City Council

Agenda

Tuesday, November 1, 2016
City Hall, Council Chambers
749 Main Street
7:00 PM

Note: The time frames assigned to agenda items are estimates for guidance only. Agenda items may be heard earlier or later than the listed time slot.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. APPROVAL OF AGENDA

4. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

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

5. 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 roll call vote unless the Mayor or a City Council person specifically requests that such 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 Bills
B. Approval of Minutes: October 12, 2016; October 18, 2016; October 25, 2016
C. Resolution No. 51, Series 2016 – A Resolution Approving a Proposed 2017 Operating Plan and Budget of the Main Street Louisville Business Improvement District
D. Approval of Resolution No. 52. Series 2016 – A Resolution Approving an Amendment to an Agreement with the Urban Drainage and Flood Control District for the Drainageway A-2 Improvements Project
E. Approval of Resolution No. 53, Series 2016 – A Resolution Approving a Joint Use Agreement for a Twenty Foot Wide Access and Utility Easement Along the West Boundary of Lot 15, Block 1, The Business Center at C.T.C.
F. Approval of Continuance of the 2017 – 2018 Budget and 2017 – 2021 Capital Improvements Plan to November 15, 2016

Citizen Information

If you wish to speak at the City Council meeting, please fill out a sign-up card and present it to the City Clerk.

Persons with disabilities planning to attend the meeting who need sign language interpretation, assisted listening systems, Braille, taped material, or special transportation, should contact the City Manager's Office at 303 335-4533. A forty-eight-hour notice is requested.

6. COUNCIL INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA (Council general comments are scheduled at the end of the Agenda.)

7. CITY MANAGER'S REPORT

8. REGULAR BUSINESS

7:15 – 7:30 pm

A. RESOLUTION NO. 54, SERIES 2016 – A RESOLUTION APPROVING A CAPACITY COMMITMENT AGREEMENT AND RELATED AGREEMENTS WITH CLEAN ENERGY COLLECTIVE FOR SOLAR PRODUCTION CAPACITY TOTALING 1,000 KILOWATTS

- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Action

7:30 – 9:00 pm

B. DISCUSSION/DIRECTION – DRAFT MCCASLIN BOULEVARD SMALL AREA PLAN

- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments

9:00 – 9:15 pm

C. ORDINANCE NO. 1728, SERIES 2016 – AN ORDINANCE APPROVING THE VACATION OF A 20-FOOT WIDE UTILITY EASEMENT ON LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING – 2nd READING –PUBLIC HEARING (Advertised *Daily Camera* 10/23/16)

- Mayor Opens Public Hearing
- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Additional Public Comments
- Mayor Closes Public Hearing
- Action

9:15 – 9:30 pm **D. RESOLUTION NO. 55, SERIES 2016 – A RESOLUTION AMENDING THE 2016 BUDGET BY AMENDING APPROPRIATIONS IN THE GENERAL FUND, OPEN SPACE & PARKS FUND, CEMETERY FUND, HISTORIC PRESERVATION FUND, CAPITAL PROJECTS FUND, WATER UTILITY FUND, WASTEWATER UTILITY FUND, STORM WATER UTILITY FUND, SOLID WASTE & RECYCLING FUND, AND GOLF COURSE FUND – PUBLIC HEARING – ADVERTISED *DAILY CAMERA* 10/28/16**

- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Action

9:30 – 9:35 pm **E. ORDINANCE NO. 1729, SERIES 2016 – AN ORDINANCE RENAMING CHAPTER 6.12 OF THE LOUISVILLE MUNICIPAL CODE AND AMENDING SAID CHAPTER 6.12 TO REPEAL THE CITY'S DOG LICENSING REQUIREMENTS – 1ST READING – SET PUBLIC HEARING 11/15/16**

- City Attorney Introduction
- Action

9:35 – 9:45 pm **F. DISCUSSION/DIRECTION – DATE FOR 2017 WORK PLAN AND PRIORITY SETTING MEETING**

- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments

9. CITY ATTORNEY'S REPORT

10. COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS

11. ADJOURNMENT

CASH ACCOUNT: 001000 101001 WARRANT: 101316 10/13/2016

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
1115	COLONIAL INSURANCE	#9711888 OCT 16 EMPLOYEE	271.99
12206	COLORADO DEPT OF TREASURY	2016 UNCLAIMED PROPERTY	3,576.13
13947	DAVID HAYES	TRAVEL ADVANCE 10/15-10/1	256.00
5255	FAMILY SUPPORT REGISTRY	Payroll Run 1 - Warrant 1	311.50
14002	KANSAS PAYMENT CENTER	Payroll Run 1 - Warrant 1	270.46
14098	LUCITY INC	LUCITY SUPPORT	172.50
14098	LUCITY INC	LUCITY SUPPORT	300.00
99999	PAUL LEVINE	UTILITY REFUND 292 S LINC	65.79
99999	NORTH END MASTER HOA	UTILITY REFUND 2000 1/4 L	1,468.51
99999	HERITAGE TITLE	UTILITY REFUND 1097 EAGLE	156.43
99999	DANIEL TRAVIS OLVEY	WTR D CERTIFICATE OLVEY	55.00
13056	PAULA J KNAPEK	RETURNED ACH PP20	40.00
14276	SWEET SPOT CAFE LLC	GOLF PROMOTION GIFT CERTI	230.00
14276	SWEET SPOT CAFE LLC	STROKERS YEAR END CATERIN	1,026.45
11094	WESTERN DISPOSAL SERVICES	SEP 16 CITY TRASH SERVICE	2,517.82
	15 INVOICES	WARRANT TOTAL	10,718.58

CASH ACCOUNT: 001000 101001 WARRANT: 102016 10/20/2016

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
2296	AMANDA PERERA	COMPUTER LOAN	923.16
1205	COLORADO DEPT OF REVENUE	3Q 2016 SALES TAX	9,068.00
9813	HEATHER BALSER	TRAVEL RECON 9/25-9/28/16	141.17
99999	CSC LEASING COMPANY	REFUND SALES TAX	65.00
99999	FIDELITY NATIONAL TITLE	UTILITY REFUND 1685 BOXEL	451.83
3875	XCEL ENERGY	SEP 16 SPRINKLERS	106.30
	6 INVOICES	WARRANT TOTAL	10,755.46

CASH ACCOUNT: 001000 101001 WARRANT: 110116 11/01/2016

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
13547	A G WASSENAAR INC	GEOTECH SERVICES	5,053.50
13547	A G WASSENAAR INC	GEOTECH SERVICES	1,395.00
14175	ACTION DIRECT LLC	BULK WATER METER REFUND	2,382.50
14121	ACUSHNET COMPANY	RESALE MERCHANDISE	351.92
13960	ALFALFAS MARKET INC	BUSINESS ASSISTANCE REBAT	65,849.22
1006	ALL CURRENT ELECTRIC INC	INSTALL LIGHT POLE	277.50
13966	ALPINE CONTROLS & ENGINEERING	AUTODIALER WTP	475.00
9891	AMBIANCE	OCT 16 PLANT MAINT	195.00
13976	ARTCRAFT SIGN COMPANY	Park Signs	23,980.00
13614	ATKINS NORTH AMERICA INC	UNDERPASS DESIGN	4,530.42
480	AV-TECH ELECTRONICS INC	VERTEX LED HIDEAWAY UNIT	75.00
14344	BEELINE PEST CONTROL	PEST CONTROL CH	95.00
1083	BERG HILL GREENLEAF & RUSCITTI	COMCAST SALES & USE TAX A	6,647.00
13855	BIG AIR JUMPERS INC	NITE AT REC INFLATABLES	660.00
13855	BIG AIR JUMPERS INC	NITE AT REC INFLATABLES	652.00
14286	BRICK INC	Accent Brick South St	684.00
14286	BRICK INC	ACCENT BRICK DOWNTOWN	2,052.00
765	BRODART COMPANY	MUSEUM CHAIRS	1,494.00
248	CDW GOVERNMENT	PLANTRONICS HEADSET PLANN	266.94
248	CDW GOVERNMENT	MS SURFACE WTP	1,906.05
248	CDW GOVERNMENT	MS SURFACE SUPPORT WTP	236.72
248	CDW GOVERNMENT	HP LASERJET TRAY FIN	163.58
248	CDW GOVERNMENT	DESKTOP SCANNER	230.07
248	CDW GOVERNMENT	TYLER RECEIPT PRINTER	74.86
248	CDW GOVERNMENT	TYLER SCANNER	576.54
670	CENTER FOR RESOURCE CONSERVATI	SLOW THE FLOW INDOOR WATE	138.00
670	CENTER FOR RESOURCE CONSERVATI	SLOW THE FLOW AUDIT PROGR	4,437.00
10773	CENTRIC ELEVATOR CORP	OCT 16 ELEVATOR MAINT PC	246.29
10773	CENTRIC ELEVATOR CORP	OCT 16 ELEVATOR MAINT CH	277.27
10773	CENTRIC ELEVATOR CORP	OCT 16 ELEVATOR MAINT LIB	462.35
10773	CENTRIC ELEVATOR CORP	OCT 16 ELEVATOR MAINT RSC	271.70
13964	CHANDLER ASSET MANAGEMENT	SEP 16 INVESTMENT FEES	1,642.75

CASH ACCOUNT: 001000 101001 WARRANT: 110116 11/01/2016

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14340	CHIEF LAW ENFORCEMENT SUPPLY	BATTERIES PD	47.99
4025	CINTAS FIRST AID AND SAFETY	FIRST AID SUPPLIES	386.37
14047	CITY OF NORTHGLENN	LAB ANALYSIS FEES WTP	210.00
13260	CLIFTON LARSON ALLEN LLP	SEP 16 UTILITY BILLING SE	8,065.04
10382	COBITCO INC	TACK OIL	119.88
14308	COLORADO CIVIL INFRASTRUCTURE	Waterline Replacement	64,001.50
10164	COLORADO MOTOR VEHICLES	DEFAULT JUDGMENT FEES	45.00
1280	COLORADO STATE TREASURER	132653-00-6-163 UNEMPLOYM	13,248.00
11454	COMPRISE TECHNOLOGIES INC	SAM SOFTWARE RENEWAL	3,033.55
14166	CONCRETE EXPRESS INC	LAF/LSVL BOUNDARY DRAINAG	414,600.58
12041	CORE ELECTRIC INC	EXHAUST FAN REPAIR SWTP	336.00
13370	CRIBARI LAW FIRM, PC	PROSECUTING ATTORNEY	3,553.50
1570	DANA KEPNER COMPANY INC	HYDRANT KIT	719.78
1570	DANA KEPNER COMPANY INC	Meter Pits and Accessorie	1,315.62
1570	DANA KEPNER COMPANY INC	Meter Pits and Accessorie	529.39
1570	DANA KEPNER COMPANY INC	Meter Pits and Accessorie	3,885.42
13392	DESIGN MECHANICAL INC	HOT WATER HEATER REPAIR R	1,613.13
13929	DHE COMPUTER SYSTEMS LLC	CAD SCREENS PD	903.98
13929	DHE COMPUTER SYSTEMS LLC	PC REPLACEMENT RSC	2,279.96
13929	DHE COMPUTER SYSTEMS LLC	WORKSTATION CCGC	1,957.96
13843	DIETZE AND DAVIS, PC	MUNICIPAL COURT JUDGE	525.00
13843	DIETZE AND DAVIS, PC	MUNICIPAL COURT JUDGE	35.00
13184	ENGINEERED AIR	VFD for Pool Pak	5,695.40
14269	EXCEL MECHANICAL SYSTEMS INC	EXHAUST FAN WWTP	225.00
14269	EXCEL MECHANICAL SYSTEMS INC	ICE MACHINE REPAIR GCC	530.00
12270	FASTENAL COMPANY	SNOW SHOVELS WWTP	170.19
10271	FOOTHILLS VEGETATION MANAGEMEN	Open Space Weed Control	2,628.77
10271	FOOTHILLS VEGETATION MANAGEMEN	Open Space Weed Control	811.47
14070	FORENSIC TRUTH GROUP LLC	PRE-EMPLOYMENT POLYGRAPH	140.00

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VENDOR	VENDOR NAME	PURPOSE	AMOUNT
10623	FRONT RANGE LANDFILL INC	LANDFILL FEES	3,582.61
6847	GENERAL AIR SERVICE & SUPPLY	CYLINDER RENTAL OPS	70.94
14122	GOLF ENVIRO SYSTEMS INC	CIVITAS TURF DEFENSE	2,337.00
2310	GRAINGER	PH BUFFER WWTP	59.23
2310	GRAINGER	PIPETTER TIPS WWTP	31.68
2310	GRAINGER	CONDUIT WWTP	79.54
2310	GRAINGER	CONDUIT WWTP	64.76
2310	GRAINGER	SOLDER STATION WWTP	82.74
2310	GRAINGER	SAFETY GLASSES WWTP	44.00
2310	GRAINGER	CONDUIT WWTP	9.04
2310	GRAINGER	TABLE FAN WTP	44.06
2310	GRAINGER	BOOT BRUSH WTP	400.15
2310	GRAINGER	OFFICE SUPPLIES WTP	50.70
11214	GRAYLING	OCT 15 PROFESSIONAL SERVI	2,500.00
14242	H2 DEVELOPMENT SERVICES LLC	SOUTH ST CONSTRUCTION	197,830.56
2405	HACH COMPANY	ALKALINITY TNT WWTP	52.58
2405	HACH COMPANY	PHOSPHORUS & NITRATE TNT	112.43
2405	HACH COMPANY	NH3 ALKALINITY TNT WWTP	134.62
2405	HACH COMPANY	EQUIPMENT REPAIR NWTP	1,379.00
14238	HAMILTON CONSTRUCTION CO	BRIDGE CONSTRUCTION	206,670.97
13162	HD SUPPLY WATERWORKS LTD	UTILITY PARTS	476.00
13162	HD SUPPLY WATERWORKS LTD	UTILITY PARTS	1,953.24
14343	HELEN H HARRISON	CONTRACTOR FEES 38071-1	196.00
14149	HIGH POINT NETWORKS LLC	Extreme Switch for networ	4,194.63
2475	HILL PETROLEUM	UNLEADED FUEL GC	253.44
2475	HILL PETROLEUM	UNLEADED/BIODIESEL FUEL G	303.87
11025	HOFF CONSTRUCTION	ARBORETUM TRENCH DRAIN	2,900.00
5152	HOTSY EQUIPMENT COMPANY	PRESSURE WASHER REPAIR	1,319.90
12331	IDEXX DISTRIBUTION INC	LAB SUPPLIES WWTP	837.42
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	135.79
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	9.89
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	62.64
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	94.25
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	23.69

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VENDOR	VENDOR NAME	PURPOSE	AMOUNT
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	98.85
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	9.34
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	51.65
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	7.69
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	59.99
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	58.76
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	11.53
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	94.32
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	95.21
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	17.35
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	199.73
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	216.56
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	125.12
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	10.44
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	39.86
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	24.94
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	307.90
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	8.76
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	139.00
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	29.10
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	101.52
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	103.76
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	171.28
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	347.32
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	9.34
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	26.90
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	137.02
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	66.44
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	189.03
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	35.18
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	103.87
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	117.48
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	10.77
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	15.48
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	14.84
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	57.95
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	232.05
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	15.39
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	9.00
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	44.72
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	109.01
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	42.87
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	172.10
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	28.01
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	89.15
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	77.70
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	73.35
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	103.86
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	153.80
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	23.00

