole-mounted signs are allowed only as traffic regulation signs or to provide appropriate directions to loading and receiving areas, visitor parking, and other areas within each development site. (S)
2. Pole-mounted signs shall not exceed 4 square feet in area and 6-feet in height measured from grade. (S)



INCONSISTENT SIGN PATTERNS CREATE CONFUSION. SIGNS WITHIN OR ABOVE ROOF AREA ARE PROHIBITED

- E. Flashing or moving signs are not permitted. (S)

## 8. EXTERIOR SITE LIGHTING

### Goal:

*Exterior lighting should be used to provide illumination for the security and safety of entry drives, parking, service and loading areas, pathways, courtyards and plazas, without intruding on adjacent properties. Site lighting shall be architecturally compatible and consistent in design between sites.*

### 8.1 Fixture Design

#### Policy:

Exterior light fixtures should be compatible and relate to the architectural character of the buildings on a site. Site lighting should be provided at the minimum level to accommodate safe pedestrian and vehicle movements, without causing any off-site glare.

#### Standards and Guidelines:

- A. Poles and fixtures should be designed to be architecturally compatible with structures and lighting on adjacent properties. (G)
- B. Poles and fixtures shall be compatible with all other fixtures on site. (S)
- C. Illuminate all intersections with perimeter public roads with similar poles and fixtures used internal to the development. (G)
- D. Select and locate all lighting fixtures to shield or confine light spread within a site's boundaries. (S)
- E. To facilitate security, specify lighting levels that are adequate for visibility, but not overly bright. All building entrances should be well-illuminated. (G)
- F. Use metal halide or other white light fixtures. High-pressure sodium is not allowed in any application. (S)
- G. Maximum height of all poles within landscaped and plaza areas is 20-feet, measured from grade. Pole pedestals (bases) are limited to a minimum of eight-inches in height. (S)
- H. Decorative light fixtures, which are appropriately shielded, and provide visual interest, are allowed. (G)



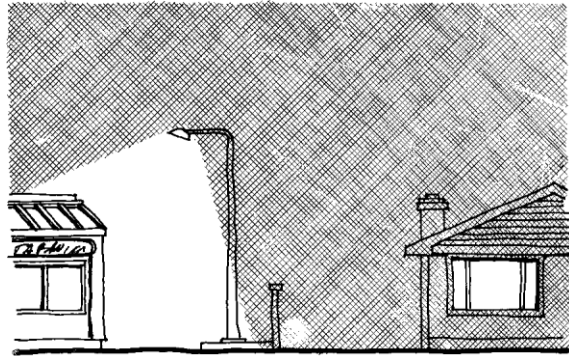
## 8.2 Parking Lot Lighting

### Policy:

Parking lot lighting should be unobtrusive and provide safe light for orderly functions.

### Standards and Guidelines:

- A. Make all parking lot light fixtures similar in design for all surface parking areas. (S)
- B. Select lighting with a concealed light source of the 'cut-off' variety to prevent glare and 'light trespass' onto adjacent buildings and sites. (S)
- C. Provide separate, pedestrian scale lighting for all pedestrian ways through parking lots. (G)
- D. Maximum height of parking lot poles is 24-feet measured from finish grade. (S)
- E. Locate poles in medians wherever possible with a maximum base height of 2-feet. (G)
- F. 'Wall packs' are permitted only in loading and service areas, and shall be down-lit and fully shielded from view. (S)



SELECT AND LOCATE LIGHT FIXTURES TO CONFINE LIGHT SPREAD

## 8.3 Pedestrian Area Lighting

### Policy:

Walkway lighting should be scaled to the pedestrian and should provide for safe use of pathways and pedestrian areas. Walks should be lighted for the safe passage of pedestrians, as should areas that are dangerous if unlit, such as stairs, ramps, intersections, and underpasses.

### Standards and Guidelines:

- A. Bollard light fixtures or other low-level fixtures are encouraged to identify pedestrian walkways and drop-off areas at entrances to buildings. (G)
- B. Emphasize pedestrian-to-vehicle intersections with low-level decorative streetlights. (G)
- C. Illuminate all primary walkways, steps or ramps along pedestrian routes. (G)
- D. Incandescent or metal halide lamps are strongly encouraged. (G)
- E. Use building mounted fixtures for walkways and plazas near buildings. (G)

## 8.4 Site Security Lighting

### Policy:

Security lighting may be necessary on some sites, but it should not negatively impact the site and building architecture or adjacent parcels.

### Standards and Guidelines:

- A. No light source (bulb) shall be directly visible from adjacent parcels. (S)
- B. Provide only as much light/illumination as necessary to provide safety and security of the area. (G)

## 8.5 Light Intensity

### Policy:

The light intensity levels within all areas should correspond to use and potential hazards.

### Standards and Guidelines:

- A. A photometric lighting plan is required for all proposed industrial developments to ensure adequate and appropriate light levels are provided for each site condition. (S)
- B. The following levels of illumination should be maintained for each of the specific locations<sup>1</sup>: (G)

|                        |                 |                        |
|------------------------|-----------------|------------------------|
| Building Entrances     | 5.0 footcandles | 54 lumens/square meter |
| Sidewalks              | 2.0 footcandles | 22 lumens/square meter |
| Bikeways               | 1.0 footcandles | 11 lumens/square meter |
| Courts/Plazas/Terraces | 1.5 footcandles | 16 lumens/square meter |
| Ramps                  | 5.0 footcandles | 54 lumens/square meter |
| Stairways              | 5.0 footcandles | 54 lumens/square meter |
| Underpasses            | 5.0 footcandles | 54 lumens/square meter |
| Waiting Areas          | 1.0 footcandles | 11 lumens/square meter |
| Parking Lots           | 1.0 footcandles | 11 lumens/square meter |
| Roadways               | 1.5 footcandles | 16 lumens/square meter |

<sup>1</sup> Values given area in minimum average maintained horizontal, footcandles (lumens/square meter) which are measured at the average point of illumination between brightest and darkest areas, 4'-5' above the ground surface. (Source: IES Lighting Handbook - 4<sup>th</sup> Edition).

<sup>2</sup> Metric conversion is provided for convenience only. Photometric plans must be submitted using imperial measurement values.

- C. Site lighting should provide consistent levels of illumination, avoiding pockets of very high or low levels of illumination. (G)
- D. Maximum 400-watt fixtures are permitted for parking lot pole lighting. (S)
- E. Wall packs of a full cut-off and fully shielded design shall not exceed a maximum of 70-watts for man doors and 175-watts in loading areas. (S)

**{END}**

## APPENDIX A RECOMMENDED PLANT MATERIALS LIST

### DECIDUOUS TREES

| Common Name           | Botanical Name                          | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                          |
|-----------------------|-----------------------------------------|-------------------|-------------------------|-------------|--------------------------------------------------|
| Norway Maple          | (Acer platanoides) (3)                  | M                 | L                       | Yes         | Good fall color (yellow)                         |
| Red Maple             | (Acer rubrum)                           | M                 | L                       | Yes         | Good (yellow to red) fall color                  |
| Wier's Cutleaf Maple  | (Acer saccharinum 'Wier')               | M                 | H                       | No          | Very susceptible to snow storm breakage          |
| Sugar Maple           | (Acer saccharum)                        | H                 | L                       | Yes         |                                                  |
| Ohio Buckeye          | (Aesculus glabra)                       | M                 | L                       | Yes         | Poisonous seeds, good fall color                 |
| Native Riverbirch     | (Betula fontinalis)                     | H                 | L                       | No          |                                                  |
| Western Catalpa       | (Catalpa speciosa)                      | M                 | M                       | No          | Fruits can be messy                              |
| Western Hackberry     | (Celtis occidentalis)                   | M                 | L                       | Yes         |                                                  |
| Autumn Purple Ash     | (Fraxinus americana 'Autumn Purple')    | M                 | L                       | Yes         | Good fall color (yellow to red)                  |
| Green Ash             | (Fraxinus pennsylvanica lanceolata) (3) | M                 | L                       | Yes         | Good fall color (yellow)                         |
| Honeylocust           | (Gleditsia triacanthos inermis) (3)     | M                 | L                       | Yes         |                                                  |
| Lanceleaf Cottonwood  | (Populus acuminata) (1)                 | M                 | H                       | No          | Best used in parks, open space, & riparian areas |
| Narrowleaf Cottonwood | (Populus angustifolia) (1)              | M                 | H                       | No          | Best used in parks, open space, & riparian areas |
| Siouxland Cottonwood  | (Populus deltoides) (1)                 | M                 | H                       | No          | Best used in parks, open space, & riparian areas |
| Plains Cottonwood     | (Populus sargentii) (1)                 | M                 | H                       | No          | Best used in parks, open space, & riparian areas |
| Bur Oak               | (Quercus macrocarpa)                    | M                 | L                       | Yes         |                                                  |
| Pin Oak               | (Quercus palustris)                     | M                 | L                       | Yes         | Good fall color (bronze to red)                  |
| English Oak           | (Quercus robur)                         | M                 | L                       | Yes         | Good fall color                                  |
| Northern Red Oak      | (Quercus rubra borealis)                | M                 | L                       | Yes         |                                                  |
| Peachleaf Willow      | (Salix amygdaloides) (1)                | H                 | H                       | No          | Best used in parks, open space, & riparian areas |
| Weeping Willow        | (Salix elegantissima) (1)               | H                 | H                       | No          | Best used in parks, open space, & riparian areas |
| Niobe Weeping Willow  | (Salix x blanda 'Niobe') (1)            | H                 | H                       | No          | Best used in parks, open space, & riparian areas |
| American Linden       | (Tilia americana)                       | M                 | L                       | Yes         |                                                  |
| Little Leaf Linden    | (Tilia cordata)                         | M                 | L                       | Yes         |                                                  |
| Redmond Linden        | (Tilia euchlora 'Redmond')              | M                 | L                       | Yes         |                                                  |



## ORNAMENTAL TREES

| Common Name                 | Botanical Name                 | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                      |
|-----------------------------|--------------------------------|-------------------|-------------------------|-------------|----------------------------------------------|
| Amur Maple                  | (Acer ginnala)                 | M                 | L                       | NA          | Good fall color (orange to red)              |
| Shadblow Serviceberry       | (Amelanchier canadensis)       | M                 | L                       | NA          | Nice fall color (yellow to red)              |
| Eastern Redbud              | (Cercis canadensis)            | M - H             | L                       | NA          | Showy flowers                                |
| Cornelian Dogwood           | (Cornus mas)                   | M                 | L                       | NA          | Showy flowers                                |
| Thornless Cockspur Hawthorn | (Crataegus crus-galli inermis) | L                 | L                       | NA          | Thornless, good fall color (orange to red)   |
| Cockspur Hawthorn           | (Crataegus crus-galli)         | L                 | L                       | NA          | Thorns, good fall color (orange to red)      |
| Downy Hawthorn              | (Crataegus mollis)             | L                 | L                       | NA          |                                              |
| Golden Raintree             | (Koelreuteria paniculata)      | M                 | L                       | NA          | Showy flowers                                |
| Flowering Crab              | (Malus varieties) (3)          | L - M             | M                       | NA          |                                              |
| Wild Plum                   | (Prunus americana)             | L                 | M                       | NA          | Suckers                                      |
| Newport Purple Plum         | (Prunus cerasifera 'Newport')  | M                 | L                       | NA          | Red-purple foliage                           |
| Shubert Chokecherry         | (Prunus virginiana)            | M                 | L                       | NA          | Red-purple foliage                           |
| Bradford Pear               | (Pyrus calleryana 'Bradford')  | M                 | M                       | NA          | Not too hearty in this region, showy flowers |
| Ussurian Pear               | (Pyrus ussuriensis)            | M                 | L                       | NA          | Showy flowers                                |
| Peking Lilac                | (Syringa pekinensis)           | M                 | L                       | NA          | Showy flowers                                |
| Japanese Tree Lilac         | (Syringa reticulata)           | L - M             | L                       | NA          | Showy flowers, good fall color (yellow)      |
| Washington Hawthorn         | Crataegus phaenopyrum)         | M                 | L                       | NA          | Good fall color, red                         |

## DECIDUOUS SHRUBS

| Common Name                | Botanical Name                              | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                 |
|----------------------------|---------------------------------------------|-------------------|-------------------------|-------------|-----------------------------------------|
| Thin Leaf Alder            | ( <i>Alnus tenuifolia</i> )                 | M                 | L                       | NA          | Nice fall color (yellow)                |
| Serviceberry               | ( <i>Amelanchier alnifolia</i> )            | L                 | L                       | NA          | Nice fall color                         |
| Chokeberry                 | ( <i>Aronia melanocarpa</i> )               | H                 | M                       | NA          | Suckers, good fall color (red)          |
| Sagebrush                  | ( <i>Artemisia</i> ) (3)                    | L                 | L                       | NA          |                                         |
| Four Wing Saltbush         | ( <i>Atriplex canescens</i> )               | L                 | M                       | NA          |                                         |
| Korean Barberry            | ( <i>Berberis koreana</i> )                 | M                 | M                       | NA          | Thorns                                  |
| Mentor Barberry            | ( <i>Berberis mentorensis</i> )             | M                 | M                       | NA          | Thorns, good fall color (yellow to red) |
| Redleaf Japanese Barberry  | ( <i>Berberis thunbergii atropurpurea</i> ) | M                 | M                       | NA          | Thorns                                  |
| Green Japanese Barberry    | ( <i>Berberis thunbergii</i> )              | M                 | M                       | NA          | Thorns                                  |
| Blue Mist Spirea           | ( <i>Caryopteris x clandonensis</i> )       | L                 | L                       | NA          |                                         |
| Curlleaf Mountain Mahogany | ( <i>Cercocarpus ledifolius</i> )           | L                 | M                       | NA          |                                         |
| Mountain Mahogany          | ( <i>Cercocarpus montanus</i> )             | L                 | M                       | NA          |                                         |
| Quince                     | ( <i>Chaenomeles spp.</i> )                 | M                 | M                       | NA          | Showy flowers                           |
| Rabbit Brush               | ( <i>Chrysothamnus nauseosus</i> )          | L                 | M                       | NA          |                                         |
| Variegated Dogwood         | ( <i>Cornus alba bariegata</i> )            | M - H             | M                       | NA          |                                         |
| Colorado Redosier Dogwood  | ( <i>Cornus sericea coloradense</i> ) (3)   | M - H             | M                       | NA          | Colored twigs provide nice winter color |
| Yellowtwig Dogwood         | ( <i>Cornus sericea flaviramea</i> ) (3)    | M - H             | M                       | NA          | Colored twigs provide nice winter color |
| Kelsey Dwarf Dogwood       | ( <i>Cornus sericea kelseyi</i> )           | M                 | M                       | NA          |                                         |
| Redtwig Dogwood            | ( <i>Cornus stolonifera</i> )               | M - H             | M                       | NA          | Colored twigs provide nice winter color |
| Cranberry Cotoneaster      | ( <i>Cotoneaster apiculata</i> )            | M                 | M                       | NA          |                                         |
| Spreading Cotoneaster      | ( <i>Cotoneaster divaricata</i> )           | M                 | M                       | NA          |                                         |
| Rock Cotoneaster           | ( <i>Cotoneaster horizontalis</i> )         | M                 | M                       | NA          |                                         |
| Silverberry                | ( <i>Eleagnus commutata</i> )               | M                 | M                       | NA          |                                         |
| Burning Bush               | ( <i>Euonymus alata</i> ) (3)               | M                 | M                       | NA          | Nice fall color (red)                   |
| New Mexico Privet          | ( <i>Forestiera neomexicana</i> )           | M                 | M                       | NA          |                                         |
| Forsythia                  | ( <i>Forsythia intermedia</i> )             | M                 | M                       | NA          | Showy flowers                           |
| Honeysuckle                | ( <i>Lonicera</i> ) (3)                     | M                 | M                       | NA          |                                         |
| Mockorange                 | ( <i>Philadelphus</i> ) (3)                 | L - M             | M                       | NA          |                                         |
| Mountain Ninebark          | ( <i>Physocarpus monogynus</i> )            | M                 | M                       | NA          |                                         |
| Potentilla                 | ( <i>Potentilla fruticosa</i> ) (3)         | M                 | M                       | NA          | Showy flowers                           |
| Sandcherry                 | ( <i>Prunus besseyi</i> )                   | M                 | M                       | NA          |                                         |
| Cistena Plum               | ( <i>Prunus cistena</i> )                   | M                 | M                       | NA          |                                         |
| Native Chokecherry         | ( <i>Prunus virginiana melanocarpa</i> )    | L - M             | M                       | NA          |                                         |
| Scrub Oak                  | ( <i>Quercus gambelii</i> )                 | L                 | L                       | NA          |                                         |