CASH ACCOUNT: 001000 101001 WARRANT: 110116 11/01/2016

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	76.04
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	24.94
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	36.79
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	30.45
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	85.75
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	205.96
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	120.13
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	48.77
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	15.94
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	107.17
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	147.69
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	19.95
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	29.12
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	58.30
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	30.79
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	107.77
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	64.72
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	233.32
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	75.20
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	14.29
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	136.52
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	15.37
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	36.74
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	107.15
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	40.32
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	103.36
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	15.94
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	24.99
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	220.53
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	54.85
13280	INSIGHT PUBLIC SECTOR INC	OFFICE 2016 LICENSE HR	331.48
13280	INSIGHT PUBLIC SECTOR INC	OFFICE 2016 LICENSE HR/WT	485.52
13280	INSIGHT PUBLIC SECTOR INC	ADOBE LICENSE WWTP	297.84
10772	INTEGRATED SAFETY SERVICES LLC	ALARM SERVICE PC	280.00
9761	INTERMOUNTAIN SWEEPER CO	SWEEPER PARTS UNIT 3261	350.00
11285	IRONWOOD EARTHCARE INC	REMOVE SIBERIAN ELM	1,800.00
13817	ISRAEL ALVARADO	NITE AT REC DJ SERVICES	300.00
13817	ISRAEL ALVARADO	NITE AT REC DJ SERVICES	300.00
14239	JC GOLF ACCESSORIES	RESALE MERCHANDISE	242.53
14239	JC GOLF ACCESSORIES	RESALE MERCHANDISE	140.00
2780	KAISER LOCK & KEY SERVICE INC	LOCK REPLACEMENT SWTP	233.75
2780	KAISER LOCK & KEY SERVICE INC	EVEREST KEY NWTP	5.00

CASH ACCOUNT: 001000 101001 WARRANT: 110116 11/01/2016

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14033	KDG ENGINEERING LLC	SH42/SHORT ST CROSSING DE	7,291.00
14033	KDG ENGINEERING LLC	SH42/SHORT ST CROSSING DE	26,319.90
10197	KOLBE STRIPING INC	2016 Contract Striping	38,286.92
13055	LANDMARK ENGINEERING LTD	SURVEY UTILITIES	12,703.40
11075	LEFT HAND TREE & LANDSCAPE LLC	PRUNE TREES	910.00
3005	LEWAN & ASSOCIATES INC	OCT 16 PRINTER CONTRACT	598.56
3005	LEWAN & ASSOCIATES INC	OCT 16 COPIER CONTRACT	1,639.00
14003	LIGHTWORKS FIBER & CONSULTING	LOWER FIBER OPTIC LINE	2,496.00
3070	LL JOHNSON DISTRIBUTING CO	Toro Groundsmaster 7210 R	47,424.00
13846	METECH RECYCLING INC	IT ELECTRONIC RECYCLING	580.35
13525	MICHAEL BAKER JR INC	95TH ST BRIDGE DESIGN	47,692.04
13525	MICHAEL BAKER JR INC	95TH ST BRIDGE DESIGN	28,187.22
13525	MICHAEL BAKER JR INC	95TH ST BRIDGE DESIGN	22,449.17
14214	MICROAGE	BARRACUDA EMAIL SECURITY	1,599.16
14252	MIND OF A CHILD LLC	CONTRACTOR FEES 32136-1	220.50
13565	MOTT MACDONALD LLC	2017 Waterline Design	1,488.50
11061	MOUNTAIN PEAK CONTROLS INC	DIGESTER PROBES WWTP	1,683.00
14345	MTECH MECHANICAL	POOL HVAC REPAIR	367.50
13942	MURRAY DAHL KUECHENMEISTER & R	URBAN RENEWAL LEGAL FEES	62.50
11365	NATIONAL METER & AUTOMATION IN	METERS & ACCESSORIES	1,876.01
11365	NATIONAL METER & AUTOMATION IN	METERS & ACCESSORIES	1,607.66
11365	NATIONAL METER & AUTOMATION IN	METERS & ACCESSORIES	10,974.80
13597	NORTH LINE GIS LLC	HISTORICAL STORY MAP	1,760.00
13597	NORTH LINE GIS LLC	ARCGIS LICENSE RECONFIGUR	330.00
99999	LIGHTNING VENTURES	BULK WATER METER REFUND	1,592.66
99999	DENNIS DAUNHAUER	ACTIVITY REFUND	8.00
99999	VALERIE LUBERDA	ACTIVITY REFUND	72.00
99999	DORIS J MARUNA	2016 SENIOR WATER REBATE	100.00
10153	PCS MOBILE	NETMOTION SOFTWARE LICENS	726.20
13086	PETERSON PREDICTIVE MAINTENANC	PREVENTIVE MAINT NWTP	600.00
13086	PETERSON PREDICTIVE MAINTENANC	PREVENTIVE MAINT SWTP	600.00

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VENDOR	VENDOR NAME	PURPOSE	AMOUNT
13086	PETERSON PREDICTIVE MAINTENANC	PREVENTIVE MAINT WWTP	950.00
14144	PING INC	RESALE MERCHANDISE	42.40
5898	PIONEER SAND COMPANY INC	PROPANE	63.36
12706	PRECAST CONCEPTS LLC	STORM PIPE	853.46
12706	PRECAST CONCEPTS LLC	RETURN STORM PIPE	-426.73
12840	QUALITY WATER BIOSYSTEMS INC	POND WATER QUALITY MGMT S	226.84
14200	RAMAKER & ASSOCIATES INC	CEMETERY SOFTWARE	525.00
8024	RC SPECIAL EVENTS	EQUIP RENTAL BRIDGE REOPE	142.10
6500	RECORDED BOOKS LLC	CHILDRENS BOOKS AND MEDIA	79.41
6500	RECORDED BOOKS LLC	CHILDRENS BOOKS AND MEDIA	6.95
6500	RECORDED BOOKS LLC	ADULT BOOKS AND MEDIA	6.95
6500	RECORDED BOOKS LLC	ADULT BOOKS AND MEDIA	99.00
13668	RESOURCE BASED INTERNATIONAL	SEP 16 WATER RIGHTS ADMIN	11,110.00
13644	SCHULTZ INDUSTRIES INC	SEP 16 LANDSCAPE MAINT SE	19,161.32
4230	SEACREST GROUP	BIOMONITORING TESTS WWTP	1,650.00
5369	SGS ACCUTEST INC	LAB ANALYSIS FEES WTP	222.50
5369	SGS ACCUTEST INC	LAB ANALYSIS FEES WWTP	53.50
5369	SGS ACCUTEST INC	LAB ANALYSIS FEES WWTP	54.50
5369	SGS ACCUTEST INC	LAB ANALYSIS FEES WWTP	118.50
5369	SGS ACCUTEST INC	LAB ANALYSIS FEES WWTP	457.50
5369	SGS ACCUTEST INC	LAB ANALYSIS FEES WWTP	77.00
5369	SGS ACCUTEST INC	LAB ANALYSIS FEES WTP	301.50
7454	SOCIETY FOR HUMAN RESOURCE MAN	SHRM MEMBERSHIP #01030402	190.00
13293	STAPLES ADVANTAGE	OFFICE SUPPLIES WWTP	224.60
13673	STERLING INFOSYSTEMS INC	BACKGROUND CHECKS	474.64
14139	SUN MOUNTAIN SPORTS INC	RESALE MERCHANDISE	141.00
1201	SUPPLYWORKS	JANITORIAL SUPPLIES PC	305.25
1201	SUPPLYWORKS	FALL FESTIVAL SUPPLIES	483.30
1201	SUPPLYWORKS	FALL FESTIVAL SUPPLIES	171.91
1201	SUPPLYWORKS	JANITORIAL SUPPLIES CS	352.22
1201	SUPPLYWORKS	JANITORIAL SUPPLIES RSC	2,173.06
1201	SUPPLYWORKS	BREAK ROOM SUPPLIES PC	556.43
1201	SUPPLYWORKS	JANITORIAL SUPPLIES LIB	1,055.43
1201	SUPPLYWORKS	BREAK ROOM SUPPLIES LIB	214.13

CASH ACCOUNT: 001000 101001 WARRANT: 110116 11/01/2016

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
1201	SUPPLYWORKS	JANITORIAL SUPPLIES CH	338.60
1201	SUPPLYWORKS	JANITORIAL SUPPLIES AC	154.46
1201	SUPPLYWORKS	JANITORIAL SUPPLIES GCC	335.99
1201	SUPPLYWORKS	JANITORIAL SUPPLIES WTP	374.27
1201	SUPPLYWORKS	JANITORIAL SUPPLIES CS	98.44
1201	SUPPLYWORKS	BREAK ROOM SUPPLIES CH	46.38
1201	SUPPLYWORKS	BREAK ROOM SUPPLIES CH	36.75
1201	SUPPLYWORKS	JANITORIAL SUPPLIES CH	29.54
1201	SUPPLYWORKS	BREAK ROOM SUPPLIES CH	165.89
1201	SUPPLYWORKS	CUPS NOT RECEIVED CH	-119.51
1201	SUPPLYWORKS	BREAK ROOM SUPPLIES CH	119.51
1201	SUPPLYWORKS	JANITORIAL SUPPLIES RSC	2,114.56
1201	SUPPLYWORKS	JANITORIAL SUPPLIES PC	270.43
1201	SUPPLYWORKS	BREAK ROOM SUPPLIES CS	476.47
1201	SUPPLYWORKS	JANITORIAL SUPPLIES CH	58.11
1201	SUPPLYWORKS	JANITORIAL SUPPLIES LIB	399.00
1201	SUPPLYWORKS	JANITORIAL SUPPLIES GCC	516.11
1201	SUPPLYWORKS	RECYCLING BINS PLANNING	34.80
13930	SUSANNAH M VANDYKE	CONTRACTOR FEES PAINTING	551.25
13952	TELESUPPORT SERVICES INC	CABLING FOR SWEET SPOT CC	890.00
11466	THE RUNNING GROUP LLC	CONTRACTOR FEES TIGER	179.20
14288	THERMO FISHER SCIENTIFIC LLC	Water Purification System	6,385.74
11624	TOWN OF SUPERIOR	US36/MCCASLIN IRRIGATION	1,058.63
6609	TRAVELERS	INSURANCE DEDUCTIBLE	32.00
14065	TYLER TECHNOLOGIES INC	TYLER SOFTWARE	3,000.00
14065	TYLER TECHNOLOGIES INC	TYLER SOFTWARE	13,200.00
14065	TYLER TECHNOLOGIES INC	TYLER SOFTWARE	6,183.71
13426	UNIQUE MANAGEMENT SERVICES INC	COLLECTION SERVICES	223.75
13241	UNITED REPROGRAPHIC SUPPLY INC	OCE PRINTER QTR USAGE FEE	117.75
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL CENTENNIAL	193.60
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL HERITAGE PA	195.60
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL SKATE PARK	188.65
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL COTTONWOOD	166.02
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL CLEO MUDROC	195.60
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL ENRIETTO FI	166.02
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL LES FIELD	166.02
14266	US HEALTHWORKS PROVIDER NETWOR	PHYSICALS	135.00
13891	VERIS ENVIRONMENTAL LLC	BIOSOLIDS HAULING	1,226.90

CASH ACCOUNT: 001000 101001 WARRANT: 110116 11/01/2016

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
13891	VERIS ENVIRONMENTAL LLC	BIOSOLIDS HAULING	1,877.50
13891	VERIS ENVIRONMENTAL LLC	BIOSOLIDS HAULING	472.26
13891	VERIS ENVIRONMENTAL LLC	BIOSOLIDS HAULING	567.33
13891	VERIS ENVIRONMENTAL LLC	BIOSOLIDS HAULING	1,352.06
11053	WATER TECHNOLOGY GROUP	PUMP REPAIR WTP	971.49
5115	WL CONTRACTORS INC	AUG 16 TRAFFIC SIGNAL MAI	10,719.31
5115	WL CONTRACTORS INC	SEP 16 FIBER MAINTENANCE	100.00
5115	WL CONTRACTORS INC	TRAFFIC SIGNAL REPAIRS	11,366.90
5115	WL CONTRACTORS INC	STREET RESURFACE LOOP WOR	3,344.25
5115	WL CONTRACTORS INC	STREET RESURFACE LOOP WOR	3,558.95
5115	WL CONTRACTORS INC	STREET RESURFACE LOOP WOR	3,712.25
5115	WL CONTRACTORS INC	QTR SECURITY CAMERA MAINT	153.00
10884	WORD OF MOUTH CATERING INC	SR MEAL PROGRAM 10/10-10/	3,014.00
13507	YATES LAW FIRM LLC	SEP 16 WATER LEGAL FEES	2,543.50
14050	YBA SHIRTS INC	YOUTH SOCCER JERSEYS	2,110.00
13555	YOUNG REMBRANDTS - NW DENVER &	CONTRACTOR FEES 32143-1	73.50
13790	ZAYO GROUP LLC	OCT 16 INTERNET SERVICE	870.20

307 INVOICES WARRANT TOTAL 1,490,108.12

City of Louisville
COLORADO • SINCE 1878

City Council

Meeting Minutes

October 12, 2016
City Hall, Council Chambers
749 Main Street
7:00 PM

Call to Order – Mayor Muckle called the meeting to order at 7:00 p.m.

Roll Call was taken and the following members were present:

City Council: ***Mayor Robert Muckle, Mayor Pro Tem Jeff Lipton, Councilmembers Jay Keany, Chris Leh, Susan Loo, Dennis Maloney, and Ashley Stolzmann***

Staff Present: ***Malcolm Fleming, City Manager***
Heather Balser, Deputy City Manager
Kevin Watson, Finance Director
Joe Stevens, Director of Parks & Recreation
Ember Brignull, Open Space Manager
Dean Johnson, Parks Superintendent
David Baril, Head Golf Professional
Dave Hayes, Police Chief
Becky Campbell, Public Services Manager
Meredyth Muth, City Clerk

PLEDGE OF ALLEGIANCE

All rose for the pledge of allegiance.

APPROVAL OF AGENDA

Mayor Muckle called for changes to the agenda and hearing none, moved to approve the agenda, seconded by Councilmember Keany. All were in favor.

DISCUSSION/DIRECTION – CITY MANAGER'S PROPOSED 2017 – 2018 BUDGET AND 2017 – 2021 CAPITAL IMPROVEMENTS PLAN

City Manager Fleming stated this is a continuation of the budget conversation. Tonight will focus on the Parks, Open Space and Trails, and Recreation Programs. Based on previous meetings and Council direction, the materials tonight have been updated with new revenue and expenditure projections and a new comparison of changes in full-time

equivalent employees (FTEs) and a comparison of FTEs to other communities was added to the packet. He reiterated the proposed budget will not include any positions paid for by one-time revenue.

Parks

City Manager Fleming noted the top priorities for Parks includes a new administrative assistant partially funded by the Open Space & Parks Fund and partially funded by the Golf Fund. Director Stevens stated this is a priority of the Parks Board to relieve the workload on the Parks Superintendent and City Forester as they provide support for the Board. This position will also work with the golf operation to provide bookkeeping support for the merchandising and the golf shop.

Councilmember Loo stated the Parks Board is interested in completing a Parks Management Plan. They would like the Parks Superintendent to do this in-house but he will need additional time to complete this task. Director Stevens stated this administrative position would relieve the Superintendent and City Forester of some tasks to then allow them to work on long-range strategic planning and work on some of the Board's priorities.

Councilmember Loo stated the Parks Board members are putting their own time and effort into examining parks and gathering data but they are now at the point where they need more input and help from staff.

City Manager Fleming stated the parks maintenance technician for turf is needed but is not recommended at this time due to a lack of funding.

City Manager Fleming stated there is proposed funding for additional parks seasonal positions. Superintendent Johnson stated there is a need for these seasonal positions to help maintain the facilities and provide a higher quality job of maintaining facilities.

Councilmember Keany asked about the goal of removing noxious weeds and if it includes more than just Type A Noxious weeds. Director Stevens stated staff tries to remove all weeds, but the removal of the Type A weeds is mandated by the State so we note it specifically.

City Manager Fleming and Councilmember Stolzmann indicated the Finance Committee requested the subprograms of Forestry and Horticulture be reallocated under the Parks and Streetscaping Subprograms.

Open Space and Trails

City Manager Fleming stated the priorities for this Program included a new senior natural resources specialist but that is not in the proposed budget as the revenue projections are insufficient to support it.

City Manager Fleming stated he is proposing an increase in seasonal positions for this Program. Open Space Manager Brignull stated this seasonal position will be used to increase maintenance in high use areas, especially for weed removal. She added that previously the Parks Division was handling much of the open space maintenance and this will properly allocate the work to the Open Space Program.

Councilmember Loo asked why we haven't done the controlled burns we have been discussing for a few years. Open Space Manager Brignull stated in some cases burns actually increase the weeds, also this takes a great deal of coordination and staff wants to only do it if it meets the resource objectives of that property. Director Stevens stated the department is still working to identify the best areas for any prescribed burns and to make sure the burn truly meets resource management needs.

Councilmember Stolzmann asked when the open space zoning project would be completed. She stated she thought the plan was to zone one property per year. Is this to be completed next year and if yes, do we have enough funding budgeted to do this? Open Space Manager Brignull responded zoning one property per year would have a cost and may be something we can contract out. Mayor Muckle agreed the plan was for one per year.

Councilmember Keany stated there are residents in Ward 1 who would really like to volunteer to help with maintenance of open space. He wants to make sure we take advantage of such offers. Director Stevens stated the department is happy to work with volunteers and find projects for them. Councilmember Leh concurred there are residents willing to help with projects.

Councilmember Leh asked if there is additional funding available for trail connections, particularly to study a way to connect areas north of South Boulder Road with areas to the south. City Manager Fleming stated this will be taken into consideration for the proposed budget.

Mayor Muckle stated he would like to see the natural resources manager funded, perhaps mid-year if the numbers show it is possible. Councilmember Maloney noted to fund this will take more money from the General Fund so compromise will be needed.

Councilmember Stolzmann would like to see the open space tax listed specifically as open space revenue and advocated this revenue be used for open space needs before parks needs. Councilmember Keany noted the tax is specifically dedicated to open space, parks, and trails, not just open space.

Recreation

City Manager Fleming stated the revenue listed in this Program comes from recreation center fees, but it is not allocated to different recreation subprograms.

Mayor Pro Tem Lipton stated he has been hearing from residents that the City should raise the non-resident rates at the recreation center. Director Stevens stated no increases are incorporated for 2017 as staff is waiting to see if the expansion is supported. Fees would be raised if an expansion is built.

Mayor Pro Tem Lipton stated that is unacceptable and he would like to see non-resident rates increased in 2017. He stated staff is not being aggressive enough about charging, particularly non-residents.

Councilmember Loo agreed with an increase for nonresidents for 2017, but noted an increase in use of the facility in 2018 is unlikely if the center is under construction.

Director Stevens noted the non-resident rates were raised in 2016 to generate more revenue at the direction of City Council. It can be raised again this year if that is what Council directs.

Councilmember Stolzmann agreed fees should be increased. Councilmember Keany agreed 2017 non-resident fees should be increased as long as they are in-line with fees in neighboring communities.

Councilmember Loo asked if the key indicators for recreation could more clearly identify what the costs are and why the numbers have changed so much with the change to program budgeting.

Councilmember Keany asked if the preschool program is competing with the private sector as there are now many options available in the area. If we keep the program it should not be subsidized if it competes with private enterprise.

Mayor Pro Tem Lipton noted Nite at the Rec attendance is up significantly and this is the kind or metric that is helpful in reviewing the budget.

Golf Subprogram

City Manager Fleming stated the revenue projections for this subprogram are greatly affected by the debt service the Golf Fund owes the Utility Fund. He noted the need to set aside funds to replace normal equipment is between $60K - $300K annually to cover normal capital replacement costs plus savings for large capital needs. Currently, the City believes the fund is earning sufficient revenue to afford some capital improvements and pay the debt service to the Utility Fund for 2016, but it does not allow the fund to set aside any reserves for future needs and the projections show it being underwater for at least 10 years if the debt service is required. One option is for the General Fund to cover the debt service which would leave the Golf Fund in good condition with adequate reserves.

Councilmember Stolzmann stated if we require the Golf Fund to pay the debt service it will not be able to afford its capital maintenance costs. The only way to set up the Golf Fund as a successful enterprise fund is to relieve it of the debt service.

Mayor Pro Tem Lipton stated the only real option is to pay the loan from the General Fund so the Golf Fund can become self-sustaining.

Councilmember Maloney stated the only way to make this a successful enterprise is to get rid of the debt. If that happens the golf course would be able to cover all of its short term capital costs. Longer-term, bigger items will be a point of discussion for future city councils about whether that will be at the cost of the Golf Fund, the Capital Fund or the General Fund.

Councilmember Loo stated as policy she would like to see the Golf Fund be self-sustaining sooner rather than later.

Mayor Muckle stated he supports paying off the loan to help the Golf Fund and also to help clean up the balances of the Utility Fund.

Mayor Pro Tem Lipton asked what are we giving up by paying off this loan from the General Fund. City Manager Fleming stated it would be a one-time transfer from the General Fund so it would be taking funds away from future projects to be paid from the General Fund.

Councilmember Maloney stated the City needs to have a strategy for paying for the larger capital costs the golf course will face over time. Items such as new greens, or clubhouse updates are costly.

Mayor Muckle asked for public comment.

Helen Moshak, 493 Eisenhower Drive, chair of the Open Space Advisory Board (OSAB), stated the Board is fully supportive of the natural resources manager position and the proposed capital budget expenditures for open space. She asked Council to consider prioritizing this position for 2018 if it can’t be funded in 2017.

Mike Schantz, 623 West Hickory Court, a member of OSAB but speaking for himself, agreed with Councilmember Stolzmann that the open space tax revenue should be prioritized for open space and not used broadly for other projects. That funding should be used for the resources manager position.

Linda Smith, 632 Columbine Court, a member of OSAB, asked that the Council prioritize the open space wayfinding funding.

Deb Fahey, 1118 West Enclave Circle, stated she would very much like to see more funding devoted to, and discussion of, sustainability initiatives. There has been no

discussion of the topic in any budget meeting to date. The City could join the Colorado Communities for Climate Action for about $30,000 per year which would be money well spent. Please do something about sustainability now.

City Manager Fleming asked what additional information the Council would like to see for the public hearing. He reviewed a number of items he has decided not to fund in the proposed budget and corresponding reductions in service levels. Additionally, staff has been looking at ways to stretch the resources we have and continues to look for additional resources.

Councilmember Stolzmann stated she wants to make sure the Dillon Road railroad crossing is added to the Quiet Zone CIP sheet. She would like more information about if our wage increase is reasonable when compared to other cities. She supports the senior accountant position. She would like clean-up of the municipal code prioritized.

Councilmember Loo stated for the FTE comparisons she would like it noted which of these cities have paid fire departments so we can compare appropriately. She also would like Boulder included in the list for comparison as many residents compare us to the Boulder service level.

Mayor Muckle stated he would prioritize the senior resource manager position and look at what could be removed to pay for it.

Mayor Pro Tem Lipton stated he doesn’t see enough funding in the Open Space Fund to support all of the existing costs of the Open Space Program and fund the resources manager position. He would like to see what wouldn’t be paid for if this position is included in the budget.

Mayor Muckle asked for the budget to show what we are proposing to do in the Sustainability Subprogram. Mayor Pro Tem Lipton stated we do already fund a number of sustainability initiatives and that should be recognized.

Councilmember Leh would like more detailed numbers on the Golf Fund debt and how it might be paid off.

Mayor Pro Tem Lipton stated his strong support for paying the Golf Fund debt from the General Fund. He noted he is concerned about administrative workload on staff. Our residents have high expectations for service levels and that has created more work for staff, we have to recognize this. He supports the purchasing manager position and would like it included in the budget. He supports the resource manager but would like to see what would not be paid for if we fund that. He would like to see some funding dedicated to updating the sign code. He also would like to have more conversation on a livable wage and wants some funding set aside for this in 2017. He supports the City Manager’s budget generally.

Councilmember Maloney stated he also supports relieving the Golf Fund of the debt.

Councilmember Keany stated he is concerned about adding the cost of the resource manager to the budget and the affect it will have on the General Fund. He does not want that position to be prioritized and funded from the General Fund which could be used for police staffing. He strongly supports adding back in at least one if not two police officers in the budget.

Councilmember Loo would like to see what wouldn't be paid for if the resource manager is paid for. She added her support for the senior accountant position saying it should be prioritized over the resource manager. She also supports putting more funding in maintaining roads in the long-term.

Councilmember Leh stated that while the road maintenance is important, he questions whether we have set the bar too high on road maintenance and if perhaps some of that money could be used for other programs. Perhaps this is not as big a trade off as we think and funding paving at such a high level places undue pressure on the budget.

Councilmember Leh reiterated his request for funding for a study for connections from north of South Boulder Road to areas south of it.

COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS

Councilmember Stolzmann stated she had attended the Rocky Mountain City Summit. The DRCOG draft MetroVision plan is now available on-line for review. She reported on DRCOG activities.

Councilmember Leh stated the Consortium of Cities is working on sustainability issues including a recent study on "Future Climate Extremes in Boulder County." He noted the Consortium's study on affordable housing and homelessness is very informative and encouraged Council to read it.

ADJOURN

MOTION: Councilmember Leh moved for adjournment, seconded by Councilmember Keany. All were in favor. The meeting was adjourned at 9:33 p.m.

_____
Robert P. Muckle, Mayor

_____
Meredyth Muth, City Clerk

City of Louisville
COLORADO • SINCE 1878

City Council

Meeting Minutes

October 18, 2016
City Hall, Council Chambers
749 Main Street
6:00 PM

Call to Order – Mayor Muckle called the meeting to order at 6:00 p.m.

Roll Call was taken and the following members were present:

City Council: ***Mayor Robert Muckle, Mayor Pro Tem Jeff Lipton, Councilmembers Jay Keany, Chris Leh, Susan Loo, Dennis Maloney, and Ashley Stolzmann***

Staff Present: ***Malcolm Fleming, City Manager***
Heather Balser, Deputy City Manager
Kevin Watson, Finance Director
Joe Stevens, Director of Parks & Recreation
Aaron DeJong, Director of Economic Development
Kurt Kowar, Director of Public Works
Kevin Watson, Director of Finance
Rob Zuccaro, Director of Planning & Building Safety
Chris Neves, Director of Information Technology
Beth Barrett, Director of Library & Museum Services
Dave Hayes, Police Chief
Kathleen Hix, Director of Human Resources
Scott Robinson, Senior Planner
Meredyth Muth, City Clerk

Others Present: ***Sam Light, City Attorney***

PLEDGE OF ALLEGIANCE

All rose for the pledge of allegiance.

APPROVAL OF AGENDA

Mayor Muckle called for changes to the agenda.

APPROVAL OF THE CONSENT AGENDA

Councilmember Maloney made a motion to move item 8D Ordinance No 1728, Series 2016 for first reading to the consent agenda. Mayor Muckle moved to approve the consent agenda with item 8D added. Seconded by Councilmember Stolzmann. All in favor.

A. Approval of Bills
B. Approval of Minutes: September 27, 2016; October 4, 2016
C. Approval of City Council November and December Meeting Schedule
D. Approval of Special Meeting October 25, 2016 at 6 PM for an Executive Session
E. Approval of Resolution No. 49, Series 2016 – A Resolution Approving an Agreement with the Urban Drainage and Flood Control District for Drainage and Flood Control Improvements for Bullhead Gulch
F. Award Bid for 2016 Storm System Maintenance Project to Colorado Civil Infrastructure
G. Resolution No. 50, Series 2016 – A Resolution Approving a Business Assistance Agreement with Eleanor, LLC for an Economic Development Project in the City of Louisville
H. Ordinance No. 1728, Series 2016 – An Ordinance Approving the Vacation of a 20-Foot Wide Utility Easement on Lot 1A, Centennial Valley Parcel H, Third Filing – 1st Reading – Set the Public Hearing 11/01/16

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Kip Heuertz, 1827 Eisenhower Drive, representing the Ponderosa Pines HOA. Stated the HOA's support for a lighted crosswalk at South Boulder Road and Eisenhower. Residents can't cross South Boulder Road safely and would like a lit crosswalk.

COUNCIL INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA

None.

CITY MANAGER'S REPORT

None.

REGULAR BUSINESS

PROCLAMATION
UNITED NATIONS DAY

Mayor read the proclamation and presented it to Zuza Bohley of the United Nations Association of Boulder County.

PUBLIC HEARING ON CITY MANAGER'S PROPOSED 2017-2018 BUDGET AND 2017 – 2021 CAPITAL IMPROVEMENTS PLAN

City Manager Fleming introduced the public hearing on the budget noting this is the culmination of many meetings over the past year. He reviewed the priorities that have been included for funding in the final proposal and those priorities which are not included in the final proposal. The proposal reflects the direction staff received from the City Council in previous meetings.

City Manager Fleming reviewed the major capital projects and general fund projects in the proposal. With all of these priorities included, the General Fund reserves are still in excess of twenty percent of the proposed expenditures and the Capital Fund is above $2.7 million.

City Manager Fleming noted the new projections show an additional $750,000 in funding in the CIP budget. He stated this could be used for additional capital projects if Council wants to pursue such action.

City Manager Fleming reviewed the Open Space & Parks Fund and how the funds are allocated. He noted very little of the Open Space & Parks Fund is currently being spent on acquisition as there are currently no property owners willing to sell to the City. He noted Open Space and Parks operations and administration make up the bulk of the expenditures in that fund.

City Manager Fleming reviewed the Golf Fund noting what would happen to the Fund if the debt service to the Utility Fund is paid off from the General Fund versus if it is not. Without paying off that debt, the Golf Fund is not likely to be sustainable if it needs to pay for major capital items in the longer term and also pay the debt service. He noted the current proposed budget has higher projections for golf revenue than he is comfortable with and those will be reduced for the November adoption.