|                     |                               |       |       |    |                                 |
|---------------------|-------------------------------|-------|-------|----|---------------------------------|
| Tallhedge Buckthorn | (Rhamnus frangula columnaris) | M     | M     | NA |                                 |
| Smooth Sumac        | (Rhus glabra)                 | L     | M     | NA | Nice fall color (orange to red) |
| Threeleaf Sumac     | (Rhus trilobata)              | L     | M     | NA | Nice fall color (orange to red) |
| Staghorn Sumac      | (Rhus typhina)                | L     | M     | NA |                                 |
| Alpine Currant      | (Ribes alpinum)               | L - M | M     | NA |                                 |
| Golden Currant      | (Ribes aureum)                | L - M | M     | NA |                                 |
| Rose                | (Rosa) (3)                    | L - M | M     | NA |                                 |
| Coyote Willow       | (Salix exigua)                | M - H | M - H | NA | Best in moist areas             |
| Bluestem Willow     | (Salix irrorata)              | M - H | M - H | NA |                                 |
| Dwarf Willow        | (Salix purpurea nana)         | M - H | M - H | NA |                                 |
| Arctic Willow       | (Salix purpurea)              | M - H | M - H | NA |                                 |
| Elder               | (Sambucus canadensis)         | M - H | M     | NA |                                 |
| Buffaloberry        | (Shepherdia argentea)         | L     | M     | NA |                                 |
| Spiraea             | (Spiraea) (3)                 | M     | M     | NA |                                 |
| Snowberry           | (Symphoricarpos albus)        | M     | M     | NA |                                 |
| Lilac               | (Syringa) (3)                 | M     | M     | NA |                                 |
| Viburnum            | (Viburnum) (3)                | L - M | M     | NA | Nice fall color (varies)        |
| Privet              | (Vulgare) (3)                 | M     | M     | NA |                                 |



## EVERGREEN TRE (2)

| Common Name             | Botanical Name                      | Water Requirement | Maintenance Requirement | Street Tree | Remarks |
|-------------------------|-------------------------------------|-------------------|-------------------------|-------------|---------|
| White Fir               | (Abies concolor)                    | M - H             | L                       | No          |         |
| Oneseed Juniper         | (Juniperus monosperma)              | L                 | L                       | No          |         |
| Rocky Mountain Juniper  | (Juniperus scopulorum 'Varieties')  | L - M             | L                       | No          |         |
| Red Cedar               | (Juniperus virginiana 'Varieties')  | M                 | L                       | No          |         |
| Black Hills Spruce      | (Picea glauca densata)              | M - H             | L                       | No          |         |
| Colorado Blue Spruce    | (Picea pungens 'Glaucous')          | M - H             | L                       | No          |         |
| Colorado Green Spruce   | (Picea pungens)                     | M                 | L                       | No          |         |
| Bristlecone Pine        | (Pinus aristata)                    | L - M             | L                       | No          |         |
| Pinon Pine              | (Pinus edulis)                      | L - M             | L                       | No          |         |
| Limber Pine             | (Pinus flexilis)                    | L - M             | L                       | No          |         |
| Swiss Mountain Pine     | (Pinus mugo)                        | L - M             | L                       | No          |         |
| Austrian Pine           | (Pinus nigra)                       | L - M             | L                       | No          |         |
| Ponderosa Pine          | (Pinus ponderosa)                   | L                 | L                       | No          |         |
| Southwestern White Pine | (Pinus strobus)                     | L - M             | L                       | No          |         |
| Scotch Pine             | (Pinus sylvestris)                  | L - M             | L                       | No          |         |
| Douglas Fir             | (Pseudotsuga menziesii 'Taxifolia') | M                 | L                       | No          |         |

## EVERGREEN SHRUBS

| Common Name           | Botanical Name                        | Water Requirement | Maintenance Requirement | Street Tree | Remarks                                 |
|-----------------------|---------------------------------------|-------------------|-------------------------|-------------|-----------------------------------------|
| Euonymus Sarcocoe     | (Euonymus fortunei 'Sarcocoe')        | M                 | M                       | NA          |                                         |
| Bigleaf Wintercreeper | (Euonymus fortunei vegeta)            | M                 | M                       | NA          |                                         |
| Euonymus Manhattan    | (Euonymus kiautschovicus 'Manhattan') | M                 | M                       | NA          |                                         |
| Juniper               | (Juniperus sp.) (3)                   | L - M             | L                       | NA          |                                         |
| Oregongrape           | (Mahonia aquifolium)                  | M                 | M                       | NA          | Nice fall colors (red to purple)        |
| Creeping Hollygrape   | (Mahonia repens)                      | M                 | M                       | NA          | Nice fall/winter colors (red to purple) |
| Gnome Firethorn       | (Pyracantha angustifolia 'Gnome')     | M                 | M                       | NA          |                                         |
| Firethorn             | (Pyracantha coccinea) (3)             | M                 | M                       | NA          |                                         |
| Yew                   | (Taxus x media 'Hicksii')             |                   |                         |             |                                         |

## ***PERENNIALS, GROUND COVERS, AND ORNAMENTAL GRASSES***

Due to the large quantity, variety, and changing availability of these plants, please consult your local nursery (preferably a C.N.A. Member). Height, color, texture, moisture, light requirement, and heartiness need to be considered when specifying these plants. Most local nurseries provide a yearly catalog of available plants and their descriptions.

### **Notes:**

1. These plants are not recommended to be planted within 10' of any foundation, curb, road, walkway, or other site structure that may be damaged by their vigorous/shallow root systems.
2. Mature size of all evergreen trees must be considered when determining location for planting. They are not recommended within 8' of any roadway, walkway, entrance, or window as they will eventually obstruct passage or view. Evergreen trees shall not be placed within roadway site triangles. During winter, icy conditions often occur on the north side of evergreen trees. This must be considered for their placement.
3. These plants have numerous different species, varieties and/or cultivars. Consult a local nursery for current availability and proper selection.

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**RESOLUTION NO. 19  
SERIES 2025**

**A RESOLUTION RECOMMENDING APPROVAL OF AN ORDINANCE AMENDING  
TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE AND DEVELOPMENT DESIGN  
STANDARDS TO PROHIBIT NONFUNCTIONAL TURF, ARTIFICIAL, TURF, AND  
INVASIVE PLANT SPECIES FOR CERTAIN NEW DEVELOPMENT AND  
REDEVELOPMENT**

**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 General Assembly enacted Senate Bill 24-005, which added a new Article 99 to the Colorado Revised Statutes, prohibiting nonfunctional turf, artificial turf, and invasive plant species, and which requires local entities, including the City, to prohibit the installation, planting, or placement of any nonfunctional turf, artificial turf, or invasive plant species as part of a new non-residential development project or redevelopment project within the City; and

**WHEREAS**, the Colorado General Assembly enacted House Bill 25-1113, which supplements Senate Bill 24-005 by expanding the definition of “applicable property” to include multifamily residential housing of more than 12 dwelling units, and further requires local entities, including the City, on or before January 1, 2028, to enact or amend its laws regulating new development and redevelopment projects within its jurisdiction so as to limit the installation of turf to reduce irrigation water demand for residential real property; and

**WHEREAS**, the Planning Commission finds it is in the interest of the public health, safety and welfare of the City and its residents to prevent the installation, planting or placement of nonfunctional turf, artificial turf, and invasive plant species on certain properties as set forth herein.

**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 prohibit nonfunctional turf, artificial turf, and invasive plant species for certain new development and redevelopment.

**PASSED AND ADOPTED** this 11th day of December, 2025.

|                                                                                                                                                       |   |                                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|---|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <br>_____<br>Attest: Cullen Choi, Secretary<br>Planning Commission | : | <br>_____<br>Steve Brauneis, Chair<br>Planning Commission |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|---|-----------------------------------------------------------------------------------------------------------------------------------------------|



# An Act

SENATE BILL 24-005

BY SENATOR(S) Roberts and Simpson, Bridges, Hinrichsen, Buckner, Cutter, Exum, Fields, Jaquez Lewis, Marchman, Michaelson Jenet, Priola, Winter F., Fenberg;

also REPRESENTATIVE(S) McCormick and McLachlan, Amabile, Bacon, Bird, Boesenecker, Brown, Daugherty, deGruy Kennedy, Duran, Epps, Froelich, Garcia, Herod, Jodeh, Joseph, Kipp, Lieder, Lindsay, Lukens, Mabrey, Martinez, Marvin, Mauro, Ortiz, Parenti, Rutinel, Sirota, Snyder, Story, Titone, Valdez, Velasco, Weissman, Willford, McCluskie.

CONCERNING THE CONSERVATION OF WATER IN THE STATE THROUGH THE  
PROHIBITION OF CERTAIN LANDSCAPING PRACTICES.

*Be it enacted by the General Assembly of the State of Colorado:*

**SECTION 1.** In Colorado Revised Statutes, **add** article 99 to title 37 as follows:

## **ARTICLE 99**

### **Prohibition of Nonfunctional Turf, Artificial Turf, and Invasive Plant Species**

**37-99-101. Legislative declaration.** (1) THE GENERAL ASSEMBLY

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*Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.*

FINDS THAT:

(a) AS COLORADO CONTINUES TO GRAPPLE WITH THE IMPACTS OF CLIMATE CHANGE, GREEN URBAN SPACES, SUCH AS URBAN TREE CANOPIES, ARE A VITAL ADAPTATION TOOL FOR MITIGATING THE IMPACTS OF CLIMATE CHANGE, ESPECIALLY FOR MITIGATING THE URBAN HEAT ISLAND EFFECT, WHICH CAN INCREASE ENERGY COSTS, AIR POLLUTION, AND HEAT-RELATED ILLNESSES AND DEATHS;

(b) HOWEVER, WATER SUPPLY IN THE WESTERN UNITED STATES IS UNDER INCREASING PRESSURE DUE TO CLIMATE CHANGE AND INCREASING DEMAND;

(c) MANY COMMUNITIES IN THE STATE OVERUSE NONNATIVE GRASS FOR LANDSCAPING PURPOSES, WHICH REQUIRES LARGE AMOUNTS OF WATER TO MAINTAIN;

(d) WHILE THERE ARE APPROPRIATE AND IMPORTANT USES FOR TURF, INCLUDING FOR CIVIC, COMMUNITY, OR RECREATIONAL PURPOSES SUCH AS USE IN PARKS, SPORTS FIELDS, AND PLAYGROUNDS, MUCH OF THE TURF IN THE STATE IS NONFUNCTIONAL, LOCATED IN AREAS THAT RECEIVE LITTLE, IF ANY, USE, AND COULD BE REPLACED WITH LANDSCAPING THAT ADHERES TO WATER-WISE LANDSCAPING PRINCIPLES WITHOUT ADVERSELY IMPACTING QUALITY OF LIFE OR LANDSCAPE FUNCTIONALITY;

(e) PROHIBITING THE INSTALLATION, PLANTING, OR PLACEMENT OF NONFUNCTIONAL TURF IN APPLICABLE PROPERTY IN THE STATE CAN HELP CONSERVE THE STATE'S WATER RESOURCES;

(f) INSTALLED VEGETATION THAT ADHERES TO WATER-WISE LANDSCAPING PRINCIPLES CAN HELP REDUCE OUTDOOR DEMAND OF WATER; AND

(g) ADDITIONALLY, ARTIFICIAL TURF CAN CAUSE NEGATIVE ENVIRONMENTAL IMPACTS, SUCH AS EXACERBATING HEAT ISLAND EFFECTS IN URBAN AREAS AND RELEASING HARMFUL CHEMICALS, INCLUDING PLASTICS, MICROPLASTICS, AND PERFLUOROALKYL AND POLYFLUOROALKYL CHEMICALS, INTO THE ENVIRONMENT AND WATERSHEDS.

(2) THE GENERAL ASSEMBLY THEREFORE DECLARES THAT

PREVENTING THE INSTALLATION, PLANTING, OR PLACEMENT OF NONFUNCTIONAL TURF, ARTIFICIAL TURF, AND INVASIVE PLANT SPECIES IN APPLICABLE PROPERTY IN THE STATE IS:

(a) A MATTER OF STATEWIDE CONCERN; AND

(b) IN THE PUBLIC INTEREST.

**37-99-102. Definitions.** AS USED IN THIS ARTICLE 99, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(1) (a) "APPLICABLE PROPERTY" MEANS:

(I) COMMERCIAL, INSTITUTIONAL, OR INDUSTRIAL PROPERTY;

(II) COMMON INTEREST COMMUNITY PROPERTY; OR

(III) A STREET RIGHT-OF-WAY, PARKING LOT, MEDIAN, OR TRANSPORTATION CORRIDOR.