City Manager Fleming reviewed the multiple sustainability actions the City has taken in the last six years. Councilmember Leh added that the City made a contribution to the Kestrel Housing project which will be using geothermal energy.

Public Comments

Debbie Fahey, 1118 Enclave Circle, thanked staff for highlighting the list of sustainability work the City has completed.

Connor Long, 1931 Eisenhower Drive, spoke in favor of a lighted pedestrian crossing at Eisenhower and South Boulder Road. He noted the sun is often in the eyes of drivers making the road even more dangerous to cross. A crossing would improve safety.

Mayor Muckle asked if there is enough revenue to fund the requested senior resource naturalist. City Manager Fleming stated it could be funded if Council is comfortable with drawing down reserves in the short term until revenues increase or increasing the transfer from the General Fund to the Open Space Fund.

Councilmember Stolzmann stated she would fund this position by moving the playground replacement expenditures from the Conservation Trust Fund rather than the from the Open Space and Parks Fund. This would be sufficient to fund the resources manager.

Councilmember Maloney stated his concern with using funds for capital from an operations fund. Councilmember Stolzmann suggested the Conservation Fund does also fund operations.

Mayor Pro Tem Lipton asked City Manager Fleming if he is comfortable with the projection information coming from the new software system. City Manager Fleming and Director Watson both stated they are comfortable with the information for 2017-2018. City Manager Fleming noted the information for five years out is still not clear.

Mayor Pro Tem Lipton stated he is concerned the wage and merit increases for 2017 are not sustainable in the long term. Mayor Pro Tem Lipton noted the 2018 numbers do not include any additional positions that may still be requested in 2018 and he is concerned the wage increases are too high to maintain in the long run.

Mayor Pro Tem Lipton stated the proposed budget reflects the priorities and goals of Council and he would support it as presented. He moved it be approved as presented on November 1.

Councilmember Stolzmann gave a friendly amendment that the Golf Fund items be updated with what had been proposed this evening including the updated forecasts and the debt payoff from the General Fund. Councilmember Loo seconded the motion as amended.

Councilmember Leh made a friendly amendment that the South Boulder Road connection study be included in the budget. He noted the new cost is closer to $140,000. Director Kowar stated the cost would include public outreach, review of properties and utilities, and an understanding of each possible crossing of South Boulder Road. City Manager Fleming noted this would be a $90,000 increase from the $50,000 that is in the proposal. Councilmember Keany seconded the friendly amendment.

Councilmember Maloney is supportive of the concept, but noted this project was added very late in the budget process and he doesn’t feel he has enough information to add it now.

City Manager Fleming stated this could be added at a later date with a budget amendment. Director Kowar noted this item would still need to have a scope of work approved by the Council before finalizing the project which will give the Council another chance to discuss it.

Councilmember Stolzmann stated her support for the project as it is presented at $50,000 and moving it forward knowing a budget amendment may be needed next year if costs are higher than what is budgeted. Councilmember Keany agreed. Members agreed it should be titled the Study of South Boulder Road Connectivity.

Councilmember Leh withdrew his amendment knowing there is support for the project at $50,000 and a possible budget amendment if needed in 2017.

Mayor Muckle asked for a friendly amendment to the original motion adding the senior resources manager position funded as Councilmember Stolzmann suggested regarding the playground funding. Councilmember Stolzmann seconded the friendly amendment.

Mayor Muckle asked for any additional comments from the public. Seeing none, Mayor Muckle closed the public hearing.

Mayor Pro Tem Lipton stated he is concerned about funding additional positions for 2017 knowing there is only so much we can afford. He would support adding the position later in the year if there is funding.

Councilmember Stolzmann supports adding the position noting there is a dedicated tax for open space. She would like it staffed to help maintain the open space properly. She added her support for moving the playground replacement from the Conservation Trust Fund.

Councilmember Loo agreed with moving the playground expenditures to the Conservation Trust Fund. She also noted staff has prioritized the parks tech for turf maintenance as a higher priority than the senior resource manager. She added many residents speak to her about the need to manage parks at a higher level, and that residents don’t make a distinction between open space and parks funding related to the tax. She stated we shouldn’t add more positions in 2017 with our current revenue projections. She supports the budget as proposed.

Councilmember Leh agreed with funding the playgrounds from the Conservation Trust Fund. He asked if perhaps the resources manager could be considered in six months when we have better projections.

Mayor Muckle agreed the budget reflects the Council’s priorities and goals and noted multiple departments are making sacrifices. He stated the Council can and will review the budget if projections get better. Mayor Muckle supports the resources manager position from the Open Space Fund as we need to spend more on maintaining open

space parcels. He was willing to withdraw his amendment to add the resource manager position if the seconder is willing. Councilmember Stolzmann as the seconder asked for a vote on whether or not the position should be funded in 2017.

Councilmember Maloney agreed this is the last position of the open space and parks priorities and he doesn't feel comfortable including it over other positions.

City Manager Fleming added that funding the playground equipment from the Conversation Trust Fund would deplete that Fund entirely so it would require cuts or funding from Capital Fund reserves.

Councilmember Stolzmann stated she would move some items from the Conversation Trust Fund to the Open Space Fund.

A roll call vote was taken on whether or not to include the resources manager position in the 2017 budget. The vote was 5-2 not to include it, Mayor Muckle and Councilmember Stolzmann voted to include it.

Mayor Muckle clarified the motion now stands to bring back the current version of the budget proposal as presented this evening with the Golf Fund changes and the changes to the Conservation Trust Fund. All in favor.

DISCUSSION/DIRECTION
DRAFT MCCASLIN BOULEVARD SMALL AREA PLAN

Director Zuccaro introduced the item thanking everyone for their involvement in this Plan. He noted the goal is to find consensus on this Plan. He stated this is the first review of this plan and there are plans for two more meetings scheduled on November 1 and December 6. This plan area encompasses the McCaslin Corridor from US 36 to Davidson Mesa. This plan is an extension of the 2013 Comprehensive Plan, and is designed to identify how this area is to function and generate revenue for the City. The Plan is designed to mitigate traffic impacts and maintain the small town character of Louisville and should meet the vision and core community values of the City as identified in the Comprehensive Plan. This Plan is not regulatory but it is a vision document to guide capital improvements and help staff and developers understand the area and what the City wants.

Director Zuccaro stated there are 14 core community values in the Comp Plan, four of note tonight in relation to the Plan:

1. Livable Small Town Feel of the Community
2. Healthy Vibrate Sustainable Economy
3. Balanced Transportation System
4. Integrated Open Space and Trail Networks

Director Zuccaro stated the three items most in need of improvement in the area are a sense of community, sustainability, and unique commercial areas/distinctive neighborhoods. Measures of success include 6 principles:

1. Development to Meet Fiscal and Economic Goals
2. Encourage Desired Uses/Facilitate Redevelopment of Vacant Buildings
3. Improve Connectivity and Accessibility
4. Enhance Bicycle and Pedestrian Connections
5. Create Public and Private Gathering Spaces
6. Create Design Regulations that Reflect Community Vision and Promote Creative Design

Director Zuccaro noted there is the potential for development and height restrictions in the corridor. He noted under the existing zoning the majority of the areas buildings can go up to three stories for commercial, retail, and office. In the public input process there was support for limiting this to one to two stories and protecting the existing neighborhoods with appropriate transitions. This proposal recommends restricting the buildings to two stories in the transition areas adjacent to the east side residential.

Councilmember Keany asked if the existing zoning allows up to three stories and if the proposal would be to make it two stories. Director Zuccaro stated yes, the proposal is a downzoning of those areas to two stories.

Director Zuccaro stated in the public process they received a lot of input for lower buildings. He showed design concepts with one to two-story buildings that are street facing, have improved pedestrian areas, and has hard and soft landscaped public areas.

Regarding traffic, under the current zoning traffic will likely increase. However, the proposal has plans to mitigate those traffic increases. Between the two-story restrictions and adding some residential development to the area it does generate less traffic than under the current regulations. The strong system of trails and sidewalks and multi-modal options would help to decrease traffic in the area and provide opportunities for workers and residents to use the area without using a vehicle. It includes suggestions for roadway improvements to address congestion.

He stated the 2013 Comp Plan states residential uses should first be introduced next to existing residential on the east side of the plan area. The proposal includes allowing residential in this area. However, adding residential to the area would require a public process and Special Review Use approval. The 2016 Citizen Survey found both support and opposition for residential for the east side of the Plan area and also around the Bus Rapid Transit (BRT) stop in Colony Square. Adding residential can make the area more walkable, and pedestrian friendly with the right design guidelines.

Director Zuccaro noted the proposal does not preclude the existing uses continuing in perpetuity. This plan is designed to drive the process if and when the area redevelops.

Planner Robinson stated this is a public hearing on the Small Area Plan. He went over what a Small Area Plan is stating it is to translate the goals of the comprehensive plan into specifics for this area. He noted this planning process began in 2015 and there have been multiple public meetings. He reviewed the principals of the plan that both the Planning Commission and City Council approved earlier in the process.

1. Improve connectivity and accessibility while accommodating regional transportation needs.
2. Create public and private gathering spaces to meet the needs of residents, employees, and visitors.
3. Enhance bicycle and pedestrian connections to private and public uses.
4. Utilize policy and design to encourage desired uses to locate in the corridor and to facilitate the reuse or redevelopment of vacant buildings.
5. Establish design regulations to ensure development closely reflects the community's vision for the corridor while accommodating creativity in design.
6. Establish development regulations to meet the fiscal and economic goals of the City.

Planner Robinson noted there are suggested development types for the 1) edges of the area which would be larger, clustered buildings; 2) corridor areas along McCaslin Boulevard north of Cherry Street, more suburban areas; and 3) center development in the southern portion of the study area which would have a higher density of use and be more pedestrian oriented.

Planner Robinson stated the placemaking concepts incorporated for the center, entrance and edge areas create a pedestrian friendly area that is not a wall of development along McCaslin Boulevard. He showed some development possibilities, not specific recommendations, for areas of office, residential, and new commercial. He reiterated that redevelopment of these parcels with residential use would require rezoning of the properties and a special review use process/development process through the Planning Commission and City Council.

Planner Robinson stated the Citizen Survey had both support and opposition to adding residential in this area.

Planner Robinson noted the Plan includes a street improvement plan, and suggests removing a lane of traffic on McCaslin Boulevard. Even at build-out it is not justified by the traffic numbers. The roadway improvement plan includes adding a northbound land on McCaslin Boulevard at Dillon Road to address traffic congestion. It also includes a trail improvement plan to create better access from Centennial Valley/McCaslin to Davidson Mesa.

Planner Robinson stated this proposal would not preclude big box development where it currently exists.

Planner Robinson stated the proposed development allowances would decrease the existing build-out yield of the area. The proposal would increase residential units but it significantly decreases office and retail developments. Fiscal information for this proposal will be available at the November 1 meeting.

Planner Robinson stated implementation of the plan would require the adoption of design standards and guidelines. It would be a multi-year project likely over 10 years.

Councilmember Maloney stated he would like to see how the two options presented for the development on Parcel O, where the former Sam's Club is located, would affect the fiscal model.

Mayor Muckle thanked the planning staff and residents for their input at the meetings. He noted the Council will be sensitive to the impacts to the existing neighborhoods.

Public Comment

Lynn Miller, representing Albertson's, asked if King Soopers has submitted a proposal for Parcel O, is the City talking to any other retailers, and where are we in that process?

John Leary, 1116 LaFarge Avenue, stated what is existing is generally less than what is proposed. He asked what role this area plays in the City's overall fiscal health. He stated it is important to integrate the land use mix with fiscal considerations. He suggested raising taxes and fees or cutting services or a combination of those rather than allowing new building. Nonresidents are a big revenue generator that subsidize residents' services, we shouldn't replace retail property with residential.

Audrey Debarros, 839 West Mulberry Street, stated she likes the bold vision of the McCaslin Boulevard Small Area Plan. The area is outdated and provides little reason to stop or shop there. She stated the area includes the highly used McCaslin Boulevard transit station and it should be integrated into the regional transit system in the area. Allowing residential in the BRT area will increase use of the transit system and decrease car miles traveled.

Bob Perkins, 405 Fairfield Lane, stated he is concerned with the lane reduction on McCaslin Boulevard. The traffic is already slow and this would make it worse. The City shouldn't allow residential growth as we don't have the infrastructure to support the population growth.

Camilla Donnelly, 2366 Senator Court, doesn't support high density residences in the areas now zoned commercial as it would impact our revenue stream and City services. She does not support the Special Review Use options in the plan.

Bernard Funk, 1104 Hillside Lane, thanked the City for listening to residents in this process including height limitations but worries about the impact of reducing retail uses.

He asked what the impact on the schools would be with this plan. He suggested adding an additional bike lane on McCaslin Boulevard is not needed, perhaps Centennial parkway could be one lane, but not a reduction on McCaslin Boulevard.

Curtis Paxton, 383 Meeker Court, stated he has talked to a number of residents, and he found citizens don't want Louisville to be Boulder. He doesn't think there is market pressure for changing the zoning. He asked Council to consider 1) a discussion of what the total population of Louisville should be 2) what is a real world vision for the area 3) incorporate more of a buffer between existing communities and new areas 4) most residents don't understand the difference between the Small Area Plan and Sam's Club redevelopment.

Sonya Salki, 352 South Lark Avenue, has concerns about the impacts of this plan on the existing residences in the area, noise and traffic will be a nightmare. They will negatively impact the value of my home which is adjacent to the area.

Frost Yarnell, 1109 Hillside Lane, wanted to ask council to take the good things in the plan and consider closely the impact of adding residential to the areas now zoned commercial. New rooftops will only spend their money in Superior.

Charles Hasemen, 247 South Lark Avenue, traffic on McCaslin Boulevard continues to get worse and additional residents will only increase that traffic. He would like to see the lane reduction. He would like Council to stop residential infill. He stated most of the Bus Rapid Transit use is people going to Boulder, we need more commercial and businesses in the area to attract people to spend their money here. He would like to keep one story for those areas adjacent to neighborhoods.

Sherry Sommer, 910 South Palisade Court, agreed with earlier comments. Regarding Parcel O, she likes the existing use and doesn't want to see housing or densification there, she would rather see more office and commercial in the area as a whole.

Chris Hagelin, 1068 Eagle Court, supports the plan for more urban and less suburban land uses for its lower impact on climate change, lower emissions, and a safer bike and pedestrian area.

Cindy Bedell, 662 West Willow Street, likes the livability aspect of the Small Area Plan and traffic is a huge impact on quality of life. She doesn't want to see high density development in the McCaslin Boulevard area. She doesn't see the need for more residential and the loss of commercial areas. She would like to see a dark night ordinance implemented.

Tom Ward, 1145 Hillside Court, stated his primary concern is adding residential and the impact it will have on the school system. Suggests not adding anymore residential until the school system can support it. He asked that a buffer be created between the Hillside

Neighborhood and the commercial areas. He doesn't support reducing the lane on McCaslin Boulevard.

Alex Bradley, 1385 Caledonia Circle, added her concerns that residential growth is impacting schools negatively. Don't make Louisville like Boulder.

Nick Kallan, 967 West Yale Court, is concerned with the impacts of additional residential on the fiscal health of the City. He asked what is the fiscal goal of the city. He is also concerned with traffic impacts.

Mayor Muckle asked the traffic consultant what the traffic impacts would be of the lane removal.

Curtis Rowe, of Kimley Horn the City's traffic consultant, stated the lane removal on McCaslin Boulevard is only from Cherry Street and Via Appia. The third lane at this time is only an auxiliary lane, it doesn't go through at Via Appia or Cherry Street and therefore doesn't affect the through capacity of McCaslin Boulevard's north/south traffic. He stated the traffic plan proposes increased street connections that could reduce traffic on McCaslin Boulevard by almost one-fifth. Approximately one-third of the current traffic using McCaslin Boulevard is nonresident. The plan provides new street connections to offset increasing traffic.

Councilmember Maloney asked about the proposed traffic circle at McCaslin Boulevard and Dahlia. Mr. Rowe Stated a roundabout is an appropriate measure for that intersection and such roundabouts do improve safety compared to a signalized intersection.

Director Zuccaro noted regional traffic impacting Louisville will increase significantly by 2035 with up to 38% being cut through traffic.

Councilmember Loo stated she doesn't support the roundabout. Mayor Pro Tem Lipton asked for the roundabouts to be removed from the plan. Mayor Muckle stated he supports it because they are safer and the through put is much better than a signalized intersection. Councilmember Stolzmann doesn't support it because of the cost. The consensus was to remove the roundabout.

Mayor Muckle supported the proposed road network. Mayor Pro Tem Lipton stated all of the connectivity and road systems are good, but the final decision will be based on fiscal information and he needs the additional fiscal information for that.

Councilmember Keany asked if the zoning changes are impacting the fiscal model. Councilmember Stolzmann stated it could. Councilmember Keany asked if there is no appetite to change retail zoning to residential then why wait for the fiscal model information to make further decisions.

Councilmember Maloney stated the options for Parcel O have varying fiscal impacts which could greatly affect the decision making on this plan. He reiterated his request for this fiscal information.

Mayor Pro Tem Lipton doesn't want to close the door on Transit-Oriented Development in the area. Mayor Muckle agreed. There may not be a current demand for residential but it may happen later. He does support additional office and retail space. There may be a desire for some redevelopment in the area in the future.

Councilmember Loo asked if the Special Review Use options in the plan should be left as proposed. Mayor Muckle would like it left as is. Councilmember Stolzmann would like it removed and leave it as commercial.

Councilmember Keany stated he opposes residential development west of McCaslin Boulevard and opposes the Special Review Use in that area.

Planner Robinson stated the existing zoning for the Colony Square site does allow for residential with a Special Review Use but the Comprehensive Plan does not allow it. To change so that residential is not allowed in Colony Square the Special Review Use option would need to be removed.

Councilmember Stolzmann doesn't oppose the Special Review Use option for the area from Cherry to Dillon, but would like it labeled Commercial in the plan so everyone knows our first choice is commercial in that area.

Mayor Pro Tem Lipton stated however we move forward we should consider changing the existing zoning to protect the residential character behind the shopping areas on Cherry Street. Current use-by-right allows three stories and we should consider changing that to two stories.

Councilmember Leh shared Mayor Pro Tem Lipton's concerns that we need additional fiscal information. He stated everyone states they want a vibrant commercial area on McCaslin Boulevard, the question is how to get it or at least not inhibit it. We need to make sure we make good use of the Bus Rapid Transit on US 36.

Councilmember Stolzmann stated we need to increase transit ridership but there might be other options we need to consider for first and final mile connections. She doesn't support the lane reduction. She would like to see more people using the existing plazas. She doesn't support the HAWK signal. She is not convinced the two-story buffer is what people want; many of those areas are one-story now, particularly behind Lark Avenue.

Councilmember Loo stated she thinks the area north of Cherry and south of the Balfour Memory Unit should continue to be low rise and compatible with residences to the east. Mayor Muckle liked the idea of adding a buffer in this area and assuring it will not have residential. All agreed that is a good idea to not have residential in that area.

Councilmember Keany asked if changes should be made to the area that is currently Balfour to limit the heights or density there. Planner Robinson stated it is limited currently to two stories and is governed by the buffer requirements and transition standards. Councilmember Keany would like setbacks built into the design guidelines for areas adjacent to residential areas. Planner Robinson stated that is standard practice and will be done.

Mayor Muckle stated the public comment against residential is clear and he suggests the area from Dillon to Cherry on the east side remain commercial and have lower heights and a buffer with the existing residential areas. Mayor Pro Tem Lipton agreed to that for this area of McCaslin Boulevard.

Councilmember Loo noted the business community does support some residential in the Small Area Plan and that should be remembered. Mayor Muckle stated that currently there may not be appetite for residential but that may change.

Mayor Muckle asked if there is support for the lane reduction on Centennial. Councilmember Stolzmann likes the path and reduction, but opposes parking on the street. Mayor Muckle likes the idea of the smaller road and the amenities. Councilmember Loo likes the idea of the soft surface median trail in the median of Centennial and reducing the roadway.

Councilmember Loo and Councilmember Stolzmann support the idea of a metro district in the area to support the amenities.

Councilmember Loo doesn’t support the lane reduction on McCaslin Boulevard.

There was consensus not to remove the lane on McCaslin Boulevard but there was support to remove lane on Centennial.

Mayor Pro Tem Lipton left the meeting at 10:15 pm.

Councilmember Stolzmann stated she would like the location of utilities added to the plan. She stated the area will need high speed internet and cell phone service to support the office uses. Councilmember Loo and Councilmember Leh agreed.

Mayor Muckle would like some sustainability ideas added to the Small Area Plan.

Councilmember Loo asked if for the next meeting staff could provide some information on whether zoning changes would encourage retail property owners to sell for residential uses or if that is not a concern.

Mayor Muckle noted this item will be discussed again on November 1.

ORDINANCE NO. 1728, SERIES 2016 – AN ORDINANCE APPROVING THE VACATION OF A 20-FOOT WIDE UTILITY EASEMENT ON LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING – 1ST READING – SET PUBLIC HEARING 11/01/16

Item moved to consent agenda.

CITY ATTORNEY'S REPORT

City Attorney Light noted the Charter does not allow for Ordinances to be approved on the consent agenda and that they must be read by title and voted on. He read the title of Ordinance No. 1728, Series 2016. Mayor Muckle moved to approve the ordinance on first reading, seconded by Councilmember Stolzmann. All were in approval.

Attorney Light noted the City will be hosting Quasi-Judicial Open Government training on Thursday, October 20.

COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS

None

ADJOURN

MOTION: Mayor Muckle moved for adjournment, seconded by Councilmember Keany. All were in favor. The meeting was adjourned at 10:22 p.m.

_____
Robert P. Muckle, Mayor

_____
Meredyth Muth, City Clerk

City Council

Meeting Minutes

October 25, 2016
City Services Center
739 104th Street

SPECIAL MEETING – EXECUTIVE SESSION
6:00 PM

Call to Order – Mayor Muckle called the meeting to order at 6:04 p.m.

Roll Call was taken and the following members were present:

City Council:	***Mayor Robert Muckle, Mayor Pro Tem Lipton; City Councilmembers Jay Keany, Chris Leh, Susan Loo, Dennis Maloney and Ashley Stolzmann***
Staff Present:	***Malcolm Fleming, City Manager*** ***Meredyth Muth, City Clerk*** ***Aaron DeJong, Economic Development Director*** ***Sam Light, City Attorney*** ***Dawn Burgess, Executive Assistant to the City Manager***
Others:	***Malcolm Murray, Murray Dahl Kuechenmeister Renaud, LLP***

EXECUTIVE SESSION

PENDING LITIGATION
Louisville Charter, Section 5-2(d) – Authorized Topics and C.R.S. 24-6-402(4)(b)

&

REAL PROPERTY ACQUISITIONS AND DISPOSITIONS
Louisville Charter, Section 5-2(c) – Authorized Topics and C.R.S. 24-6-402(4)(a))

Mayor Muckle noted the City Manager and City Attorney are requesting the City Council convene an Executive Session for the purpose of consultation with an attorney representing the City with respect to pending litigation. In addition, the City Manager is requesting the City Council convene an Executive Session for the purpose of consideration of real property acquisitions and dispositions, only as to appraisals and other value estimates and strategy.

City Attorney Light introduced the request for executive session.

City Clerk Muth read Section 2.90.050 – Public Statement of the Louisville Municipal Code, which outlines the topics permitted for discussion in an executive session.

City Attorney Light stated the authority to conduct this executive session: Louisville Charter, Section 5-2(d) – Authorized Topics and C.R.S. 24-6-402(4)(b) and Louisville Charter, Section 5-2(c) – Authorized Topics and C.R.S. 24-6-402(4)(a).

MOTION: Mayor Muckle moved the City Council adjourn to executive session for the purposes of consultation with an attorney representing the City with respect to pending litigation and for consideration of real property acquisitions and dispositions, only as to appraisals and other value estimates and strategy as authorized by the law and that the executive session include the City Council, the City Manager, the City Attorney, the Economic Development Director, and Legal Counsel Malcolm Murray. Seconded by Councilmember Stolzmann, all in favor.

The City Council adjourned to executive session at 6:08 p.m.

The Special City Council meeting reconvened at 7:06 p.m.

REPORT ON THE EXECUTIVE SESSION

City Attorney Light reported on the executive session, stating the City Council had consultation with legal counsel on pending litigation and consideration of real property acquisitions and dispositions.

ADJOURN

MOTION: Mayor Muckle moved for adjournment, seconded by Councilmember Stolzmann. All were in favor. The meeting was adjourned at 7:07 p.m.

_____
Robert P. Muckle, Mayor

_____
Meredyth Muth, City Clerk

CITY COUNCIL COMMUNICATION
AGENDA ITEM 5C

SUBJECT: **APPROVAL OF RESOLUTION NO. 51, SERIES 2016 – A RESOLUTION APPROVING A PROPOSED 2017 OPERATING PLAN AND BUDGET OF THE MAIN STREET LOUISVILLE BUSINESS IMPROVEMENT DISTRICT**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **AARON DEJONG, ECONOMIC DEVELOPMENT**

SUMMARY:
The Main Street Louisville Business Improvement District (BID) is required to have its annual Operating Plan and Budget approved by the City Council as set forth in C.R.S. 31-25-1211. The November 2000 election to raise downtown taxes to support the BID failed. Since then the BID has submitted annual budgets of $0.00 and continues the same for 2017.

Although the election to raise funds for the BID failed (because the vote was a tie), the BID will continue to exist until such time as the Board of Directors decides to go through the appropriate dissolution process. At this time, the Board of Directors is planning to continue with the BID. The BID Board may attempt another election to pass a mill levy increase at some point in the future.

Please note that the Board of Directors of the BID is appointed by the City Council after a recommendation is made by the BID. The recommendations for the 2017 Board of Directors are:

Mark Zaremba - President
Ronda Grassi - Secretary
Erik Hartronft – Director

Please see the attached Operating Plan and Budget for further information.

FISCAL IMPACT:
None

RECOMMENDATION:
Approve Resolution No. 21, Series 2016

ATTACHMENT(S):
1. Resolution No. 21, Series 2016
2. 2017 Operating Plan and Budget for the Main Street Louisville Business Improvement District

RESOLUTION NO. 51
SERIES 2016

A RESOLUTION APPROVING A PROPOSED 2017 OPERATING PLAN AND BUDGET OF THE MAIN STREET LOUISVILLE BUSINESS IMPROVEMENT DISTRICT

WHEREAS, in 2000, the City of Louisville (the "City") approved the formation of the Main Street Louisville Business Improvement District (the "District") within the City;

WHEREAS, as required by Section 31-25-1211, C.R.S., an operating plan (the "Plan") and proposed budget (the "Budget") for the year 2017 was filed with the City Clerk on September 30, 2016; and

WHEREAS, the City Council has determined that the Revised Plan and Budget should be approved.

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

Section 1. Findings and Determinations. The City Council hereby approves the 2017 Operating Plan and Budget of the Main Street Louisville Business Improvement District.

Section 2. Severability Clause. If any section, paragraph, clause, or provisions of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause, or provisions shall in no manner affect any remaining provisions of this resolution.

Section 3. This resolution shall be effective upon its approval by the City Council.

APPROVED AND ADOPTED this 1st day of November, 2016.

_____
Robert P. Muckle, Mayor

ATTEST:

_____
Meredyth Muth, City Clerk

2017 Operating Plan and Budget

MAIN STREET LOUISVILLE BUSINESS IMPROVEMENT DISTRICT

City of Louisville, Boulder County, Colorado

Spencer Fane LLP

2017
OPERATING PLAN AND BUDGET FOR THE MAIN STREET LOUISVILLE BUSINESS IMPROVEMENT DISTRICT

INTRODUCTION

The Main Street Louisville Business Improvement District ("BID") was organized by City of Louisville Ordinance Number 1342, Series 2000 on August 15, 2000 ("Organizational Ordinance").

By state statute, specifically Section 31-25-1211, C.R.S., by September 30 of each year, the BID is required to submit an operating plan and budget to the City for review and approval.

Over the years, the Board has held a series of Board meetings to discuss the future of the BID, the possibility of a TABOR election, and inclusion of additional property in the District; however, the District has not undertaken substantive activity in the last year and is in the process of considering its future plans and options. The District would like to remain in a holding pattern until its plans become clearer.

OPERATING PLAN CONTENTS

Pursuant to the provisions of the Business Improvement District Act, Section 31-25-1201, et seq., Colorado Revised Statutes, as amended, the Operating Plan is to specifically identify:

1. the composition of the Board of Directors,
2. the services and improvements to be provided by the District,
3. the taxes, fees, and assessments to be imposed by the District,
4. the estimated principal amount of the bonds to be issued by the District, and
5. such other information as the City may require.

Each of these five items is described below.

COMPOSITION OF THE BOARD OF DIRECTORS

Under the Organizational Ordinance, the Board of Directors of the District was appointed by the City Council. All Board members must, by law, be electors of the District. The current members of the Board of Directors are:

Mark Zaremba, President
Ronda Grassi, Assistant Secretary/Treasurer
Erik Hartronft, Assistant Secretary/Treasurer

The Director Sheet attached as Exhibit 3 provides more detailed information. By approval of this 2017 Operating Plan, City Council confirms appointment of the above listed Directors. There are five vacancies on the Board at this time.

Future appointments shall be made by the City in accordance with the previously approved operating plans.

DESCRIPTION OF IMPROVEMENTS AND SERVICES; TAXES, FEES, AND ASSESSMENTS; PRINCIPAL AMOUNT OF BONDS

Given the current situation, the 2017 Operating Plan and Budget descriptions of (a) improvements and services, (b) taxes, fees, and assessments, (c) principal amount of bonds, and (d) other features of the BID will be simply the same as the 2000-2001 Operating Plan and Budget as approved by the City upon organization of the District.

The prior operating plan had indicated that the BID would be certifying a mill levy to collect taxes in 2001; instead, no BID taxes have been collected to date, nor will be collected in 2017.

The BID submitted a proposal to the City/LRC for potential tax sharing; however, plans for the downtown area and revenue projections are evolving, and the agreement has not advanced out of the proposal stage.

The BID is aware of the City's potential interest in using it for implementation of the Downtown Louisville Parking & Pedestrian Action Plan and looks forward to working with the City on the Plan.