(b) "APPLICABLE PROPERTY" DOES NOT INCLUDE RESIDENTIAL PROPERTY.

(2) "ARTIFICIAL TURF" MEANS AN INSTALLATION OF SYNTHETIC MATERIALS DEVELOPED TO RESEMBLE NATURAL GRASS.

(3) "COMMERCIAL, INSTITUTIONAL, OR INDUSTRIAL" HAS THE MEANING SET FORTH IN SECTION 37-60-135 (2)(b).

(4) "COMMON INTEREST COMMUNITY" HAS THE MEANING SET FORTH IN SECTION 38-33.3-103 (8).

(5) "COMMON INTEREST COMMUNITY PROPERTY" MEANS PROPERTY WITHIN A COMMON INTEREST COMMUNITY THAT IS OWNED AND MAINTAINED BY A UNIT OWNERS' ASSOCIATION, SUCH AS ENTRYWAYS, PARKS, AND OTHER COMMON ELEMENTS AS DEFINED IN SECTION 38-33.3-103 (5).

(6) "DEPARTMENT" MEANS THE DEPARTMENT OF PERSONNEL CREATED IN SECTION 24-1-128 (1).



(7) "FUNCTIONAL TURF" MEANS TURF THAT IS LOCATED IN A RECREATIONAL USE AREA OR OTHER SPACE THAT IS REGULARLY USED FOR CIVIC, COMMUNITY, OR RECREATIONAL PURPOSES, WHICH MAY INCLUDE PLAYGROUNDS; SPORTS FIELDS; PICNIC GROUNDS; AMPHITHEATERS; PORTIONS OF PARKS; AND THE PLAYING AREAS OF GOLF COURSES, SUCH AS DRIVING RANGES, CHIPPING AND PUTTING GREENS, TEE BOXES, GREENS, FAIRWAYS, AND ROUGHS.

(8) "INVASIVE PLANT SPECIES" HAS THE MEANING SET FORTH IN SECTION 37-60-135 (2)(e).

(9) "LOCAL ENTITY" MEANS A:

(a) HOME RULE OR STATUTORY CITY, COUNTY, CITY AND COUNTY, TERRITORIAL CHARTER CITY, OR TOWN;

(b) SPECIAL DISTRICT; AND

(c) METROPOLITAN DISTRICT.

(10) "MAINTAIN" OR "MAINTAINING" MEANS AN ACTION TO PRESERVE THE EXISTING STATE OF NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR AN INVASIVE PLANT SPECIES THAT HAS ALREADY BEEN INSTALLED, PLANTED, OR PLACED.

(11) "NATIVE PLANT" MEANS A PLANT SPECIES THAT IS INDIGENOUS TO THE STATE OF COLORADO.

(12) "NEW DEVELOPMENT PROJECT" MEANS A NEW CONSTRUCTION PROJECT THAT REQUIRES A BUILDING OR LANDSCAPING PERMIT, PLAN CHECK, OR DESIGN REVIEW.

(13) (a) "NONFUNCTIONAL TURF" MEANS TURF THAT IS NOT FUNCTIONAL TURF.

(b) "NONFUNCTIONAL TURF" INCLUDES TURF LOCATED IN A STREET RIGHT-OF-WAY, PARKING LOT, MEDIAN, OR TRANSPORTATION CORRIDOR.

(c) "NONFUNCTIONAL TURF" DOES NOT INCLUDE TURF THAT IS DESIGNATED TO BE PART OF A WATER QUALITY TREATMENT SOLUTION

REQUIRED FOR COMPLIANCE WITH FEDERAL, STATE, OR LOCAL AGENCY WATER QUALITY PERMITTING REQUIREMENTS THAT IS NOT IRRIGATED AND DOES NOT HAVE HERBICIDES APPLIED.

(14) "REDEVELOPMENT PROJECT" MEANS A CONSTRUCTION PROJECT THAT:

(a) REQUIRES A BUILDING OR LANDSCAPING PERMIT, PLAN CHECK, OR DESIGN REVIEW; AND

(b) RESULTS IN A DISTURBANCE OF MORE THAN FIFTY PERCENT OF THE AGGREGATE LANDSCAPE AREA.

(15) "SPECIAL DISTRICT" HAS THE MEANING SET FORTH IN SECTION 32-1-103 (20).

(16) "TRANSPORTATION CORRIDOR" MEANS A TRANSPORTATION SYSTEM THAT INCLUDES ALL MODES AND FACILITIES WITHIN A DESCRIBED GEOGRAPHIC AREA, HAVING LENGTH AND WIDTH.

(17) "TURF" HAS THE MEANING SET FORTH IN SECTION 37-60-135 (2)(i).

(18) "UNIT OWNERS' ASSOCIATION" HAS THE MEANING SET FORTH IN SECTION 38-33.3-103 (3).

(19) "WATER-WISE LANDSCAPING" HAS THE MEANING SET FORTH IN SECTION 37-60-135 (2)(l).

**37-99-103. Prohibition of nonfunctional turf, artificial turf, and invasive plant species - local entities - construction or renovation of state facilities.** (1) ON AND AFTER JANUARY 1, 2026, A LOCAL ENTITY SHALL NOT INSTALL, PLANT, OR PLACE, OR ALLOW ANY PERSON TO INSTALL, PLANT, OR PLACE, ANY NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES, AS PART OF A NEW DEVELOPMENT PROJECT OR REDEVELOPMENT PROJECT, ON ANY PORTION OF APPLICABLE PROPERTY WITHIN THE LOCAL ENTITY'S JURISDICTION.

(2) ON OR BEFORE JANUARY 1, 2026, A LOCAL ENTITY SHALL ENACT OR AMEND ORDINANCES, RESOLUTIONS, REGULATIONS, OR OTHER LAWS

REGULATING NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS ON APPLICABLE PROPERTY IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION.

(3) THE DEPARTMENT SHALL NOT INSTALL, PLANT, OR PLACE, OR ALLOW ANY PERSON TO INSTALL, PLANT, OR PLACE, ANY NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES AS PART OF A PROJECT FOR THE CONSTRUCTION OR RENOVATION OF A STATE FACILITY, WHICH PROJECT DESIGN COMMENCES ON OR AFTER JANUARY 1, 2025.

(4) NOTHING IN THIS SECTION PROHIBITS:

(a) A LOCAL ENTITY FROM MAINTAINING, OR ALLOWING ANY PERSON TO MAINTAIN, ANY NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES INSTALLED, PLANTED, OR PLACED BEFORE JANUARY 1, 2026;

(b) THE DEPARTMENT FROM MAINTAINING, OR ALLOWING ANY PERSON TO MAINTAIN, ANY NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES INSTALLED, PLANTED, OR PLACED AT A STATE FACILITY BEFORE JANUARY 1, 2025;

(c) A LOCAL ENTITY OR THE DEPARTMENT FROM INSTALLING, OR ALLOWING ANY PERSON TO INSTALL, GRASS SEED OR SOD THAT IS A NATIVE PLANT OR HAS BEEN HYBRIDIZED FOR ARID CONDITIONS;

(d) A LOCAL ENTITY OR THE DEPARTMENT FROM ESTABLISHING PROHIBITIONS ON, OR REQUIREMENTS FOR, NONFUNCTIONAL TURF, ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES THAT ARE MORE STRINGENT THAN THE REQUIREMENTS OF THIS SECTION; OR

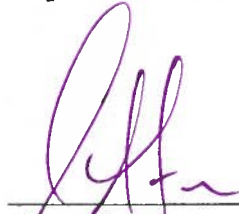
(e) A LOCAL ENTITY OR THE DEPARTMENT FROM INSTALLING, OR ALLOWING ANY PERSON TO INSTALL, ARTIFICIAL TURF ON ATHLETIC FIELDS OF PLAY.

**SECTION 2. Act subject to petition - effective date - applicability.** (1) This act takes effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly; except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or



part will not take effect unless approved by the people at the general election to be held in November 2024 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.

(2) This act does not apply to projects approved by the department of personnel or a local entity before the effective date of this act.



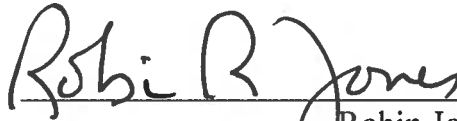
Steve Fenberg  
PRESIDENT OF  
THE SENATE



Julie McCluskie  
SPEAKER OF THE HOUSE  
OF REPRESENTATIVES

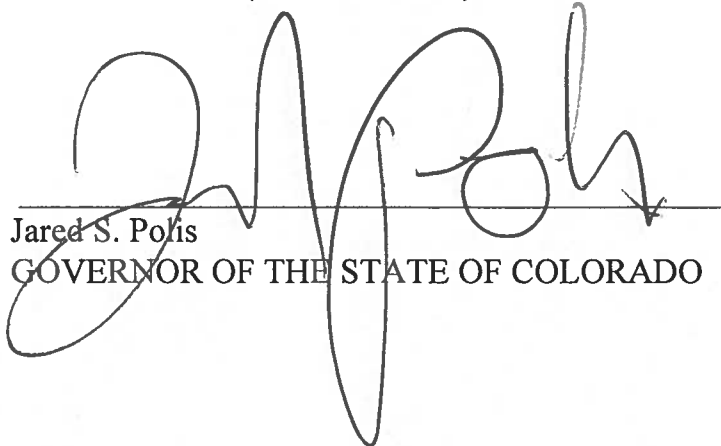


Cindi L. Markwell  
SECRETARY OF  
THE SENATE



Robin Jones  
CHIEF CLERK OF THE HOUSE  
OF REPRESENTATIVES

APPROVED Friday March 15<sup>th</sup> 2024 at 2:15 pm  
(Date and Time)



Jared S. Polis  
GOVERNOR OF THE STATE OF COLORADO

# An Act

HOUSE BILL 25-1113

BY REPRESENTATIVE(S) Smith and McCormick, Bacon, Boesenecker, Brown, Camacho, Duran, Froelich, Joseph, Lindsay, Martinez, Sirota, Stewart R., Titone, McCluskie;  
also SENATOR(S) Roberts, Bridges, Cutter, Danielson, Daugherty, Hinrichsen, Jodeh, Kipp, Kolker, Marchman, Michaelson Jenet, Snyder, Wallace, Weissman, Winter F.

CONCERNING LIMITING THE USE OF CERTAIN LANDSCAPING PRACTICES IN  
NEW RESIDENTIAL DEVELOPMENT.

*Be it enacted by the General Assembly of the State of Colorado:*

**SECTION 1. Legislative declaration.** (1) The general assembly finds that:

(a) As Colorado continues to grapple with the impacts of climate change, green urban spaces, such as urban tree canopies, are a vital adaptation tool for mitigating the impacts of climate change, especially for mitigating the urban heat island effect, which can increase energy costs, air pollution, and heat-related illnesses and deaths;

(b) However, water supply in the western United States is

*Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.*

increasingly scarce due to climate change and increasing demand;

(c) Many communities in the state overuse nonnative grass for landscaping purposes, which requires large amounts of water to maintain;

(d) While there are appropriate and important uses for turf, including for civic, community, or recreational purposes such as use in parks, sports fields, and playgrounds, much of the turf in the state is nonfunctional, located in areas that receive little, if any, use, and could be replaced with landscaping that adheres to water-wise landscaping principles without adversely impacting quality of life or landscape functionality;

(e) Prohibiting the installation, planting, or placement of nonfunctional turf in multifamily property in the state can help conserve the state's water resources;

(f) Requiring local governments to regulate turf in new residential properties can help preserve the limited water in our state;

(g) Many communities and developments develop in a water-wise manner already and are appreciated; and

(h) Installed vegetation that adheres to water-wise landscaping principles can help reduce outdoor demand for water while avoiding heat islands.

(2) The general assembly therefore declares that preventing the installation, planting, or placement of nonfunctional turf, artificial turf, and invasive plant species in applicable property in the state is:

(a) A matter of statewide concern; and

(b) In the public interest.

**SECTION 2.** In Colorado Revised Statutes, 37-99-102, **amend** (1)(a)(II), (1)(a)(III), (7), and (17); **repeal** (1)(b); and **add** (1)(a)(IV), (1.5), (6.5), (10.5), (12.5), (14.5), and (18.5) as follows:

**37-99-102. Definitions.** As used in this article 99, unless the context otherwise requires:



(1) (a) "Applicable property" means:

(II) Common interest community property; or

(III) A street right-of-way, parking lot, median, or transportation corridor; OR

(IV) APPLICABLE RESIDENTIAL REAL PROPERTY.

(b) ~~"Applicable property" does not include residential property.~~

(1.5) "APPLICABLE RESIDENTIAL REAL PROPERTY" MEANS A MULTIFAMILY RESIDENTIAL HOUSING PREMISES PROPERTY THAT INCLUDES MORE THAN TWELVE DWELLING UNITS.

(6.5) "FUNCTIONAL ARTIFICIAL TURF" MEANS ARTIFICIAL TURF THAT IS:

(a) LOCATED IN A RECREATIONAL USE AREA OR OTHER SPACE THAT IS REGULARLY USED FOR CIVIC, COMMUNITY, OR RECREATIONAL PURPOSES, WHICH MAY INCLUDE A PLAYGROUND, A SPORTS FIELD, A PICNIC GROUND, AN AMPHITHEATER, A PORTION OF A PARK, AND THE PLAYING AREA OF A GOLF COURSE, SUCH AS A DRIVING RANGE, CHIPPING AND PUTTING GREEN, TEE BOX, GREEN, FAIRWAY, AND ROUGH; OR

(b) A COMPONENT OF A PRODUCT DESIGNED AND APPROVED BY A PROFESSIONAL ENGINEER FOR CIVIL INFRASTRUCTURE PROJECTS, INCLUDING BUT NOT LIMITED TO:

(I) COVERS FOR SOLID WASTE FACILITIES AND BROWNFIELD SITES;  
AND

(II) REVETMENTS FOR SLOPES, CHANNELS, LEVEES, AND DAMS.

(7) "Functional turf" means turf that is located in a recreational use area or other space that is regularly used for civic, community, or recreational purposes, which may include ~~playgrounds, sports fields, picnic grounds, amphitheaters, portions of parks, and the playing areas of golf courses, such as driving ranges, chipping and putting greens, tee boxes, greens, fairways, and roughs~~ A PLAYGROUND, A SPORTS FIELD, A PICNIC

GROUND, AN AMPHITHEATER, A PORTION OF A PARK, AND THE PLAYING AREA OF A GOLF COURSE, SUCH AS A DRIVING RANGE, CHIPPING AND PUTTING GREEN, TEE BOX, GREEN, FAIRWAY, AND ROUGH.

(10.5) "MULTIFAMILY RESIDENTIAL HOUSING PREMISES PROPERTY" MEANS COMMON INTEREST PROPERTY SUCH AS ENTRYWAYS, PARKS, AND OTHER COMMON ELEMENTS AS DEFINED IN SECTION 38-33.3-103 (5).

(12.5) "NONFUNCTIONAL ARTIFICIAL TURF" MEANS ARTIFICIAL TURF THAT IS NOT FUNCTIONAL ARTIFICIAL TURF.

(14.5) "RESIDENTIAL REAL PROPERTY" HAS THE MEANING SET FORTH IN SECTION 39-1-102 (14.5).

(17) "Turf" ~~has the meaning set forth in section 37-60-135 (2)(i)~~ MEANS CONTINUOUS PLANT COVERAGE CONSISTING OF NONNATIVE GRASSES OR GRASSES THAT HAVE NOT BEEN HYBRIDIZED FOR ARID CONDITIONS AND WHICH, WHEN REGULARLY MOWED, FORM A DENSE GROWTH OF LEAF BLADES AND ROOTS.

(18.5) "URBAN TREE" MEANS A PERENNIAL WOODY PLANT WITH A SINGLE OR MULTIPLE TRUNKS THAT SUPPORT A CANOPY OF BRANCHES AND LEAVES AND THAT PROVIDES ECOLOGICAL, SOCIAL, AND ECONOMIC BENEFITS WITHIN A BUILT ENVIRONMENT.

**SECTION 3.** In Colorado Revised Statutes, 37-99-103, **amend** (1), (3), (4)(a), (4)(b), (4)(d), and (4)(e); and **add** (4)(f) and (5) as follows:

**37-99-103. Prohibition of nonfunctional turf, nonfunctional artificial turf, and invasive plant species - local entities - construction or renovation of state facilities.** (1) On and after January 1, 2026, a local entity shall not install, plant, or place, or allow any person to install, plant, or place, any nonfunctional turf, NONFUNCTIONAL artificial turf, or invasive plant species, as part of a new development project or redevelopment project, on any portion of applicable property within the local entity's jurisdiction.

(3) The department shall not install, plant, or place, or allow any person to install, plant, or place, any nonfunctional turf, NONFUNCTIONAL artificial turf, or invasive plant species as part of a project for the

construction or renovation of a state facility, which project design commences on or after January 1, 2025.

(4) Nothing in this section prohibits:

(a) A local entity from maintaining, or allowing any person to maintain, any nonfunctional turf, NONFUNCTIONAL ARTIFICIAL TURF, artificial turf, or invasive plant species installed, planted, or placed before January 1, 2026;

(b) The department from maintaining, or allowing any person to maintain, any nonfunctional turf, NONFUNCTIONAL ARTIFICIAL TURF, artificial turf, or invasive plant species installed, planted, or placed at a state facility before January 1, 2025;

(d) A local entity or the department from establishing prohibitions on, or requirements for, nonfunctional turf, artificial turf, or invasive plant species that are more stringent than the requirements of this section; or

(e) A local entity or the department from installing, or allowing any person to install, artificial turf on athletic fields of play; OR

(f) A LOCAL ENTITY OR THE DEPARTMENT FROM INSTALLING OR PRESERVING URBAN TREES.

(5)(a) ON AND AFTER JANUARY 1, 2028, A LOCAL ENTITY SHALL NOT INSTALL, PLANT, OR PLACE, OR ALLOW A PERSON TO INSTALL, PLANT, OR PLACE, ANY NONFUNCTIONAL TURF, NONFUNCTIONAL ARTIFICIAL TURF, OR INVASIVE PLANT SPECIES, AS PART OF A NEW DEVELOPMENT PROJECT OR REDEVELOPMENT PROJECT, ON ANY PORTION OF APPLICABLE PROPERTIES THAT INCLUDE MULTIFAMILY RESIDENTIAL HOUSING PREMISES PROPERTY.

(b) NOTWITHSTANDING ANY PROVISION OF THIS SECTION TO THE CONTRARY, A LOCAL ENTITY OR THE DEPARTMENT SHALL NOT RESTRICT A PERSON FROM INSTALLING OR ALLOWING ANOTHER PERSON TO INSTALL GRASS SEED OR SOD THAT:

(I) IS A NATIVE PLANT;

(II) HAS BEEN HYBRIDIZED FOR ARID CONDITIONS; OR



(III) IS A LOW-WATER GRASS.

(c) ON OR BEFORE JANUARY 1, 2028, EACH LOCAL ENTITY WITH LAND USE PLANNING AND ZONING AUTHORITY SHALL ENACT OR AMEND ORDINANCES, RESOLUTIONS, REGULATIONS, OR OTHER LAWS REGULATING NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS TO:

(I) REGULATE THE INSTALLATION OF NONFUNCTIONAL TURF IN ORDER TO REDUCE IRRIGATION WATER DEMAND ON APPLICABLE PROPERTY IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION; AND

(II) INCLUDE CONSIDERATION OF APPLICABLE RESIDENTIAL REAL PROPERTY.

**SECTION 4.** In Colorado Revised Statutes, add 37-99-104 as follows:

**37-99-104. Regulation of turf in new residential property - local entities - exemptions.** (1) ON OR BEFORE JANUARY 1, 2028, EACH LOCAL ENTITY WITH LAND USE PLANNING AND ZONING AUTHORITY SHALL ENACT OR AMEND ORDINANCES, RESOLUTIONS, REGULATIONS, OR OTHER LAWS REGULATING NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS WITHIN THE LOCAL ENTITY'S JURISDICTION TO REGULATE THE INSTALLATION OF TURF TO REDUCE IRRIGATION WATER DEMAND FOR ALL RESIDENTIAL REAL PROPERTY THAT IS NOT APPLICABLE RESIDENTIAL REAL PROPERTY.

(2) ON AND AFTER JANUARY 1, 2028, WHEN ENACTING OR AMENDING ORDINANCES, RESOLUTIONS, REGULATIONS, OR OTHER LAWS REGULATING NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS, EACH LOCAL ENTITY WITH LAND USE PLANNING AND ZONING AUTHORITY SHALL REGULATE THE INSTALLATION OF TURF TO REDUCE IRRIGATION WATER DEMAND FOR ALL RESIDENTIAL REAL PROPERTY THAT IS NOT APPLICABLE RESIDENTIAL REAL PROPERTY.

(3) EACH LOCAL ENTITY WITH LAND USE PLANNING AND ZONING AUTHORITY MAY CHOOSE THE STANDARD OR MECHANISM BY WHICH IT REGULATES TURF IN NEW DEVELOPMENT PROJECTS AND REDEVELOPMENT PROJECTS OF RESIDENTIAL REAL PROPERTY PURSUANT TO THIS SECTION.

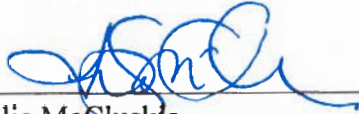
(4) NOTWITHSTANDING ANY PROVISION OF THIS SECTION TO THE

CONTRARY, NEITHER A LOCAL ENTITY NOR THE DEPARTMENT SHALL RESTRICT A PERSON FROM INSTALLING OR ALLOWING ANOTHER PERSON TO INSTALL GRASS SEED OR SOD THAT:

- (a) IS A NATIVE PLANT;
- (b) HAS BEEN HYBRIDIZED FOR ARID CONDITIONS; OR
- (c) IS A LOW-WATER GRASS.

**SECTION 5. Act subject to petition - effective date.** This act takes effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly; except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or part will not take effect unless approved by the people at the general election to be held in

November 2026 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.



Julie McCluskie  
SPEAKER OF THE HOUSE  
OF REPRESENTATIVES



James Rashad Coleman, Sr.  
PRESIDENT OF  
THE SENATE

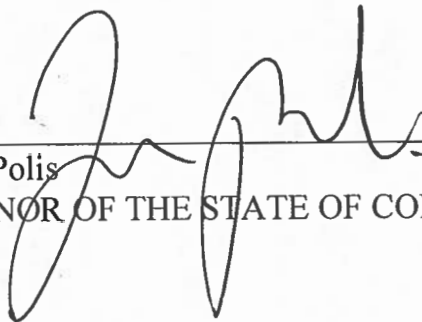


Vanessa Reilly  
CHIEF CLERK OF THE HOUSE  
OF REPRESENTATIVES



Esther van Mourik  
SECRETARY OF  
THE SENATE

APPROVED Tuesday May 20<sup>th</sup> 2025 at 1:05 pm  
(Date and Time)



Jared S. Polis  
GOVERNOR OF THE STATE OF COLORADO



**Subject:** Ordinance No. 1916, Series 2026 — An Emergency Ordinance Amending the Fire Hardening Code for Structures in Chapter 15.70 of the Louisville Municipal Code Regarding Defensible Space Around Primary Structures in the Marshall Fire Rebuild Areas - PUBLIC HEARING

**Date:** February 3, 2026

**Prepared By:** Rob Zuccaro, Director

**Presented By:** Rob Zuccaro, Director

**Summary:**

The proposed ordinance adds a new section to Louisville Municipal Code (LMC) Chapter 5.70 – Fire Hardening for Structures to establish minimum defensible space landscaping standards applicable to properties destroyed and rebuilt in subdivisions impacted by the Marshall Fire. The proposed regulations would apply to the “Immediate Zone,” defined as the area between zero and five feet around a primary structure. Within the Immediate Zone, the following restrictions would apply:

- Landscaping is prohibited and only noncombustible hard-surface ground covers, such as rock, gravel, sand, concrete, bare earth, or stone/concrete pavers, would be allowed.
- Trees, shrubs, and other landscape plantings located outside of the Immediate Zone would be required to be pruned and maintained so as not to encroach into the Immediate Zone.

Landscaping installed in the Immediate Zone prior to the effective date of the ordinance could be maintained; however, no new noncompliant plantings or ground cover would be allowed.

**Background / Prior Discussions:**

The City adopted LMC Chapter 15.70 by Ordinance No. 1884, Series 2024, which established minimum building code standards for fire hardening of structures applicable to all new development in the City. The ordinance is intended to address the resilience of the built environment to conflagration fires, whether a fire spreads from a wildland area or originates elsewhere in the City.

At the December 16, 2025 City Council meeting, Council requested that emergency ordinances be drafted for consideration that would ban the planting of junipers as part of any new development in the City and to establish defensible space standards in the

Immediate Zone for properties rebuilding following the Marshall Fire.

On January 26, 2026, Council passed Ordinance No. 1913, Series 2026, an emergency ordinance banning the planting of new junipers citywide.

**Development Proposal:**

N/A

**Analysis:**

*Defensible Space Zones*

Wildland-Urban Interface (WUI) regulations typically define multiple “defensible space” zones. These zones are areas surrounding a structure where landscaping, ground cover, debris clearance, and material storage are regulated in order to limit the potential spread of fire to the structure from wildland areas. Each zone has differing requirements based on proximity to the structure and is intended to mitigate fire spread risk. Areas closest to the structure generally have the most stringent regulations, addressing fire spread from direct flame contact and ember exposure.

For additional background information and example standards, staff has provided links to the Colorado State Forest Service Home Ignition Zone Guide, the 2025 Colorado Wildfire Resiliency Code (CWRC), and the Insurance Institute for Business and Home Safety (IBHS) 2025 Wildfire Prepared Home Technical Standard.

Link: [Colorado State Forest Service Home Ignition Zone Guide](#)

Link: [2025 CWRC](#)

Link: [2025 IBHS Wildfire Prepared Home Technical Standard](#)

Each of these standards includes multiple defensible space zones, with the zone immediately adjacent to the structure being the most highly regulated. These zones typically require noncombustible ground cover and prohibit plantings or allow only limited non-flammable plantings. The proposed ordinance is modeled after the CWRC Immediate Zone standards, which apply from zero to five feet from the structure.

The 2024 International Wildland-Urban Interface Code (IWUIC) also defines three defensible space zones: zero to 30 feet, 30 to 50 feet, and 50 to 100 feet from a structure. This code differs from the other examples in that the standards are consistent throughout each defensible space zone. The required depth of defensible space is based on the hazard rating applicable to the property. While the IWUIC requires landscaping and fuel modification within the defensible space zone, it does not require a noncombustible zone immediately adjacent to a structure.

Link: [2024 IWUIC](#)

*Implementation*

Of the 550 homes lost in the Marshall Fire, 26 properties have not yet submitted building permit applications to begin the rebuilding process. There are currently 34

properties under construction and four properties under review for building permits. There are also likely properties that have completed construction but have not yet installed landscaping or have only partially completed landscaping. The proposed ordinance would apply to any new landscaping installed on a property at any stage of development.

If the ordinance is approved, staff recommends not requiring submittal of landscaping plans for new permits or for homes already under construction. Staff would notify all current property owners and general contractors within the Marshall Fire rebuild area who already have building permits of the new standards. For newly issued permits, staff would include a redline stamp on approved building plans to notify homeowners and builders of the requirements. Installation of landscaping would not be required for final inspections or issuance of a Certificate of Occupancy, as some properties may install landscaping after the rebuilding project is complete.

Because landscaping is often installed incrementally and evolves over time, best practices include periodic compliance checks to ensure ongoing effectiveness of the standards. Widespread compliance with defensible space requirements could significantly increase their effectiveness, particularly in mitigating the potential for conflagration fires. As the City considers adopting additional defensible space standards through a WUI code, consideration should be given to implementing a compliance system. This could include City-led inspections or submittal of periodic self-inspection forms. Such a program would likely require additional staff and City resources that are not currently programmed or budgeted.

#### **Council Work Plan:**

The 2025 City Council workplan includes Safety as a core priority, including consideration of potential defensible space standards to aid in wildfire mitigation and preparedness. This ordinance addresses an aspect of creating defensible space standards for wildfire mitigation and preparedness.

#### **Fiscal Impact:**

The proposed ordinance will require additional staff time for communication, administration, and code enforcement. Based on the limited scope and proposed implementation procedures, staff believes current staffing levels are sufficient to implement the ordinance. However, future WUI standards, potential citywide defensible space requirements, and implementation of compliance inspections would likely require additional staffing and resources that are not currently budgeted.

#### **Alternatives:**

1. Adopt the ordinance as drafted.
2. Process the ordinance as a standard ordinance rather than an emergency ordinance. The process for this would be to remove references to the emergency in the ordinance, make a motion to adopt the ordinance on first reading, and set a public hearing for February 17th. The ordinance would go into effect in the



latter part of March.

3. Adopt the ordinance with Council-directed amendments.
4. Delay consideration of defensible space requirements and consider as part of the upcoming WUI Code adoption.
5. Do not adopt the ordinance, and if desired, provide staff direction on next steps or alternatives that Council would like to consider.

**Recommendation:**

Staff recommends approval of Ordinance No. 1916, Series 2026.