ADDITIONAL INFORMATION: CITY OVERSIGHT OF DISTRICT ACTIVITIES

The following is the brief report of BID activities required for the past year:

1. District Name: Main Street Louisville Business Improvement District.

2. District Contact Person, address, telephone number, fax number: Norman F. (Rick) Kron, Jr., attorney for the District, Spencer Fane LLP, 1700 Lincoln Street, Suite 2000, Denver, Colorado 80203. Telephone – Direct: (303) 839-3704, Fax Number: (303) 839-3838.

3. Board of Director names, addresses, telephone numbers, fax numbers where applicable: Please see list provided in the text above, and Exhibit 3.

4. District Map: Please see Exhibit 1.

5. Current Budget: Please see Exhibit 2.

6. Most Recent Audit or Audit Exemption Application: None completed as the District neither spent nor received funds.

7. Copy of any filing required by or for the State Securities Commissioner: No bonds have been issued, therefore none has been required.

8. A list of all intergovernmental agreements of the District: None.

9. Any alteration or revision to the debt service schedules provided in the operating plan: None.

10. A list of all lease-purchase agreements and a summary of their terms: None.

11. A description of activities performed in the last budget year: Organization of the District was by ordinance on August 15, 2000. The Board's organizational meeting, following all required notices, was held on August 28, 2000 at which time various administrative tasks were performed. Activity in the BID essentially stopped after the November 2000 election when the authority to levy a tax was not passed by a majority of the electors of the District who voted in the election (the vote was tied). The attorney for the District Norman F. (Rick) Kron, Jr. of Spencer Fane LLP has been working with the Board on maintaining the BID. He has suggested the possibility of funding the BID using special assessments rather than property taxes, but the idea has not gone beyond the concept stage.

12. An Operating Plan description of activities to be performed in the next budget year (similar to this plan, although shortened) and a Budget for that year: Please see the text above and the Exhibits attached hereto.

CONCLUSION

The BID Board would like to take this opportunity to thank the City Council and City Staff for their assistance in the organization of the BID. Under Section 31-25-1211, C.R.S., the City is to approve or disapprove the Operating Plan and Budget within 30 days of the receipt of required documentation. The Board respectfully requests the adoption of a resolution or ordinance of approval.

EXHIBIT 1
(District Map)

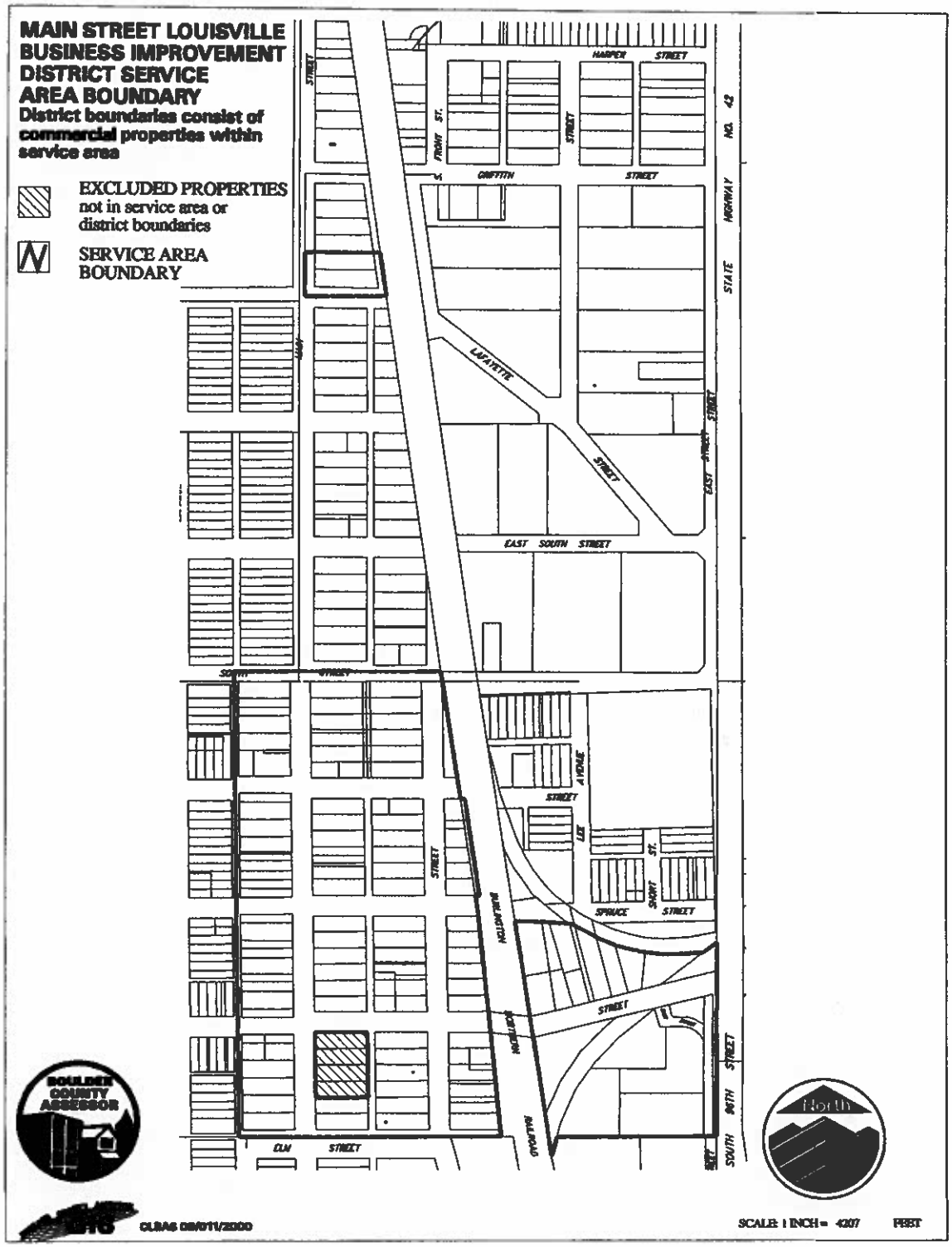

MAIN STREET LOUISVILLE BUSINESS IMPROVEMENT DISTRICT SERVICE AREA BOUNDARY
District boundaries consist of commercial properties within service area
EXCLUDED PROPERTIES not in service area or district boundaries
SERVICE AREA BOUNDARY
HARPER STREET
FRONT ST.
GRIFFITH STREET
STATE HIGHWAY NO. 42
LAFAYETTE STREET
EAST SOUTH STREET
SOUTH STREET
LEE AVENUE
SPRUCE STREET
SHORT ST.
BOULDER
HOLLYWOOD
DRIVE
CLAY STREET
SOUTH 96TH STREET
BOULDER COUNTY ASSESSOR
North
CLBA6 08/01/2000
SCALE: 1 INCH = 4207 FEET

EXHIBIT 2

MAIN STREET LOUISVILLE BUSINESS IMPROVEMENT DISTRICT
BUDGET - 2017

Revenues	2015 Actual	2016 Budget	2016 YTD and Projected	2017 Budget
Property taxes	0	0	0	0
S.O. Taxes	0	0	0	0
Landowner Advances	0	0	0	0
Fees and charges	0	0	0	0
Bond proceeds	0	0	0	0
Other	0	0	0	0
Total	0	0	0	0
Expenditures				
Accounting	0	0	0	0
Auditing	0	0	0	0
Legal	0	0	0	0
Engineering	0	0	0	0
Management	0	0	0	0
Landowner reimbursement	0	0	0	0
Capital projects	0	0	0	0
Debt service	0	0	0	0
Other	0	0	0	0
Held in Reserve	0	0	0	0
Total	0	0	0	0

Notes to Budget:

1. A mill levy of “zero” will be certified on or before December 15, 2016.

2. A few expenses incurred on behalf of the District were paid by the Louisville Downtown Business Association or by Spencer Fane LLP from a corporate account. No provision for repayment of these costs has been made or is currently contemplated.

EXHIBIT 3
(Board of Directors Contact Information)

BOARD OF DIRECTORS:

Mark Zaremba, President 927 Main Street Louisville, CO 80017 Term: Appt 5/1/2007	303-604-6378 (f) 303-604-6572 mark@zvc.com
Ronda Grassi, Secretary CADCO, Inc. 916 Main Street Louisville, CO 80027 Term: Appt 8/15/2000	(w) 303-665-7892 ronda@cadcoinc.com
Erik Hartronft Hartronft Associates, P.C. 950 Spruce Street, Suite 1A, Louisville, CO 80027 Term: Appt 08/15/2000	(w) 303-673-9304 (f) 303-673-9319 erik@hapcdesign.com
Board Vacancy	
Board Vacancy	
Board Vacancy	
Board Vacancy	
Board Vacancy	

CITY COUNCIL COMMUNICATION
AGENDA ITEM 5D

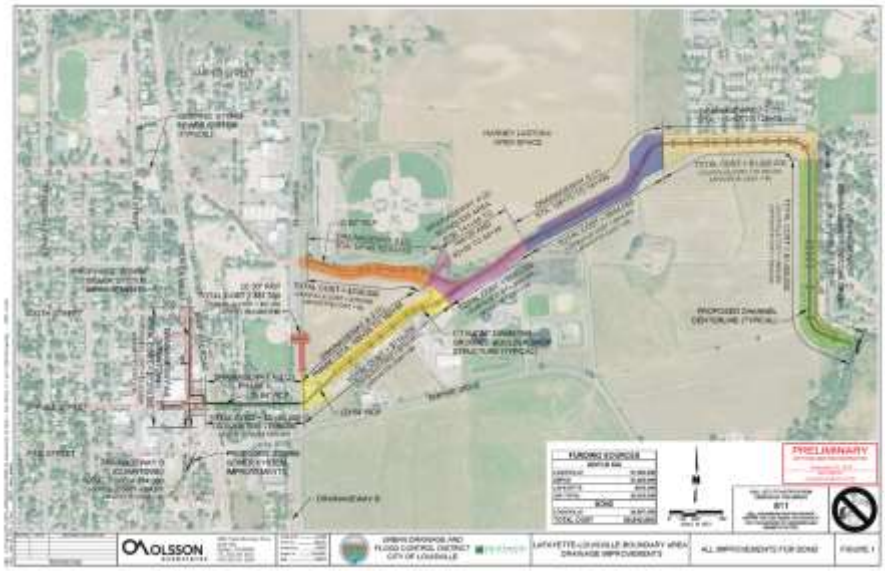
SUBJECT: **APPROVAL OF RESOLUTION NO. 52 SERIES 2016 – A RESOLUTION APPROVING AN AMENDMENT TO AN AGREEMENT WITH THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT FOR THE DRAINAGEWAY A-2 IMPROVEMENTS PROJECT**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **KURT KOWAR, PUBLIC WORKS**

SUMMARY:
This amendment to the agreement with the Urban Drainage and Flood Control District (UDFCD) allows UDFCD to reimburse the City of Louisville for project related construction costs.

Background
In May of 2011, McLaughlin Water Engineers, a consultant hired by Urban Drainage and Flood Control District (UDFCD), completed the Lafayette-Louisville Boundary Outfall Systems Plan (Plan). The Plan identified insufficient drainage facilities to convey the 100-year storm event from downtown Louisville to Coal Creek via natural and man-made drainage ways through the Harney Lastoka Open Space. The smaller than necessary drainage infrastructure causes areas of downtown Louisville to be within the 100-year floodplain. In 2012, the City partnered with the UDFCD to perform improved flood plain mapping and explore design alternatives for improvements to these drainage ways to mitigate the 100-year storm event impacts associated with the City's downtown area.



CITY COUNCIL COMMUNICATION

In 2013, UDFCD hired Olsson Associates to complete a final design for upgraded drainage infrastructure between downtown Louisville and Lafayette into Coal Creek.

The project was bid in 2 phases in late 2015. Phase I was awarded to Concrete Express for the work east of Highway 42 and Phase II was awarded to Redpoint Contracting for the work west of Highway 42.

The project includes funding from a State Revolving Funds loan (Louisville), UDFCD, Louisville and Lafayette. Currently construction is 90% complete on both phases of the project and is scheduled for completion in November of 2016.

FISCAL IMPACT:
No additional funding is being proposed with the revision to the IGA. The amendment to the agreement simply allows UDFCD to reimburse the City of Louisville for project related construction costs. The following is the breakdown of the expenses and funding for the project:

Project Expenses

Description	Phase 1	Phase 2	Project Totals
Engineering	$507,000	$460,000	$967,000
Easement	$99,590	$13,000	$112,590
Construction	$3,569,146	$3,434,558	$7,003,704
CM & Testing	$255,000	$310,026	$565,026
Contingency	$400,000	$400,000	$800,000
TOTAL	$4,830,736	$4,617,584	**$9,448,320**

Project Revenues

Description	Actual
Lafayette IGA Contribution	$858,437
UDFCD IGA Contribution	$1,305,000
Louisville Stormwater Fund IGA Cash Contribution / UDFCD Required Match	$1,305,000
Louisville Only Portion State Revolving Fund Loan Proceeds (Bond)	$5,379,029
Louisville Only Portion Stormwater Fund Cash Reserves	$615,854
TOTAL	**$9,463,320**

RECOMMENDATION:
Staff recommends City Council approve Resolution No. 52, Series 2016.

ATTACHMENT(S):
1. Resolution No. 52, Series 2016
2. District Agreement

RESOLUTION NO. 52
SERIES 2016

A RESOLUTION APPROVING AN AMENDMENT TO AN AGREEMENT WITH THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT FOR THE DRAINAGEWAY A-2 IMPROVEMENTS PROJECT

WHEREAS, the City of Louisville ("City"), City of Lafayette and the Urban Drainage and Flood Control District ("District") previously entered into an Agreement Regarding Final Design, Right-of-Way Acquisition and Construction of Drainage and Flood Control Improvements for Drainageway A-2 (Agreement No. 11-04.03), dated July 21, 2011, as amended; and

WHEREAS, an amendment to the Agreement has been proposed to provide for reimbursement of certain construction costs to the City; and

WHEREAS, the City Council finds that the proposed amendment in the best interests of the City and its citizens.

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

1. The proposed Amendment to Agreement Regarding Final Design, Right-of-Way Acquisition and Construction of Drainage and Flood Control Improvements for Drainageway A-2, City of Louisville and City of Lafayette (Agreement No. 11-04.03F) ("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.

3. The City Manager and City Staff are hereby authorized and directed to do all things necessary on behalf of the City to perform the obligations of the City under the Amendment, and the City Manager and City Staff are authorized to execute and deliver any other any documents necessary in connection with the performance of the City's obligations under the Amendment.

PASSED AND ADOPTED this 1st day of November, 2016.