**Attachments:**

1. Ordinance No. 1916, Series 2026

**ORDINANCE NO. 1916  
SERIES 2026**

**AN EMERGENCY ORDINANCE AMENDING THE FIRE HARDENING CODE FOR  
STRUCTURES IN CHAPTER 15.70 OF THE LOUISVILLE MUNICIPAL CODE  
REGARDING DEFENSIBLE SPACE AROUND PRIMARY STRUCTURES IN THE  
MARSHALL FIRE REBUILD AREAS**

**WHEREAS**, the City of Louisville (the “City”) is a home-rule city and municipal corporation duly organized and existing under and pursuant to Article XX of the Colorado Constitution and Charter of the City; and

**WHEREAS**, by Ordinance No. 1884, Series 2024, adopted on November 4, 2024, the City Council enacted a Fire Hardening Code for Structures, which is set forth in Chapter 15.70 of the Louisville Municipal Code; and

**WHEREAS**, in response to the high fire danger conditions within the City and surrounding areas, resulting in implementation of Stage 1 Fire Restrictions by the City and Boulder County, the City Council on January 20, 2026 adopted Ordinance No. 1913, Series 2026, An Emergency Ordinance Amending the Fire Hardening Code for Structures in Chapter 15.70 of the Louisville Municipal Code, which amendments require certain building materials to meet the highest level of fire resistance standards, including requiring Class A rated materials verified through ASTM E84 or US 723 testing or demonstration that proposed materials meet or exceed this standard, and prohibited the planting of any species of juniper within the City; and

**WHEREAS**, the City Council desires to further amend Chapter 15.70 of the Louisville Municipal Code as set forth herein to require defensible space within the immediate zone of primary commercial and residential structures within certain subdivisions of the City that were affected by the Marshall Fire; and

**WHEREAS**, the City Council finds that an emergency exists because of extreme fire conditions that continue within the City and surrounding areas, the preservation of public property, health, safety, and welfare requires the City to take immediate action to minimize fire risk within the City.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:**

**Section 1.** Chapter 15.70 of the Louisville Municipal Code is hereby amended by the addition of a new Section 15.70.050 to read as follows:

**Sec. 15.70.050      Defensible Space in Immediate Zone.**

Ordinance No 1916., Series 2026  
Page 1 of 3

A. The Immediate Zone is an area between 0 and 5 feet around a primary commercial or residential structure. The purpose of this Section is to provide defensible space around such primary commercial and residential structures, in order to deter the spread of wildfire within that area of the City impacted by the Marshall Fire. Within the Immediate Zone only noncombustible, hard surface ground cover materials, such as rock, gravel, sand, concrete, bare earth, or stone/concrete pavers, shall be allowed.

B. Trees, shrubs, and other landscape plantings must be maintained and pruned so as not to encroach into the Immediate Zone.

C. Any existing landscaping and ground cover materials installed in the Immediate Zone prior to the effective date of this ordinance may be maintained but may not be expanded or replaced within the Immediate Zone.

D. The requirements set forth in this Section shall apply to landscaping installed in the Immediate Zone of properties within the following subdivisions: The Enclave; A replat of the Enclave; Second Replat of the Enclave; Centennial Heights West; Cornerstone Subdivision; Centennial 8; Centennial 8 Replat A; Centennial 6; A Replat of Centennial 7; Sundance Second Filing Partial Replat; Cherrywood II; Centennial Heights Subdivision; Sundance Third Filing; Coal Creek Ranch Filing No. 3; Coal Creek Ranch Filing No. 3 Replat A; and Coal Creek Ranch Filing No. 4.

**Section 2.** Effective Date. This ordinance shall become effective immediately upon adoption by the affirmative vote of at least five (5) Councilmembers.

**Section 3.** 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 that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

**Section 4.** 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 5.** 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 6.** The City Council herewith finds, determines and declares that this ordinance is genuinely and urgently necessary for the immediate preservation of the public health, safety, and welfare because of continued extreme fire conditions in the City and surrounding area.

**INTRODUCED, READ, PASSED AND ADOPTED AS AN EMERGENCY ORDINANCE BY TWO-THIRDS OF THE ENTIRE CITY COUNCIL, AND ORDERED PUBLISHED** this 3<sup>rd</sup> day of February 2026.

\_\_\_\_\_  
Christopher M. Leh, Mayor

ATTEST:

\_\_\_\_\_  
Genny Kline, City Clerk

APPROVED AS TO FORM:  
Kelly PC

\_\_\_\_\_  
Kathleen M. Kelly, City Attorney

**Subject:** Ordinance No. 1914, Series 2026 — Contract for the Lease and Purchase of Real Estate - 1155 Pine Street - 2nd Reading, Public Hearing (advertised City of Louisville Website 01/21/2026)

**Date:** February 3, 2026

**Prepared By:** Diana Langley, City Manager

**Presented By:** Diana Langley, City Manager

**Summary:**

The northwest corner of Pine Street and Highway 42 serves as a gateway to Louisville's Historic Downtown. At this entrance, the City owns a triangular parcel, known as Tomeo Park and now has an opportunity to acquire an additional portion of property at 1155 Pine Street, where the current train caboose and boxcar are located, upon completion of a subdivision plat to split the property. The proposed Contract for the Lease and Purchase of Real Estate (Contract) allows the City to lease the property while the subdivision plat is processed, and then purchase the property with the completion of the property split. The Contract provides for a \$150,000 deposit and \$10,000 monthly lease payments, which will be deducted from the total purchase price of \$396,000 upon close of escrow.

**Background / Prior Discussions:**

The property at 1155 Pine Street consists of a single-family home and a train caboose and boxcar situated on railroad tracks. The lot is approximately 0.236-acres in size and is unplatted. Travis and Laura Ramos purchased the property in 2023 with the intent of recreating a two-car section of the historic Colorado & Southern Railway that tracked through Louisville a century ago, in almost the same location as the original tracks.

One of the railcars, a caboose built in 1913, was part of a railroad-themed restaurant located by the railroad tracks at Main Street and South Boulder Road. The restaurant began operation in the early 1970's, continued to operate as a restaurant under different names for many years, and then is believed to have closed around 2000. In 2020, the caboose and other structures on the site were slated for demolition. Before the caboose could be demolished, Travis and Laura Ramos moved it to a site outside of Louisville. Upon their purchase of 1155 Pine Street in 2023, the caboose was relocated to 1155 Pine Street.

The other railcar, known as the Steinbauxcar, was built in 1898 and is not known to have any history of being located or used within Louisville. However, the Ramos Family discovered an inscription on the interior wall of the boxcar stating "JJ Steinbaugh, Louisville, Colo" that could provide a potential link to Louisville. Records indicate that

the boxcar was decommissioned in Denver in 1939 and was sold at some point in time to the Autrey family for use on their farm outside of Louisville for approximately 80 years. In December 2023, the boxcar was relocated from the Autrey Farm to 1155 Pine Street.

On [July 22, 2025](#) (beginning on p.130), the City Council held a Concept Plan Review to provide feedback on a development proposal to relocate a historic house to the property, connect the existing and relocated homes via an underground corridor, and remove the property from the Mixed-Use Zone District Overlay.

On [September 28, 2025](#) (beginning on p.41), the Historic Preservation Commission considered an application to consider the following requests: landmark 1155 Pine Street, Alteration Certificate, Preservation & Restoration and New Construction Grants, and Probable Cause.

On October 29, 2026, staff received notification from Travis Ramos that the Ramos Family could no longer proceed with their proposed project, and that the property was available for purchase at a listing price of \$850,000.

In December, Travis Ramos approached staff about the opportunity for the City to purchase the property, either in its entirety, or just the portion where the railcars are located, which is approximately 0.09 acres when considering a land swap required to make the remaining portion of the property square to Pine Street.

**Development Proposal:**

N/A

**Analysis:**

As this is an entryway to Louisville's Historic Downtown, and the caboose and boxcar have sentimental value to the community, staff presented the opportunity to purchase all or a portion of 1155 Pine Street to the City Council. With Council direction, staff negotiated with Travis and Laura Ramos to purchase the triangular portion of the property that houses the railcars and train tracks for a purchase price of \$396,000. This purchase price takes into consideration land value, the appraised value of the railcars, and costs incurred to move and place the railcars on the property.

As a subdivision plat will be required, execution of a Contract for the Lease and Purchase of Real Estate (Contract) is recommended so the City can lease the property while the subdivision plat is prepared and processed. Upon completion of the subdivision plat, the property will transfer to the City. Key terms of the Contract are:

- Purchase Price - \$396,000 - The City will deposit \$150,000 and pay monthly rent in the amount of \$10,000. At closing, the deposit and rent will be deducted from the purchase price to determine the balance owed by the City.
- Lease Term - The lease shall begin on the Effective Date, which is the effective date of the Ordinance estimated to be March 5, 2026, and shall terminate on July



31, 2026, unless extended by mutual agreement.

- Subdivision - The City, at its expense, will prepare a subdivision plat to subdivide the property into two lots.
- Closing - The closing shall be held on or before July 31, 2026. In the event that all the terms to close have not been satisfied, either party may extend the closing for up to ninety days upon written notice to the other party for the purposes of satisfying the conditions.
- Closing Costs - The City will pay the costs of the Owner's Policy of Title Insurance, recording the special warranty deed, other conveyance documents, and any other documents to be recorded in connection with the closing, all documentary fees and taxes, and the escrow fees or other Title Company closing fees.

### **Council Work Plan:**

While the purchase of a portion of 1155 Pine Street is not specifically listed in the City Council's Work Plan, preserving the caboose and boxcar at the easterly entrance to Louisville's Historic Downtown contributes to Economic Vitality by providing a visual landmark that reinforces the City's heritage, creates a distinctive gateway feature, and represents a unique story for Louisville which can be leveraged in marketing campaigns, social media, and events.

### **Fiscal Impact:**

As this was not an anticipated acquisition, funds are not budgeted for the purchase of the property. A Budget Amendment will be required from General Fund - Fund Balance to cover the purchase price of \$396,000 plus costs associated with the subdivision plat and closing. Staff does not recommend using Historic Preservation Funds for the purchase of the property as the Historic Preservation Commission denied a request to landmark the caboose. Although the caboose was brought to the City over 50 years ago and was part of a well-known restaurant, the relocation to 1155 Pine Street has removed it from its original historical context.

As part of the 2027-2028 budget process, staff will evaluate improvements necessary to weatherproof the caboose and boxcar, and submit a request for funding accordingly.

### **Alternatives:**

1. Do not proceed with the lease and subsequent purchase of the property.
2. Direct staff to negotiate with Travis and Laura Ramos to purchase the entire property.

### **Recommendation:**

Adopt an Ordinance approving a Contract for the Lease and Purchase of Real Estate at 1155 Pine Street.

### **Attachments:**

1. Ordinance No. 1914, Series 2026
2. Lease-Purchase Agreement 1155 Pine St
3. 1155 Pine Street - Photos of Caboose and Boxcar
4. Public Comment - 1155 Pine Street

**ORDINANCE NO. 1914  
SERIES 2026**

**AN ORDINANCE APPROVING A CONTRACT FOR THE LEASE AND PURCHASE  
OF REAL ESTATE**

**WHEREAS**, the City of Louisville is a home rule municipality and political subdivision of the State of Colorado; and

**WHEREAS**, the City Council wishes to purchase a portion of that property located at 1155 Pine Street within the City of Louisville; and

**WHEREAS**, the purchase will require subdivision of the property, the plat for which will take several months to prepare, review and process through the City's subdivision procedures in accordance with the provisions of the Louisville Municipal Code; and

**WHEREAS**, the City Council desires to rent the portion of the property to be purchased by the City until such time as the sale can be completed; and

**WHEREAS**, the City and the property owner have negotiated a Contract for the Lease and Purchase of Real Estate, a copy of which Contract accompanies this ordinance; and

**WHEREAS**, the Council is authorized to enter into the Contract to lease from the property owner, pending purchase the same, the property as provided in such Contract, pursuant to Section 12-4 of the City Charter and state law, including C.R.S. § 31-15-801; and

**WHEREAS**, the lease term in the Contract expires on July 31, 2026; and

**WHEREAS**, in order to implement the property purchase as set forth in the Contract, the Council desires (a) to authorize and approve the execution and delivery by the City of, and the performance by the City of its obligations under, the Contract and certain other documents described herein; and (b) to authorize, approve, ratify, make findings and take other actions with respect to the foregoing and related matters.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:**

**Section 1.** The Council hereby: (a) approves the leasing of the portion of that property located at 1155 Pine Street pursuant to the Contract in exchange for the payment of rental payments as provided in the Contract, (b) approves the Contract, which is presented in substantially final form to the Council in connection with the adoption of this Ordinance; (c) authorizes the Mayor, the City Manager, and the Finance



Director, and all other appropriate officers and employees of the City to execute and deliver the Contract in the form appended hereto with such changes and modifications as are deemed necessary by the City Attorney and approved by the Mayor; and (d) authorizes and directs the performance by the City of its obligations under the Contract.

**Section 2.** The Council hereby adopts, as if set forth in full herein, all the representations, covenants, agreements, findings, determinations and statements of or by the City set forth in the Contract.

**Section 3.** The officers, employees and agents of the City are authorized and directed to take all action necessary or appropriate to carry out the provisions of this Ordinance and the Contract referred to herein and to carry out the transactions described herein or in such documents, and any actions and the execution and delivery of any documents necessary or convenient to accomplish the conveyance of the leased property to, and acquisition of the leased property by, the City.

**Section 4.** All actions previously taken by the Council and the officers, employees and agents of the City that are directed toward the transactions described herein or in the documents referred to herein and that are not inconsistent herewith are hereby ratified, approved and confirmed.

**Section 5.** 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 6.** 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 7.** The Contract does not create a multiple fiscal year direct or indirect debt or other financial obligation and does not require voter approval in advance under Section 4(b) of Article X, Section 20 of the Colorado Constitution. The Contract will not cause the City to exceed its spending limits under Section 7, Article X, Section 20 of the Colorado Constitution.

**INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED  
PUBLISHED** this 20<sup>th</sup> day of January, 2026.

---

Christopher M. Leh, Mayor

ATTEST:

\_\_\_\_\_  
Genny Kline, City Clerk

**PUBLIC HEARING AND SECOND READING WILL BE THE 3rd DAY OF  
February, 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

\_\_\_\_\_  
Kathleen M. Kelly, City Attorney

## CONTRACT FOR THE LEASE AND PURCHASE OF REAL ESTATE

THIS CONTRACT is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2026 (the “**Effective Date**”), by and between the **CITY OF LOUISVILLE**, a Colorado home rule municipal corporation (“**Purchaser**”) and **TRAVIS RYAN RAMOS and LAURA LEIGH RAMOS** (“**Seller**”). Purchaser and Seller are collectively referred to as the “**Parties**.”

**WHEREAS**, Seller is the owner of an 0.236-acre parcel of real property located at 1155 Pine Street, Louisville, Colorado and legally described as a parcel of land located in the southeast quarter of Section 8, Township 1 South, Range 69 West, City of Louisville, County of Boulder, State of Colorado (“**1155 Pine**”); and

**WHEREAS**, Purchaser desires to purchase a portion of 1155 Pine from Seller, including the caboose and boxcar located thereon, and in connection therewith will be conveying to the Seller a small portion of property currently owned by the City to “square off” the portion to be retained by Seller, all as depicted in **Exhibit A**; and

**WHEREAS**, during such time as a subdivision plat is prepared and processed for approval by Purchaser pursuant to the Louisville Municipal Code, Purchaser desires to lease from Seller that portion of the property to be purchased; and

**WHEREAS**, Seller is willing to lease and sell such portion of 1155 Pine to Purchaser in accordance with the terms and conditions set forth herein.

NOW, THEREFORE, for and in consideration of the promises, payment, covenants, and undertakings hereinafter set forth, and other good and valuable consideration, which is hereby acknowledged and receipted for, the Seller and Purchaser agree as follows:

1. **Lease of Property.** Seller hereby demises and leases to Purchaser and Purchaser hereby takes and rents from Seller that portion of the real property depicted on **Exhibit A**, together with the caboose and boxcar not situated thereon, and all easements, rights, licenses, and appurtenances used in connection therewith or belonging thereto (hereinafter the “**Property**”).

a. **Term.** The initial term of the Lease shall begin on the Effective Date and shall terminate on the 31<sup>st</sup> day of July, 2026, unless such date is extended by mutual written agreement of the Parties or this Contract is terminated pursuant to the provisions herein.

b. **Rent.** During the term of the Lease, Purchaser shall pay unto Seller the sum of TEN THOUSAND DOLLARS (\$10,000.00) per month as rent for the Property. The monthly rental payment shall be due on the first day of the month and if not paid by the fifteenth day, there shall be late charge of twenty-five dollars (\$25.00) due for such month. If this Lease shall begin on any day other than the first day of a month or terminate on any day other than the last day of a month, then the rent due under this Contract for such month shall be calculated on a pro rata basis.



c. **Use of the Premises.** Purchaser may use the leased premises for any municipal purpose during the term of the Lease.

d. **Utilities.** There are no utilities serving the portion of the Property to be leased by Purchaser; therefore, Purchaser shall bear no responsibility for payment of any utilities to the Property.

e. **Taxes.** Seller shall pay all real property taxes levied on the Property during the term of the Lease.

f. **Alterations, trade fixtures, financing.** Purchaser shall have the right to make such alterations and improvements to the Property as it deems necessary or desirable upon giving written notice of the same to Seller. Such alterations and improvements shall comply with all applicable state and local laws and regulations. Purchaser shall keep the Property free from any and all liens arising out of any work performed or materials furnished in making such improvements.

g. **Assignment and subleasing.** Purchaser shall not have the right to assign this Lease or sublet the Property in whole or in part without first obtaining Seller's written consent. After any consent to assignment or sublease, Purchaser shall remain fully liable for payment of rent and other covenants and obligations of the Purchaser herein contained.

h. **Entry and inspection.** Purchaser shall permit Seller and their agents to enter the Property at all reasonable times for any of the following purposes to inspect the same: (i) to maintain the Property; (ii) to make any repairs to the Property the Seller is obligated to or elects to make; and (iii) to post notices of non-responsibility for alterations or additions or repairs.

2. **Purchase of Property**. Subject to the terms and conditions of this Contract, the Purchaser hereby agrees to purchase, and Seller agrees to sell, the following described property and interests in real estate (collectively referred to as the "**Property**"):

A portion of that property located at 1155 Pine Street depicted on **Exhibit A** attached hereto, together with all of Seller's right, title, and interest in and to all easements; other appurtenances thereto; and all improvements, fixtures and structures thereon at the time of delivery of possession to the Purchaser. The Parties agree that 1155 Pine shall be subdivided as provided in Section 4, below, and that a new legal description describing the Property to be purchased by Purchaser will be prepared.

2. **Purchase Price**. The total purchase price of the Property (the "**Purchase Price**") shall be THREE HUNDRED NINETY-SIX THOUSAND DOLLARS (\$396,000.00), which shall be payable by the Purchaser in cash, certified funds, wire transfer, or cashier's check (if acceptable as "good funds" under Colorado law) as follows:

a. **Deposit.** Within three (3) business days following the Effective Date, Purchaser shall pay to Seller a deposit in the amount of ONE HUNDRED FIFTY THOUSAND DOLLARS (\$150,000.00) (the "**Deposit**") to secure and guarantee Purchaser's duties and obligations hereunder, such amount to be credited toward the purchase price set forth in Section 10 (the "**Closing**"). Purchaser shall be entitled to full return of the Deposit in the event Seller defaults in any of their duties or obligations hereunder or Seller fails or refuses to close at the date and time set forth herein. In such event, the Deposit shall be returned in full to Purchaser within thirty (30) days of written demand to Seller by Purchaser.

b. **Balance.** Purchaser shall be entitled to deduct from the Purchase Price the Deposit paid pursuant to Section 2.a and all rents paid pursuant to Section 1.b. If Purchaser has failed to make all said rental payments or if other amounts shall be due Seller hereunder, and Seller has not terminated this Contract, then the balance of the Purchase Price shall be modified to reflect such additional amounts due. The balance of the Purchase Price shall be paid by Purchaser at the closing of the purchase and sale provided for in Section 10 (the "**Closing**").

### **3. Documents to be Obtained by or Delivered to Purchaser.**

a. **Survey.** The Purchaser may at its sole expense contract for an ALTA engineering survey of the Property, which shall be certified to Purchaser, Seller, and the Title Company ("**Survey**").

b. **Title Commitment.** Within thirty (30) days after the Effective Date, Seller shall furnish to the Purchaser, at Purchaser's expense, a title insurance commitment issued by the Title Company showing the status of record title to the Property ("**Commitment**") and committing to insure, subject to the exceptions and requirements set forth therein, title to the Property in Purchaser in an amount mutually agreed to by the Parties and Title Company (but not to exceed the Purchase Price). The Commitment shall be on a form acceptable to the Parties and shall include copies of all documents identified in the schedule of exceptions. Extended title coverage or endorsements will be issued only at the request of Purchaser and will be at Purchaser's sole expense. The Commitment, together with the Schedule B-2 documents referenced therein are referred to collectively herein as "**Title Documents.**" The Title Documents, Survey, and any other document, report or information relative to the Property that is delivered to or obtained by Purchaser are sometimes collectively referred to herein as "**Property Information.**"

**4. Condition Precedent to Seller's Performance.** Purchaser acknowledges that Seller's obligation to close on the sale of the Property is expressly contingent upon the following conditions precedent on or before Closing:

a. **Subdivision.** Purchaser shall, at its expense, prepare a subdivision plat subdividing 1155 Pine into two lots as follows: one lot approximately 0.095-acres in area on the east side of 1155 Pine Street, which will be purchased by the Purchaser, and one lot approximately 0.14-acres in area, which includes the existing residence, on the west

to be retained and owned by the Seller, as depicted in **Exhibit A**. Seller shall authorize Purchaser shall apply for subdivision approval in accordance with the procedures and requirements of the Louisville Municipal Code.

b. **Right to Terminate.** In addition to all other rights and remedies of Purchaser and Seller hereunder, either party shall have the right to terminate this Contract and make the same of no further force and effect in the event that: (i) subdivision approval is not obtained prior to Closing; or (ii) in the event any action whatsoever is commenced to defeat or enjoin the Purchaser's performance under this Contract. If the Contract is terminated for any such reason, the Deposit shall be returned to the Purchaser, and the Parties will be released from all obligations hereunder other than those provisions hereof which expressly contemplate survival of termination.

5. **Condition Precedent to Purchaser's Performance.** The obligation of Purchaser to purchase the Property is subject to the satisfaction of the following conditions precedent on or before the expiration of the Examination Period (defined below) or expiration of the title objection deadline, and if the conditions are not so satisfied, the unsatisfactory conditions may either be waived by Purchaser in writing designated as a waiver, or Purchaser may terminate this Contract in which event the Deposit shall be returned in full to Purchaser, and the parties will be released from all obligations hereunder other than those provisions hereof which expressly contemplate survival of termination.

a. **Subdivision.** Should the subdivision contemplated by Section 4.a not be completed on or before July 31, 2026, Purchaser shall have the option to either (i) request an extension to the lease period set forth in Section 1.b and the date for closing set forth in Section 10; or (ii) terminate this Contract, in which event the Deposit shall be returned in full to Purchaser. Should Seller not agree to extend the lease period and date for closing, the Contract will be deemed terminated by Seller and the Deposit shall be returned in full to Purchaser.

b. **Examination Period.** Purchaser shall have sixty (60) calendar days following the Effective Date (the "**Examination Period**"), in which to inspect and evaluate the Property to determine the suitability of the Property for Purchaser's intended use.

i. At any and all times during the term of this Contract, Purchaser and Purchaser's representatives, agents, consultants and designees shall have the right to enter upon the Property, at Purchaser's own cost, for any purpose in connection with its proposed purchase, development or operation of the Property, including, without limitation, the right to make such inspections, investigations and tests as Purchaser may elect to make or obtain. In the event Purchaser does not close on the purchase of the Property pursuant to this Contract, then Purchaser shall promptly restore the Property to the condition existing prior to performing any tests or activities on the Property, by Purchaser or at Purchaser's instance or request. Purchaser shall exercise care not to damage trees, curb or landscaping on the Property prior to Closing.



ii. Purchaser shall pay promptly when due for all work performed on the Property by Purchaser, or at Purchaser's instance or request, including, without limitation, all inspection fees, appraisal fees, engineering fees and other expenses of any kind incurred by Purchaser relating to the inspection of the Property, all of which shall be the sole expense of the Purchaser. Any and all liens, whether threatened or actually filed, against any portion of the Property resulting from Purchaser's inspection of the Property, or as a result of work performed or materials supplied at Purchaser's instance or request, shall be satisfied and removed by Purchaser within five (5) business days after notice thereof is given to Purchaser. Purchaser shall indemnify, defend, protect and hold Seller harmless from any claims, injuries, losses, liens, judgments, liabilities, damages or expenses (including reasonable attorney's fees and costs) arising out of or incurred in connection with the activities of Purchaser, its agents, designees, or representatives, including entering onto or otherwise inspecting the Property hereunder, or arising from or in connection with any and all mechanic's liens and physical damage to property or persons arising out of any such entry by Purchaser or its agents, designees or representatives. The indemnification obligation of Purchaser hereunder shall survive the termination of this Contract.

iii. If on or before the expiration of the Examination Period, Purchaser determines for any reason or for no reason not to proceed with the acquisition of the Property, Purchaser may elect by written notice to Seller given on or before expiration of the Examination Period to terminate this Contract, and upon giving such notice this Contract shall terminate, the Seller shall return the Deposit to Purchaser, and the parties shall be released of all further obligations under this Contract, except for those obligations which expressly survive termination hereof. If, however, Purchaser fails to give such notice, then the conditions precedent set forth in this Section 5 shall be deemed satisfied and this Contract will continue in full force and effect. Upon termination of this Contract, Purchaser will deliver to Seller all reports, studies, and similar documents (except for financial analysis prepared by Purchaser for the Property which are considered proprietary and shall not be provided to Seller by Purchaser) prepared for or by Purchaser concerning the Property at no cost to Seller and Seller may use such work product for any and all purposes.

c. **Title Documents and Survey.** Purchaser shall have thirty (30) calendar days after Purchaser's receipt of the Title Documents and Survey to object, in a writing delivered to Seller, to any matters shown on the Title Documents or Survey.

i. If Seller is willing to cause the cure or removal of any of the matters to which Purchaser objects upon terms acceptable to Purchaser in Purchaser's sole and absolute discretion, which cure may, with Purchaser's consent, include insuring over such objectionable title matters, then Seller shall so notify Purchaser within ten (10) calendar days of Seller's receipt of Purchaser's notice. If Seller does not respond, or chooses not to cure or remedy all of Purchaser's objections,

or if Seller is unable to remove any such matters, Purchaser may elect either: (i) to terminate this Contract by delivery of written notice to Seller within ten (10) calendar days after Purchaser's receipt of Seller's notice and receive a full refund of the Deposit; or (ii) to modify such objection and to complete the transaction as otherwise contemplated by this Contract, with any reduction of the Purchase Price as may be mutually agreed upon by Purchaser and Seller. If Seller elects to cure or remove any title or survey matters objected to by Purchaser, and Seller cannot thereafter cure or remove the same by Closing, Seller shall have the right, but not the obligation, to extend the Closing for a period of up to sixty (60) calendar days to attempt to cure, insure over or remove such exceptions or defects to the satisfaction of Purchaser.

ii. In the event of Purchaser's election to terminate this Contract pursuant to this Section, upon Seller's receipt of Purchaser's written notice of such election, this Contract shall terminate, the Deposit shall be returned to Purchaser, and the parties shall be released of all further obligations under this Contract, except for those obligations which expressly survive termination hereof. If Purchaser does not elect to terminate this Contract in accordance with this Section, Purchaser shall thereby be deemed to have indicated its acceptance of, and waiver of any and all objection to all matters, exceptions and requirements set forth on the Commitment or the Survey, and its acceptance of the status of title to the Property generally. At such time, all matters then shown on Schedule B-2 of the Title Commitment and the Survey shall be deemed "**Permitted Exceptions**," except that there shall be no exception for leases or tenancies.

**6. Seller's Representations and Warranties.** Seller represents and warrants to Purchaser as of the Effective Date of this Contract as follows:

a. To Seller's actual, present knowledge, the performance by Seller under this Contract is consistent with and not in violation of, and will not create any default under, any contract, agreement or other instrument to which Seller is a party, any judicial order or judgment of any nature by which Seller or the Property is bound.

b. To Seller's actual, present knowledge, there is no litigation pending or, to Seller's actual, present knowledge, threatened, which would affect the Property or Seller's ownership thereof.

c. Seller is not a "foreign person" within the meaning of Sections 1445(f)(3) and 7701(a)(30) of the Internal Revenue Code and Seller will furnish to Purchaser at Closing an affidavit confirming the same.

d. The Property will be conveyed by Seller to Purchaser free and clear of all leases or tenancies by other parties claiming through Seller.

e. Seller shall notify Purchaser in writing if, at any time prior to Closing, there

are any material changes to the foregoing representations and warranties adverse to Purchaser, and in such event Purchaser has the right, but not the obligation, to terminate this Contract within ten (10) business days after said notice is delivered by Seller, whereupon the Deposit shall be returned to Purchaser.