_____
Robert P. Muckle, Mayor

ATTEST:

_____

Meredyth Muth, City Clerk

AMENDMENT TO
AGREEMENT REGARDING
FINAL DESIGN, RIGHT-OF-WAY ACQUISITION AND CONSTRUCTION
OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR DRAINAGEWAY A-2,
CITY OF LOUISVILLE AND CITY OF LAFAYETTE

Agreement No. 11-04.03F
Project No. 100287

THIS AGREEMENT, made this _____ day of _____, 2016, by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT (hereinafter called "DISTRICT"), CITY OF LOUISVILLE (hereinafter called "CITY"), and CITY OF LAFAYETTE (hereinafter called "LAFAYETTE") and collectively known as "PARTIES";

WITNESSETH:

WHEREAS, DISTRICT, CITY, and LAFAYETTE have entered into "Agreement Regarding Final Design, Right-of-Way Acquisition and Construction of Drainage and Flood Control Improvements for Drainageway A-2, City of Louisville" (Agreement No. 11-04.03) dated July 21, 2011, as amended; and

WHEREAS, improvements along PROJECT are being constructed by CITY, and PARTIES desire to reimburse CITY for construction costs; and

WHEREAS, the City Councils of CITY and LAFAYETTE and the Board of Directors of DISTRICT have authorized, by appropriation or resolution, all of PROJECT costs of the respective PARTIES.

NOW, THEREFORE, in consideration of the mutual promises contained herein, PARTIES hereto agree as follows:

1. Paragraph 5. MANAGEMENT OF FINANCES is deleted and replaced as follows:

   5. MANAGEMENT OF FINANCES

   As set forth in DISTRICT policy (Resolution No. 11, Series of 1973, Resolution No. 49, Series of 1977, and Resolution No. 37, Series of 2009), the funding of a local body's share may come from its own revenue sources or from funds received from state, federal or other sources of funding without limitation and without prior DISTRICT approval.

   Within 30 days of request for payment by CITY, DISTRICT shall remit to CITY 50% of the costs attributed to PROJECT, up to a maximum amount of $3,468,427 plus accumulated interest. CITY shall provide a periodic accounting of PROJECT funds as well as a periodic notification to DISTRICT of any unpaid obligations.

2. Paragraph 8. MANAGEMENT OF CONSTRUCTION is deleted and replaced as follows:

   8. MANAGEMENT OF CONSTRUCTION

   A. Costs. Construction costs shall consist of those costs as incurred by the lowest acceptable bidder(s), including detour costs, licenses and permits, utility relocations, and construction related engineering services as defined in Paragraph 4 of this Agreement.

B. Construction Management and Payment

1. CITY, with the assistance of DISTRICT and LAFAYETTE, shall administer and coordinate the construction-related work as provided herein.
2. CITY, with assistance and approval of DISTRICT and LAFAYETTE, shall advertise for construction bids; conduct a bid opening; prepare construction contract documents; and award construction contract(s).
3. CITY shall require the contractor to provide adequate liability insurance that includes DISTRICT and LAFAYETTE. The contractor shall be required to indemnify DISTRICT and LAFAYETTE. Copies of the insurance coverage shall be provided to DISTRICT and LAFAYETTE.
4. CITY, with assistance of DISTRICT and LAFAYETTE, shall coordinate field surveying; staking; inspection; testing; acquisition of right-of-way; and engineering as required to construct PROJECT. CITY, with assistance of DISTRICT and LAFAYETTE, shall assure that construction is performed in accordance with the construction contract documents including approved plans and specifications and shall accurately record the quantities and costs relative thereto. Copies of all inspection reports shall be furnished to DISTRICT and LAFAYETTE on a weekly basis. CITY shall retain an engineer to perform all or a part of these duties.
5. CITY, with approval of DISTRICT and LAFAYETTE, shall contract with and provide the services of the design engineer for basic engineering construction services to include addendum preparation; survey control points; explanatory sketches; revisions of contract plans; shop drawing review; as-built plans; weekly inspection of work; and final inspection.
6. PARTIES shall have access to the site during construction at all times to observe the progress of work and conformance to construction contract documents including plans and specifications.
7. CITY shall review and approve contractor billings and send them to DISTRICT and LAFAYETTE for approval. DISTRICT shall remit payment to contractor based on billings approved by PARTIES.
8. CITY, with assistance and written concurrence by DISTRICT and LAFAYETTE, shall prepare and issue all written change or work orders to the contract documents.
9. PARTIES shall jointly conduct a final inspection and accept or reject the completed PROJECT in accordance with the contract documents.
10. CITY shall provide DISTRICT and LAFAYETTE a set of reproducible "as-built" plans.

C. Construction Change Orders. In the event that it becomes necessary and advisable to change the scope or detail of the work to be performed under the contract(s), such changes shall be rejected or approved in writing by the contracting officers. No change orders shall be approved that increase the costs beyond the funds available in the PROJECT fund, including interest earned on those funds, unless and until the additional funds needed to pay for the added costs are committed by all PARTIES.

3. All other terms and conditions of Agreement No. 11-04.03 shall remain in full force and effect.

WHEREFORE, PARTIES hereto have caused this instrument to be executed by properly authorized signatories as of the date and year first above written.

URBAN DRAINAGE AND
FLOOD CONTROL DISTRICT

By_____

Name Paul A. Hindman

Title Executive Director

CITY OF LOUISVILLE

(SEAL)

By_____

ATTEST:

Name Robert P. Muckle

Title Mayor

_____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

CITY OF LAFAYETTE

(SEAL)

By_____

ATTEST:

Name_____

_____
City Clerk

Title_____

APPROVED AS TO FORM:

_____
City Attorney

CITY COUNCIL COMMUNICATION
AGENDA ITEM 5E

SUBJECT: **APPROVAL OF RESOLUTION NO. 53, SERIES 2016 – A RESOLUTION APPROVING A JOINT USE AGREEMENT FOR A TWENTY FOOT WIDE ACCESS AND UTILITY EASEMENT ALONG THE WEST BOUNDARY OF LOT 15, BLOCK 1, THE BUSINESS CENTER AT C.T.C.**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **KURT KOWAR, PUBLIC WORKS**

SUMMARY:
Eric Hiivala, the owner of 10050 Empire Road, requested City approval to jointly use a platted access and utility easement to connect his existing residence to utilities and provide vehicular access from his property to Taylor Avenue in the Colorado Technical Center. The City of Louisville was previously dedicated the 20' access and utility easement on Lot 15, Block 1 of the Business Center at CTC plat. Staff believes the intended use for this access and utility easement on the original plat was to provide utilities and access to the residence at 10050 Empire Road, but the easement was dedicated to the City of Louisville instead of the property owner, allowing the City control over the easement.

The property owner, in conjunction with the City Attorney, has drafted the attached Joint Use agreement to allow the owner to install private water, gas, telephone, sanitary sewer lines and a gravel access drive from Taylor Avenue to the existing residence at 10050 Empire Road within the existing 20' access and utility easement that was granted to the City of Louisville. All expenses for the installation and maintenance of the permitted improvements shall be paid by the property owner.

In the event of redevelopment of this property, the owner of 10050 Empire Road shall be required to revise or replace this agreement with an agreement regulating access as determined pursuant to the planned unit development regulations and applicable design standards and guidelines.

FISCAL IMPACT:
None

RECOMMENDATION:
Staff recommends City Council approve Resolution No. 53, Series 2016.

ATTACHMENT(S):
1. Resolution approving Joint Use Agreement
2. Joint Use Agreement
3. Plat showing easement and property

CITY COUNCIL COMMUNICATION

RESOLUTION NO. 53
SERIES 2016

A RESOLUTION APPROVING A JOINT USE AGREEMENT FOR A TWENTY FOOT WIDE ACCESS AND UTILITY EASEMENT ALONG THE WEST BOUNDARY OF LOT 15, BLOCK 1, THE BUSINESS CENTER AT C.T.C.

WHEREAS, Eric Hiivala ("Owner") owns that certain property located at 10050 Empire Road, Louisville, Colorado ("Property"); and

WHEREAS, pursuant to the Business Center at C.T.C. Final Plat, recorded July 27, 1998, in the Office of the Boulder County Clerk and Recorder at Reception No. 1827896, a twenty foot wide access and utility easement was dedicated to the City along the west boundary of Lot 15, Block 1, The Business Center at C.T.C. (the "Easement"); and

WHEREAS, the Owner of the Property desires to install private water, gas, telephone, and sanitary sewer lines and a gravel access drive to serve the Property, portions of which lines and private access drive are proposed to be located within the Easement in order to connect utility lines and provide vehicular access to the Property from Taylor Avenue; and

WHEREAS, the Owner has requested permission from the City to jointly use the Easement for the location of private utility lines and a private access drive; and

WHEREAS, the City is willing to grant permission to the Owner to jointly use the Easement.

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

1. The proposed Joint Use Agreement ("Agreement") between the City of Louisville and Eric Hiivala is hereby approved in essentially the same form as the copy of such Agreement accompanying this Resolution.

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

PASSED AND ADOPTED this 1st day of November, 2016.

_____
Robert P. Muckle, Mayor

ATTEST:

_____

Meredyth Muth, City Clerk

JOINT USE AGREEMENT

THIS JOINT USE AGREEMENT ("Agreement") is made and entered into this ____ day of _____, 2016, by and between the CITY OF LOUISVILLE, a Colorado home rule municipal corporation (hereinafter "City" or "Louisville") and ERIC HIIVALA (hereinafter "Owner").

RECITALS

WHEREAS, Owner owns that certain real property legally described on Exhibit A and addressed as 10050 Empire Road, Louisville, Colorado (the "Property"); and

WHEREAS, pursuant to the Business Center at C.T.C. Final Plat, recorded July 27, 1998, in the Office of the Boulder County Clerk and Recorder at Reception No. 1827896, a twenty foot (20') wide access and utility easement was dedicated to the City along the west boundary of Lot 15, Block 1, The Business Center at C.T.C. (the "Easement"), which Easement is depicted in Exhibit B; and

WHEREAS, Owner desires to install private water, gas, telephone, sanitary sewer lines and a gravel access drive to serve the Property, portions of which lines and private access drive are proposed to be located within the Easement in order to connect utility lines and provide vehicular access to the Property from Taylor Avenue, as more particularly described and depicted on the civil engineering plans and specifications attached hereto as Exhibit C; and

WHEREAS, Owner has requested permission from the City to jointly use portions of the Easement (hereinafter referred to as "the Premises"), for the location of the private utility lines and private access drive; and

WHEREAS, the City is willing to grant permission to Owner to allow Owner's joint use the Premises upon the terms and conditions hereof.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and Owner hereby agree as follows:

1. Permission for Joint Use. The City hereby agrees to allow Owner to occupy and jointly use the Premises for the installation, operation, maintenance, repair and replacement of private utility service lines, including water, gas, telephone, and sanitary sewer, and a private access drive, to provide such services and access to the Property (the "Permitted Improvements"). The location of all Permitted Improvements will be in accordance with the civil engineering plans and specifications attached as Exhibit C, as such plans and specifications may be amended from time to time with the City's prior written approval, and which are incorporated herein by reference as though set forth in full in this Agreement (hereinafter the "Plans and Specifications").

2. Purposes. The Premises may be occupied and used by Owner for the sole purposes

of installing, operating, maintaining, repairing and replacing the Permitted Improvements for service to the Property and no other Property. Except as specifically allowed by this Agreement, Owner shall not place, install, construct, expand, build or add to any lines, facilities, structures or other items on the Premises. Unless approved by the City, all Permitted Improvements within the Premises shall be placed at or below grade.

3. Owner Maintenance. In its use and occupancy of the Premises, Owner agrees to take such actions as necessary to maintain the Permitted Improvements in good and safe condition at all times. Owner shall comply at all times with the ordinances, resolutions, rules, and regulations of the City and with the terms, conditions and requirements of the approved Plans and Specifications.

4. City's Rights for Non-Compliance. If Owner fails to comply with its obligations relating to the Permitted Improvements, such noncompliance shall constitute a breach of this Agreement. The City may, in addition to any other remedy available to it for breach, take such measures as it determines necessary to bring the Permitted Improvements into compliance with this Agreement, and the cost of any such measures shall be paid by the Owner. Except during an emergency, the City shall provide written notice to Owner, not to be less than thirty (30) days, and allow Owner the opportunity to perform such measures. If the Owner fails to perform such measures within the time prescribed and to the City's satisfaction, upon providing Owner at least ten (10) business days' notice, the City may cause such measures to be taken and bill the cost thereof to the Owner, including without limitation all costs for labor, material and equipment used to complete such measures, and related costs for administration and enforcement of Owner's obligations. The cost of any such measures shall be paid by the Owner within 30 days of written demand for payment thereof. Any amounts not so paid shall bear interest at the rate of 1% per month from the date the demand was received until paid, and the City shall be entitled to all costs of collection to collect such amounts, including but not limited to court costs and reasonable attorney fees.

5. Use Subordinate. Owner's use under this Agreement is subordinate to the City's use under the Easement, and the City shall have the right to enter into the Premises at any time during the term of this Agreement for any purpose authorized to the City by the Easement. Owner further acknowledges that this Agreement provides to Owner the right for shared use of the Premises and the City does not by this Agreement assign, transfer or convey to Owner any interest in the Easement. While the City will make reasonable efforts to avoid damage to the Permitted Improvements, if any entry by the City requires disturbance of the Permitted Improvements, the City shall not be required to repair and replace such disturbance. Owner, for itself, its successors and assigns, hereby releases the City, its officers and employees from any and all claims of damage or liability for any disturbance of or damage to the Permitted Improvements resulting from the City's use of the Premises, excepting only liability arising from gross negligence or willful or wanton conduct.

6. Avoidance of Damage. In the exercise of its rights pursuant to this Agreement, Owner shall avoid any damage or interference with any City installations, structures, utilities, or improvements on, under, or adjacent to the Premises. Owner shall restore any City facilities

damaged by Owner's activities permitted hereunder to the condition that existed immediately prior to the commencement of such activities.

7. Service Lines Private. The City shall have no responsibility, liability, or obligation with respect to the safety or security of any of the Permitted Improvements or personal property placed or located on, at, or in the Premises, it being acknowledged and understood by Owner that the safety and security of any such property is the sole responsibility and risk of Owner. Further, Owner acknowledges and agrees that the private water and sewer service lines to be installed within the Premises to serve the Property are and shall be a private and not City-owned facilities, and the City shall have no responsibility for the condition of the water and sewer service lines, or for any operation, maintenance, repair or replacement of same.

8. Access Drive Private. The City shall have no responsibility, liability, or obligation with respect to the private access drive improvements or any use thereof, it being acknowledged and understood by Owner that the access drive improvements and any use thereof by Owner, Owner's guests, licensees, invitees, agents or other user is the sole responsibility and risk of Owner. Further, Owner acknowledges and agrees that the private access drive to be installed within the Premises to provide vehicular access to the Property from Taylor Avenue is and shall be a private drive, not a City-owned facility, and the City shall have no responsibility for the condition of the access drive, or for the installation, maintenance, repair or replacement of same.

9 Insurance. A. Owner shall cause each of its contractors performing work on the Premises to procure and maintain, the minimum insurance coverages listed below. All coverages shall be maintained to cover all liability, claims, demands, and other obligations pursuant to this Agreement.

1. Workers' Compensation insurance to cover obligations imposed by the Workers' Compensation Act of Colorado and any other applicable laws for any employee engaged in any activity on the Premises under the employ or at the instance of Owner or its agents or contractors.

2. Comprehensive General Liability insurance with minimum combined single limits of ONE MILLION DOLLARS ($1,000,000) each occurrence and ONE MILLION DOLLARS ($1,000,000) aggregate.