**7. Purchaser's Representations.** Purchaser hereby represents and warrants to Seller as of the Effective Date of this Contract as follows:

a. Purchaser is a municipal corporation duly organized and legally existing under the laws of the State of Colorado. The person executing this Contract on behalf of Purchaser has the authority so to act.

b. This Contract constitutes the legal, valid and binding obligation of Purchaser and is enforceable against Purchaser in accordance with its terms. The execution and delivery of this Contract, and Purchaser's performance under this Contract, are within Purchaser's powers and have been duly authorized by all necessary action.

**8. Disclaimer of Certain Representations and Warranties.**

a. Purchaser acknowledges that Seller is affording Purchaser the opportunity for full and complete investigations, examinations and inspections of the Property. Except as specifically set forth herein, Purchaser acknowledges and agrees that Seller has not made any independent investigation or verification of, nor has any knowledge of, the accuracy or completeness of any of the Property Information and the Property Information is being furnished to Purchaser at its request and for the convenience of Purchaser. Purchaser is relying solely on its own investigations of the Property and is not relying in any way on Property Information furnished by Seller. Seller expressly disclaims any representations or warranties with respect to the accuracy or completeness of the Property Information and any duty of disclosure provided in this Contract, and Purchaser releases Seller and Seller's officers, employees, agents and representatives, from any and all liability with respect to the Property Information and the Property, except for the warranty of title set forth in the special warranty deeds delivered at Closing.

b. Purchaser acknowledges that it is purchasing the Property based solely on its inspection and investigation of the Property and that Purchaser will be purchasing the Property "AS IS" and "WITH ALL FAULTS" based upon the condition of the Property as of the date of the Closing. Without limiting the foregoing, Purchaser acknowledges that, except as expressly set forth in this Contract, Seller, their agents, and representatives have not made, do not make and specifically negate and disclaim any representations, warranties, promises, covenants, agreements or guaranties of any kind or character whatsoever, whether express or implied, oral or written, with respect to the Property, including, without limitation, the condition of the Property, the existence or nonexistence of Hazardous Materials (defined below), water or water rights, development rights, taxes, bonds, covenants, conditions and restrictions, topography, drainage, soil, subsoil, utilities, zoning, or other rules and regulations affecting the Property. SELLER MAKES NO



WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, OR ARISING BY OPERATION OF LAW, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTY OF CONDITION, HABITABILITY, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, WITH RESPECT TO THE PROPERTY. As used herein, the term "Hazardous Materials" means (i) hazardous wastes, hazardous substances, hazardous constituents, toxic substances or related materials, whether solids, liquids or gases, including, but not limited to substances defined as "hazardous wastes," "hazardous substances," "toxic substances," "pollutants," "contaminants," "radioactive materials," or other similar designations in, or otherwise subject to regulation under the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. § 9601 et seq.; the Toxic Substance Control Act, 15 U.S.C. § 2601 et seq.; the Hazardous Materials Transportation Act, 49 U.S.C. § 1802; the Resource Conservation and Recovery Act, 42 U.S.C. § 9601 et seq.; the Clean Water Act, 33 U.S.C. § 1251 et seq.; the Safe Drinking Water Act, 42 U.S.C. § 300(f) et seq.; the Clean Air Act, 42 U.S.C. § 7401 et seq.; and in any permits, licenses, approvals, plans, rules, regulations or ordinance adopted, or other criteria and guidelines promulgated pursuant to the preceding laws or other similar federal, state or local laws, regulations, rules or ordinances now or hereafter in effect relating to environmental matters (collectively the "**Environmental Laws**"); and (ii) any other substances, constituents or wastes subject to any applicable federal, state or local law, regulation or ordinance, including any Environmental Law now or hereafter in effect, including but not limited to petroleum, refined petroleum products, waste oil, waste aviation or motor vehicle fuel, and asbestos.

c. Purchaser's failure to elect to waive the conditions pursuant to Section 5 shall be deemed an acknowledgment by Purchaser that Purchaser has inspected the Property, is thoroughly acquainted with and accepts its condition, and has reviewed, to the extent necessary, in its discretion, all the Property Information and Seller shall not be liable or bound in any manner by any oral or written information pertaining to the Property furnished by Seller, Seller's officers, employees, agents or representatives.

d. Upon Closing, Purchaser shall assume the risk that adverse physical, environmental, governmental compliance, geotechnical and other conditions from whatever source may have been revealed by Purchaser's investigations, and Purchaser, upon closing, shall be deemed to have waived, relinquished and released Seller, and Seller's officers, employees, agents and representatives, from and against any and all claims, demands, causes of action, losses, damages, liabilities, costs and expenses of any kind or character, known or unknown, which Purchaser might have asserted or alleged against Seller or Seller's officers, employees, agents and representatives at any time by reason of or arising out of any latent or patent physical conditions, violations of applicable laws (including without limitation any Environmental Laws) and any and all other acts, omissions, events, circumstances or matters regarding the condition of the Property.

## **9. Reserved.**

**10. Closing.**

a. The Closing for Property shall be held on or before **July 31, 2026**. In the event that the conditions set forth in Section 4 have not been satisfied by the date set for Closing, either party may extend the Closing for up to ninety (90) days upon written notice to other party, for purposes of satisfying the conditions.

b. The specific time of the Closing shall be set by mutual written agreement of the parties. The place of Closing shall be the offices of the Title Company or such other place as may be designated by mutual written agreement of the Parties.

**11. Obligations of Seller at Closing.** Seller shall have the following obligations at Closing:

a. Seller shall execute, have acknowledged and deliver to Purchaser, a special warranty deed conveying title to Purchaser free and clear of leases, tenancies and parties in possession and subject only to the Permitted Exceptions.

b. Seller shall cause the Title Company to deliver to Purchaser either: (i) a current Owner's Policy on the Property to be issued pursuant to the Commitment showing no lien, encumbrance or other restriction other than the Permitted Exceptions; or (ii) an unqualified written commitment from the Title Company to deliver such an Owner's Policy.

c. Seller shall deliver to Purchaser an affidavit setting forth Seller's federal tax identification number and certification that it is not a "foreign person" within the meaning of the Internal Revenue Code.

d. Seller shall execute such other documents as are reasonably required by the Title Company to effectuate the transaction contemplated herein.

e. Possession of the Property shall be delivered to the Purchaser on or before the date and time of Closing.

**12. Obligations of Purchaser at Closing.** Purchaser shall have the following obligations at Closing:

a. Purchaser shall deliver the balance Purchase Price to Seller, subject to the adjustments set forth in Section 13.

b. Purchaser shall execute such other documents as are reasonably required by the Title Company to effectuate the transaction contemplated herein.

**13. Closing Costs.** Closing costs and adjustments shall be allocated as follows:

a. Purchaser will pay the cost of the Owner's Policy of Title Insurance to be

provided pursuant to the terms of this Contract; the cost of recording the special warranty deed, other conveyance documents, and any other documents to be recorded in connection with the Closing; all documentary fees and taxes; and the escrow fees or other Title Company closing fees.

b. All real property taxes levied against the Property and other regular expenses, if any, affecting the Property shall be paid by Seller.

**14. Time of Essence.** Time is of the essence of the obligations of the Parties.

**15. Remedies.** The Parties shall have the following remedies in the event of a breach of this Contract. However, before either party is deemed in default of this Contract, the other party must provide it written notice of the alleged violation and the defaulting party shall have at least ten (10) calendar days thereafter to cure such violation.

a. If Seller is in default, Purchaser may: (i) terminate this Contract upon written notice to Purchaser, in which event Seller shall return the Deposit in full to Purchaser; or (ii) elect to seek specific performance of this Contract from Seller because of such default or bring an action for damages suffered as a result of such default.

b. If Purchaser is in default, Seller may terminate this Contract by written notice to Seller, and retain the Deposit as liquidated damages. THE PARTIES HERETO ACKNOWLEDGE THAT SELLER'S DAMAGES DUE TO PURCHASER'S DEFAULT HEREUNDER ARE DIFFICULT TO ASCERTAIN AND AGREE THAT THE AMOUNT OF THE DEPOSIT REPRESENTS A REASONABLE ESTIMATE OF SELLER'S DAMAGES.

c. Upon termination of this Contract pursuant to this Section, neither party shall thereafter have any further obligations to the other party except as contemplated by this Section and except for any provisions of this Contract which expressly survive such termination.

**16. Condemnation.** Promptly upon learning of the institution, prior to Closing, of any proceedings for the condemnation of any part of the Property, Seller or Purchaser will immediately notify the other in writing of the pendency of such proceedings. At Purchaser's election, which shall be made within sixty (60) calendar days following Purchaser's receipt of written notice of such condemnation or eminent domain proceedings, Purchaser may at its option either: (a) terminate this Contract by notifying Seller within the sixty (60) calendar day period and receive a full refund of the Deposit and the parties shall be relieved of all obligations hereunder except those that expressly survive termination hereof; or (b) elect to consummate the transaction provided for herein. In the event Purchaser so elects to consummate the transaction then this Contract shall remain in full force and effect and Seller shall assign to Purchaser any and all of its right, title and interest in and to any award or other benefits made or to be made in connection with such condemnation or eminent domain proceeding to the extent affecting the Property. Purchaser shall be entitled to participate with Seller in all negotiations and



dealings with the condemning authority in respect of such matter; provided, however, that Purchaser shall have the right to finally approve any agreement with the condemning authority. Purchaser shall take title to the remainder of the Property with the assignment of such proceeds and subject to such condemnation or eminent domain proceeding and without reduction in the Purchase Price.

**17. Survival of Representations and Warranties.** No representations or warranties whatever are made by any party to this Contract except as specifically set forth in this Contract. The representations, warranties and indemnities made by the parties to this Contract and the covenants and agreements to be performed or complied with by the respective parties under this Contract before Closing shall be deemed to be continuing and shall survive the Closing; provided, however, the representations and warranties of Seller and Purchaser shall terminate on the date which is twenty-four (24) months after the Closing date. Nothing in this Section shall affect the obligations and indemnities of the parties with respect to covenants and agreements contained in this Contract that are permitted or required to be performed in whole or in part after the Closing date.

**18. Effect of Headings.** The subject headings of articles, paragraphs and subparagraphs of this Contract are included for purposes of convenience only, and shall not affect the construction or interpretation of any of its provisions.

**19. Entire Agreement/Survival of Contract.** This Contract constitutes the entire agreement between the Parties and supersedes all prior and contemporaneous agreements, representations and understandings of the parties regarding the subject matter of this Contract. This Contract and all provisions hereof shall survive the Closing contemplated hereunder except as expressly set forth herein to the contrary.

**20. Counterparts.** This Contract may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

**21. Assignment.** This Contract may not be assigned by Purchaser without the prior written consent of Seller, which consent may be granted or withheld at the sole discretion of Seller.

**22. Notice.** Whenever notice is required to be given hereunder, it shall be in writing and delivered to the party entitled thereto or mailed to the party entitled thereto, by hand delivery, facsimile transmission, e-mail or certified mail, return receipt requested. If delivered, said notice shall be effective and complete upon delivery. If e-mailed or faxed, said notice shall be effective upon receipt as evidenced by sender's transmission receipt. If mailed, said notice shall be effective and complete three (3) days after mailing. Until changed by notice in writing, notice shall be given as follows:

To the Purchaser:

City Manager  
City of Louisville  
749 Main Street

Louisville, CO 80027  
e-mail: [dlangleyle@louisvilleco.gov](mailto:dlangleyle@louisvilleco.gov)

With a copy to:

City Attorney  
City of Louisville  
749 Main Street  
Louisville, CO 80027  
email: [kathleen@kellypc.com](mailto:kathleen@kellypc.com)

To the Seller:

Travis Ramos  
731 Pine Needle Lane  
Louisville, CO 80027  
email: [travis.ramos@gmail.com](mailto:travis.ramos@gmail.com)

**23. Governing Law.** This Contract shall be governed by and construed in accordance with the laws of the State of Colorado.

**24. Time Calculations.** Unless otherwise indicated, all periods of time referred to in this Contract shall refer to calendar days and shall include all Saturdays, Sundays and state or national holidays; provided that if the date to perform any act or give any notice with respect to this Contract shall fall on a Saturday, Sunday, or state, national or local holiday in Louisville, Colorado, such act or notice may be timely performed or given on the next succeeding day that is not a Saturday, Sunday or holiday. Each day shall be deemed to expire at 5:00 p.m. Mountain Standard Time.

**25. Broker's Fees.** Each of the parties represents and warrants to the other that it has not employed, retained or otherwise utilized any broker or finder in connection with any of the transactions contemplated by this Contract and no broker or person is entitled to any commission or finder's fees in connection with the transaction. To the extent permitted by law, the parties each agree to indemnify and hold harmless one another against any loss, liability, damage, cost, claim or expense incurred by reason of any brokerage commission or finder's fee alleged to be payable because of any act, omission or statement of the indemnifying party.

**26. Costs.** If any legal action or any arbitration or other proceeding is brought for the enforcement of this Contract, or because of an alleged dispute, breach, default, or misrepresentation in connection with any of the provisions of this Contract, the successful or prevailing party shall be entitled to recover reasonable attorneys' fees and other costs incurred in that action or proceeding, in addition to any other relief to which it or they may be entitled.

**27. Partial Invalidity.** In the event that any condition or covenant herein contained is held to be invalid or void by any court of competent jurisdiction, the same shall be deemed severable from the remainder of this Contract and shall in no way affect any other covenant or condition herein contained. If such condition, covenant or other

provision shall be deemed invalid due to its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by law.

**28. Special Taxing Districts. SPECIAL TAXING DISTRICTS MAY BE SUBJECT TO GENERAL OBLIGATION INDEBTEDNESS THAT IS PAID BY REVENUES PRODUCED FROM ANNUAL TAX LEVIES ON THE TAXABLE PROPERTY WITHIN SUCH DISTRICTS. PROPERTY OWNERS IN SUCH DISTRICTS MAY BE PLACED AT RISK FOR INCREASED MILL LEVIES AND EXCESSIVE TAX BURDENS TO SUPPORT THE SERVICING OF SUCH DEBT WHERE CIRCUMSTANCES ARISE RESULTING IN THE INABILITY OF SUCH A DISTRICT TO DISCHARGE SUCH INDEBTEDNESS WITHOUT SUCH AN INCREASE IN MILL LEVIES. PURCHASER SHOULD INVESTIGATE THE DEBT FINANCING REQUIREMENTS OF THE AUTHORIZED GENERAL OBLIGATION INDEBTEDNESS OF SUCH DISTRICTS, EXISTING MILL LEVIES OF SUCH DISTRICT SERVICING SUCH INDEBTEDNESS, AND THE POTENTIAL FOR AN INCREASE IN SUCH MILL LEVIES.**

**29. Potable Water. THE SOURCE OF POTABLE WATER FOR THIS REAL ESTATE IS A WATER PROVIDER, WHICH CAN BE CONTACTED AS FOLLOWS: City of Louisville, 749 Main Street. Louisville, CO 80027 , [www.louisvilleco.gov](http://www.louisvilleco.gov). 303-666-6656. SOME WATER PROVIDERS RELY, TO VARYING DEGREES, ON NONRENEWABLE GROUNDWATER. YOU MAY WISH TO CONTACT YOUR PROVIDER TO DETERMINE THE LONG-TERM SUFFICIENCY OF THE PROVIDER'S WATER SUPPLIES.**

**30. Oil, Gas, Water, and Mineral Disclosure.**

**a. THE SURFACE ESTATE OF THE PROPERTY MAY BE OWNED SEPARATELY FROM THE UNDERLYING MINERAL ESTATE AND TRANSFER OF THE SURFACE ESTATE MAY NOT NECESSARILY INCLUDE TRANSFER OF THE MINERAL ESTATE OR WATER RIGHTS. THIRD PARTIES MAY OWN OR LEASE INTERESTS IN OIL, GAS, OTHER MINERALS, GEOTHERMAL ENERGY OR WATER ON OR UNDER THE SURFACE OF THE PROPERTY, WHICH INTERESTS MAY GIVE THEM RIGHTS TO ENTER AND USE THE SURFACE OF THE PROPERTY TO ACCESS THE MINERAL ESTATE, OIL, GAS OR WATER.**

**b. SURFACE USE AGREEMENT. THE USE OF THE SURFACE ESTATE OF THE PROPERTY TO ACCESS THE OIL, GAS OR MINERALS MAY BE GOVERNED BY A SURFACE USE AGREEMENT, A MEMORANDUM OR OTHER NOTICE OF WHICH MAY BE RECORDED WITH THE COUNTY CLERK AND RECORDER.**

**c. OIL AND GAS ACTIVITY. OIL AND GAS ACTIVITY THAT MAY OCCUR ON OR ADJACENT TO THE PROPERTY MAY INCLUDE, BUT IS NOT LIMITED TO, SURVEYING, DRILLING, WELL COMPLETION OPERATIONS, STORAGE, OIL AND**



**GAS, OR PRODUCTION FACILITIES, PRODUCING WELLS, REWORKING OF CURRENT WELLS AND GAS GATHERING AND PROCESSING FACILITIES.**

**d. ADDITIONAL INFORMATION. BUYER IS ENCOURAGED TO SEEK ADDITIONAL INFORMATION REGARDING OIL AND GAS ACTIVITY ON OR ADJACENT TO THE PROPERTY, INCLUDING DRILLING PERMIT APPLICATIONS. THIS INFORMATION MAY BE AVAILABLE FROM THE COLORADO OIL AND GAS CONSERVATION COMMISSION.**

**31. Radon Disclosure. THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT STRONGLY RECOMMENDS THAT ALL HOME BUYERS HAVE AN INDOOR RADON TEST PERFORMED BEFORE PURCHASING RESIDENTIAL REAL PROPERTY AND RECOMMENDS HAVING THE RADON LEVELS MITIGATED IF ELEVATED RADON CONCENTRATIONS ARE FOUND. ELEVATED RADON CONCENTRATIONS CAN BE REDUCED BY A RADON MITIGATION PROFESSIONAL. RESIDENTIAL REAL PROPERTY MAY PRESENT EXPOSURE TO DANGEROUS LEVELS OF INDOOR RADON GAS THAT MAY PLACE THE OCCUPANTS AT RISK OF DEVELOPING RADON-INDUCED LUNG CANCER. RADON, A CLASS A HUMAN CARCINOGEN, IS THE LEADING CAUSE OF LUNG CANCER IN NONSMOKERS AND THE SECOND LEADING CAUSE OF LUNG CANCER OVERALL. THE SELLER OF RESIDENTIAL REAL PROPERTY IS REQUIRED TO PROVIDE THE BUYER WITH ANY KNOWN INFORMATION ON RADON TEST RESULTS OF THE RESIDENTIAL REAL PROPERTY. AN ELECTRONIC COPY OF THE MOST RECENT BROCHURE PUBLISHED BY THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT IN ACCORDANCE WITH C.R.S. §25-11-114(2)(A) THAT PROVIDES ADVICE ABOUT “RADON AND REAL ESTATE TRANSACTIONS IN COLORADO” IS AVAILABLE AT: [HTTPS://CDPHE.COLORADO.GOV/RADON-AND-REAL-ESTATE](https://cdphe.colorado.gov/radon-and-real-estate).**

**32. Further Acts. Each of the parties hereto covenants and agrees with the other, upon reasonable request from the other, from time to time, to execute and deliver such additional documents and instruments and to take such other actions as may be reasonably necessary to give effect to the provisions of this Contract.**

**33. Amendment. This Contract shall not be amended, altered, changed, modified, supplemented or rescinded in any manner except by a written agreement executed by Purchaser and Seller.**

**34. Recording. This Contract shall be recorded with the Boulder County Clerk and Recorder at the Purchaser’s expense.**

**IN WITNESS WHEREOF, Purchaser and Seller have executed this Contract on the dates stated in their respective acknowledgements intending that this Contract be effective as of the day and year first above set forth.**

**PURCHASER:**  
CITY OF LOUISVILLE, a Colorado home rule  
municipal corporation

\_\_\_\_\_  
Christopher M. Leh, Mayor

ATTEST:

\_\_\_\_\_  
Genny Kline, City Clerk

**SELLER:**  
TRAVIS RYAN RAMOS

\_\_\_\_\_  
LAURA LEIGH RAMOS

**ACKNOWLEDGMENT**

STATE OF COLORADO            )  
                                          )ss  
COUNTY OF \_\_\_\_\_        )

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2026 by Travis Ryan Ramos and Laura Leigh Ramos.

Witness my hand and official seal.

My commission expires on: \_\_\_\_\_

(SEAL)

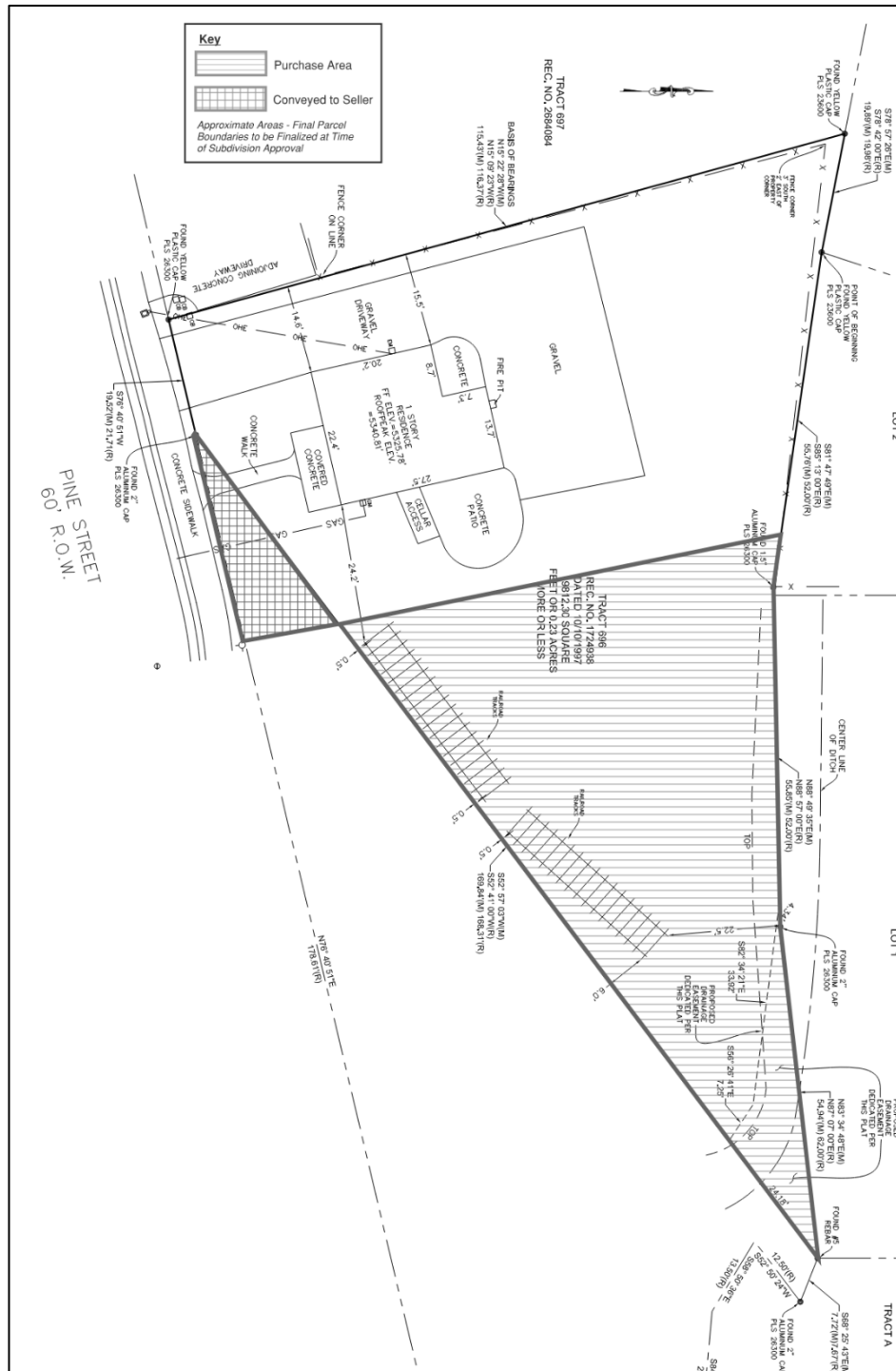
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Notary Public



## EXHIBIT A

### Property Depiction



1155 PINE STREET  
PHOTOS OF CABOOSE AND BOXCAR

Caboose





**Boxcar**



**Caboose & Boxcar**





**From:** [Jeff Meier](#)  
**To:** [City Council](#)  
**Cc:** [Travis Ramos | The ShutterBus Vintage VW Photo Booth Ramos](#)  
**Subject:** 1155 Pine St  
**Date:** Tuesday, January 20, 2026 10:36:49 AM

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[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Hello Council,

I worked with the Ramos family to save the caboose and support their efforts to sell their property and rail cars to the city.

Jeff Meier

970 948-6666

**From:** [Susan Loo](#)  
**To:** [City Council](#); [Diana Langley](#)  
**Subject:** Ordinance 1914: 1155 Pine Street  
**Date:** Tuesday, January 20, 2026 4:25:18 PM

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**[EXTERNAL EMAIL] From outside of City of Louisville** DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Please reject the proposal to purchase two train cars and create further issues in a problematic but intensely valuable location of Old Town Louisville.

The proposed price alone should cause pause. \$396,000?! *The entire property was purchased for \$493,000 in late 2023, and you are proposing to pay 80% for what looks like much less than half of it.* The staff report does not include any property appraisal; however, any qualified expert would note that the rail cars are a negative to any buyer except history or railroad buffs who are generally not developing valuable downtown properties

If your reason for this purchase is preserving history, then the **Historic Preservation Fund should be the source of funding not the already stressed General Fund.**

You are also giving away public property for private frontage which makes it easier and more profitable for the seller to sell or develop his remaining parcel. You ought to have worked that into a substantial discount off the proposed price.

All in all, this is an ill-conceived project.

**From:** [Tawnya Somauroo](#)  
**To:** [City Council](#)  
**Subject:** Where is the equity analysis for the 1155 Pine Street acquisition?  
**Date:** Sunday, January 25, 2026 11:26:45 PM

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**[EXTERNAL EMAIL] From outside of City of Louisville** DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Mayor Leh and Members of City Council,

This proposed acquisition at 1155 Pine Street raises some red flags, beginning with the absence of a clear equity analysis in the Council materials and estimation of the full lifecycle costs that Council is about to ask residents to incur.

The City has created an EDI lens through which every action is supposed to be viewed, yet the Council packet does not include an equity impact analysis. I respectfully request that staff be directed to include a formal equity analysis before this item comes back to Council for further consideration, consistent with the City's own stated plans for Council communications. An estimation of complete lifecycle costs should be part of that equity assessment.

There are serious equity questions around the 1155 Pine Street proposal that Council has a duty to discuss openly before potentially adopting this plan.

First, it is claimed that these rail cars have great 'sentimental value' to residents, but the City has NOT surveyed or meaningfully consulted residents about this project. Absent any survey or outreach, there is no empirical basis to conclude that this project provides public benefit beyond a perceived benefit to a very narrow subset of residents. Under the EDI framework, equity is not just about outcomes, but about who is asked, who is heard, and who is not. In this case, the residents who will ultimately bear the long-term costs are dimly aware the City is moving to make this purchase. This acquisition wasn't in the city council work plan, wasn't discussed during the annual budget meetings, at the Finance Committee or in a Planning Commission meeting. It feels like it came out of nowhere.

Second, the primary beneficiaries of this transaction are the current landowners. By purchasing a portion of the property at what some would call an inflated, speculative negotiated price (\$400K) that includes compensating the landowners for rail car relocation costs, the City will materially increase the value of the remaining privately owned parcel while transferring future responsibility and risk to residents.

Third, it is a significant concern that this project does not qualify for Historic Preservation funding. The City's formal historic preservation process ensures that preservation investments meet established standards for historical significance, integrity, and public benefit, ensuring fairness and consistency in fund use. In this case, those standards were not met. Using general fund money bypasses those safeguards.

Fourth, the full lifecycle costs of this acquisition have not been assessed or disclosed. Future costs include maintenance, restoration, weatherproofing, safety, accessibility, staffing, and eventual repair/removal costs. An equity analysis requires knowing those costs so that tradeoffs with other equity-focused priorities can be discussed in the sunshine.



Finally, the benefits of this acquisition are narrow and geographically concentrated to the Main Street area. The project offers aesthetic and symbolic value local to that area, while sacrificing opportunity costs such as: housing affordability, access to services, cultural representation of underrepresented communities, or other stated equity priorities. Renters, lower-income households, and residents outside the downtown area will bear the costs of this project for years without receiving commensurate benefits that Main Street residents receive.

Please ask staff to provide an equity analysis for this project with an estimation of complete lifecycle costs so that the public can understand the full potential impacts of this project.

Regards,

Tawnya Somauroo