3. Automobile Liability insurance with minimum combined single limits for bodily injury and property damage of not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000) per person in any one occurrence and ONE MILLON DOLLARS ($1,000,000) for two or more persons in any one occurrence, and auto property damage insurance of at least FIFTY THOUSAND DOLLARS ($50,000) per occurrence, with respect to each owned, hired or non-owned vehicles assigned to or used in any activities at the Premises or permitted under this Agreement.

B. The policies required above, except for the Workers' Compensation insurance, shall be endorsed to include the City, and its officers and employees, as additional

insureds with primary coverage as respects the City, its officers and its employees, and shall contain a severability of interests provision. Every policy required above shall be primary insurance, and any insurance carried by the City, its officers, or its employees, shall be excess and not contributory insurance to that required under this Section 8. The additional insured endorsement for the Comprehensive General Liability insurance required above shall not contain any exclusion for bodily injury or property damage arising from completed operations. The insurance holder shall be solely responsible for any deductible losses under each of the policies required above.

C. Certificates of insurance shall be completed by the insurance holder's insurance agent as evidence that policies providing the required coverages, conditions, and minimum limits are in full force and effect, and shall be subject to review and approval by the City. Each certificate shall provide that the coverages afforded under the policies shall not be cancelled, terminated or materially changed until at least thirty (30) days prior written notice has been given to the City. If the words "endeavor to" appear in the portion of the certificate addressing cancellation, those words shall be stricken from the certificate by the agent(s) completing the certificate. The City reserves the right to request and receive a certified copy of any policy.

D. Failure on the part of Owner to cause its contractors to procure or maintain policies providing the required coverages, conditions, and minimum limits shall constitute a material breach of Owner's obligations hereunder, for which the City may immediately terminate or limit Owner's rights hereunder.

10. Liability and Indemnity. Owner shall be solely responsible for all damages to persons or property which may be caused by Owner or its agents, employees or contractors, or which may result or arise in whole or part from their activities on the Premises, and Owner will indemnify and hold harmless the City, its elected and appointed officials, and its employees, agents and representatives, from any and all liability, damage, loss, cost or expense, including but not limited to reasonable attorney fees, which the City, its elected and appointed officials, and its employees, agents and representatives may suffer as a result of any and all claims, demands, actions, costs or judgments made or brought against them by any person or entity, and which arise either in whole or in part from, or are in any way connected with, Owner's use and occupancy of the Premises, or with this Agreement or the rights and obligations of Owner hereunder. By demanding this right to indemnification, the City in no way waives or intends to waive the limitations on liability or other protections provided to the City and its employees by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101 et. seq.

11. Other Interests. Owner understands that the City holds only an easement interest in the Premises. Owner further acknowledges and understands that the joint use consent granted hereunder is granted subject to all agreements, easements and other interests of record and/or apparent on the ground. Owner shall be solely responsible for coordinating its activities hereunder with the holders of such franchise agreements or other interests, and for obtaining any required permission for such activities from the property owner of Lot 15, Block 1, The Business Center at C.T.C. upon which the Easement is located and from any holders of any other interests.

12. Binding Effect. This Agreement and the rights and obligations herein shall inure to the benefit of and be binding upon the parties and their respective representatives, successors and assigns, including Owner's successors in title to the Property. All of Owner's obligation hereunder shall apply with respect to initial installation and all future operation, maintenance, repair and replacement of the Permitted Improvements installed on the Premises.

13. Reserved Powers. Nothing contained in this Agreement shall constitute or be interpreted as a repeal of the City's ordinances or resolutions, or as a waiver of the City's legislative, governmental, or police powers to promote and protect the health, safety, and welfare of the City and its inhabitants.

14. Notice. Any notice or communication required or permitted hereunder shall be given in writing and shall be personally delivered, sent by facsimile transmission, or sent by national overnight courier or United States mail, postage prepaid, registered or certified mail, return receipt requested, addressed as follows:

CITY: City of Louisville City Manager 749 Main Street Louisville, CO 80027 Fax: (303) 335-4550	OWNER: Eric Hiivala 10050 Empire Road Louisville, CO 80027

or to such other address or the attention of such other person(s) as hereafter designated in writing by the applicable parties in conformance with this procedure. Notices shall be effective upon personal delivery, receipt of facsimile transmission, or upon mailing (if sent by courier or United States mail) in compliance with this paragraph.

15. No Waiver. Waiver by the City of any breach of any term or provision of this Agreement shall not be deemed a waiver of any subsequent breach of the same or any other term or provision thereof.

16. Redevelopment. This Agreement applies to joint use of the Premises for the Permitted Improvements to serve residential development upon the Property. In the event of redevelopment of the Property for nonresidential use, the parties shall enter into an amendment of this Agreement or a replacement agreement which addresses requirements for nonresidential development as determined pursuant to the City's planned unit development regulations and applicable design standards and guidelines.

17. Fees and Costs. In the event of any dispute or litigation arising under the terms of this Agreement to secure or enforce its rights, or in the event of nonperformance of any obligation arising under this Agreement, the City, if it prevails in such dispute, shall be entitled, in addition to other damages or costs, to receive from Owner court costs and reasonable attorney fees.

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date first above written.

CITY OF LOUISVILLE

By:_____
Robert P. Muckle, Mayor

ATTEST:

_____
Meredyth Muth, City Clerk

OWNER:

_____
Eric Hiivala

ACKNOWLEDGMENT

STATE OF COLORADO)
) ss.
COUNTY OF BOULDER)

The foregoing instrument was acknowledged before me this _____ day of _____, 2016, by Eric Hiivala.

Witness my hand and official seal.

_____
(SEAL) Notary Public
My commission expires:_____

EXHIBIT A
Legal Description of Owner Property

1.5 ACS M/L IN NWLY PT OF NW 1/4 NW 1/4 NE 1/4 16-1S-69 PER REC 724549 11-07-85 BCR SPLIT FROM ID 67694.

Area=65,922 square feet (1.51 acres), more or less.

Assessor's Parcel No. 157516000040

EXHIBIT B
Depiction of Premises and City Access & Utility Easement

The Business Center at C.T.C.

A Subdivision of Part of the North Half of Section 16, Township 1 South, Range 69 West, 6TH Principal Meridan, City of Louisville, County Of Boulder, State Of Colorado

Final Plat

DEDICATION

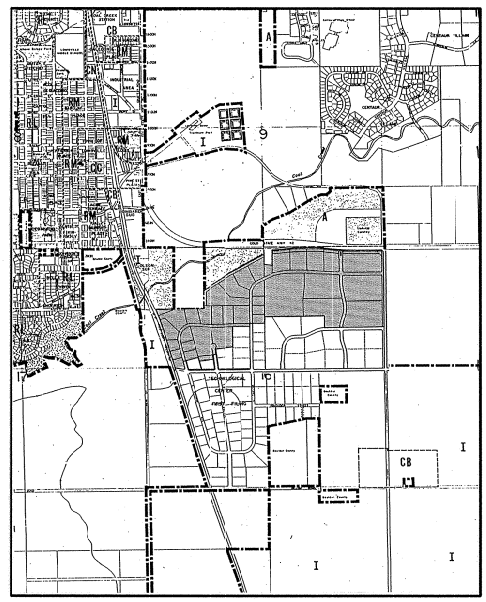
KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING THE OWNER OF A TRACT OF LAND AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LEGAL DESCRIPTION

LOTS 1 AND 3 THROUGH 13, BLOCK 6, LOTS 2 THROUGH 8, BLOCK 7, LOTS 2 THROUGH 9, BLOCK 8, COLORADO TECHNOLOGICAL CENTER FIRST FILING, TOGETHER WITH A PORTION OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST, SIXTH PRINCIPAL MERIDIAN, COUNTY OF BOULDER, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SAID SECTION 16:

THENCE N 00°40'20" E, 894.48 FEET ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 16 TO THE POINT OF BEGINNING;
THENCE N 00°40'20" E, 146.41 FEET;
THENCE S 89°47'13" E, 1308.13 FEET;
THENCE S 00°42'48" W, 258.57 FEET;
THENCE S 89°47'04" E, 1283.72 FEET;
THENCE N 00°45'33" E, 1672.00 FEET PARALLEL WITH AND 25.00 FEET WEST OF THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 16 ALONG THE WESTERLY RIGHT OF WAY OF 104TH STREET TO THE RIGHT OF WAY OF COLORADO HIGHWAY NO. 42 (EMPIRE ROAD);
THENCE ALONG SAID RIGHT OF WAY OF COLORADO HIGHWAY NO. 42 THE FOLLOWING EIGHT COURSES:
1. N 44°32'11" W, 151.13 FEET;
2. N 89°29'41" W, 146.08 FEET;
3. 576.67 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT SAID ARC SUBTENDED BY A RADIUS OF 4347.50 FEET, A CENTRAL ANGLE OF 07°36'00", AND A CHORD BEARING N 35°41'41" W, 576.25 FEET;
4. N 81°53'39" W, 13.90 FEET;
5. N 83°14'11" W, 199.28 FEET;
6. N 89°50'56" W, 349.03 FEET
7. S 84°29'45" W, 143.19 FEET;
8. N 89°57'41" W, 01.50 FEET;
THENCE S 00°41'10" W, 351.41 FEET;
THENCE N 81°23'18" W, 195.73 FEET TO SAID NORTH-SOUTH CENTERLINE OF SECTION 16;
THENCE N 00°40'20" E, 225.09 FEET FROM WHICH THE NORTH QUARTER CORNER BEARS N 00°40'20" E, 125.00 FEET;
THENCE ALONG THE BOUNDARY OF SAID COLORADO TECHNOLOGICAL CENTER FIRST FILING THE FOLLOWING SIXTEEN COURSES:
1. S 61°31'39" W, 651.23 FEET;
2. S 58°20'18" W, 192.77 FEET;
3. S 00°41'03" W, 403.06 FEET;
4. N 89°53'50" W, 044.61 FEET;
5. 208.85 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT SAID ARC SUBTENDED BY A RADIUS OF 2839.93 FEET, A CENTRAL ANGLE OF 04°04'13", AND A CHORD BEARING S 00°07'58" E, 208.81 FEET;
6. S 17°51'52" E, 24.59 FEET;
7. S 17°26'23" E, 24.53 FEET;
8. S 17°02'56" E, 24.48 FEET;
9. S 16°42'35" E, 24.41 FEET;
10. S 16°25'41" E, 24.34 FEET;
11. S 16°11'05" E, 24.28 FEET;
12. S 15°59'47" E, 24.22 FEET;
13. S 15°50'39" E, 24.16 FEET;
14. S 15°45'12" E, 24.10 FEET;
15. S 15°42'22" E, 24.04 FEET;
16. S 15°41'53" E, 894.41 FEET;
THENCE ALONG THE SOUTHERLY AND EASTERLY BOUNDARY OF SAID LOT 1, BLOCK 6 COLORADO TECHNOLOGICAL CENTER FIRST FILING THE FOLLWING THREE COURSES:
1. S 80°06'43" E, 193.65 FEET;
2. 45.56 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT SAID ARC SUBTENDED BY A RADIUS OF 23.00 FEET, A CENTRAL ANGLE OF 113°22'57", AND A CHORD BEARING N 43°08'16" E, 38.47 FEET;
3. N 13°36'40" W, 44.78 FEET;
THENCE N 76°23'20" E, 344.57 FEET ALONG THE SOUTHERLY BOUNDARY OF LOT 2, BLOCK 7 COLORADO TECHNOLOGICAL CENTER FIRST FILING;
THENCE ALONG THE BOUNDARY OF THAT REAL PROPERTY DESCRIBED IN A DEED RECORDED SEPTEMBER 24, 1987 AT RECEPTION NO. 878800 THE FOLLOWING THREE COURSES:
1. S 13°36'40" E, 62.49 FEET;
2. N 83°38'10" E, 124.29 FEET;
3. N 06°21'50" W, 04.68 FEET;
THENCE N 83°38'10" E, 60.00 FEET;
THENCE N 06°21'58" W, 118.04 FEET TO THE SOUTHERLY BOUNDARY OF SAID LOT 2, BLOCK 6 COLORADO TECHNOLOGICAL CENTER FIRST FILING;
THENCE N 83°38'10" E, 387.22 FEET ALONG SAID SOUTHERLY BOUNDARY;
THENCE N 00°41'41" E, 438.72 FEET ALONG THE EASTERLY BOUNDARY OF SAID LOTS 2 AND 3 BLOCK 6 COLORADO TECHNOLOGICAL CENTER FIRST FILING;
THENCE S 89°18'19" E, 369.95 FEET ALONG THE SOUTHERLY BOUNDARY OF SAID LOT 9, BLOCK 8, COLORADO TECHNOLOGICAL CENTER FIRST FILING;
THENCE N 00°41'41" E, 63.77 FEET TO THE SOUTHERLY BOUNDARY OF SAID LOT 13, BLOCK 5 BLOCK 8, COLORADO TECHNOLLOGICAL CENTER FIRST FILING;
THENCE S 89°18'19" E, 320.76 FEET ALONG SAID SOUTHERLY BOUNDARY TO THE POINT OF BEGINNING, CONTAINING 161.96 ACRES, MORE OR LESS.



VICINITY MAP

HAS LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER DRAWING HEREON, CONTAINED UNDER THE NAME AND STYLE OF "THE BUSINESS CENTER AT C.T.C.", A SUBDIVISION OF A PART OF THE CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF LOUISVILLE AND THE PUBLIC, OUT OF B.C.D.E.F. & G THE INGRESS-EGRESS AND THE FIRE LANE EASEMENTS AS SHOWN ON THE ACCOMPANYING PLAT FOR VEHICULAR, PEDESTRIAN AND EMERGENCY ACCESS AND FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE CITY OF LOUISVILLE AND ALL MUNICIPALLY OWNED AND/OR FRANCHISED UTILITIES AND SERVICES THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS EASEMENTS AND RIGHT-OF-WAYS FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT FOR ALL SERVICES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING TELEPHONE AND ELECTRIC LINES, WORKS, POLES AND UNDERGROUND CABLES, GAS PIPELINES, WATER PIPELINES, SANITARY SEWER LINES, STREET LIGHTS, CULVERTS, HYDRANTS, DRAINAGE DITCHES AND DRAINS AND ALL APPURTENANCES THERETO, IT BEING EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, STORM SEWERS AND DRAINS, STREET LIGHTING, GRADING AND LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREOF WHICH ARE APPROVED BY THE CITY OF LOUISVILLE, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE CITY OF LOUISVILLE, COLORADO, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE CITY OF LOUISVILLE, COLORADO, SHALL BECOME THE SOLE PROPERTY OF SAID CITY OF LOUISVILLE, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALLY FRANCHISED UTILITIES AND/OR U.S. WEST COMMUNICATIONS, INC. WHICH WHEN CONSTRUCTED OR INSTALLED, SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL NOT BECOME THE PROPERTY OF THE CITY OF LOUISVILLE, COLORADO.

OWNER'S SIGNATURES

COLORADO TECH LAND COMPANY LLC, A COLORADO LIMITED LIABILITY COMPANY
COMMUNITY DEVELOPMENT GROUP OF LOUISVILLE, MANAGER
CHARLES A. BELLACK — GENERAL PARTNER / MANAGER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 18th DAY OF June 1998, BY Charles Bellack ON BEHALF OF COLORADO TECH LAND COMPANY L.C.

WITNESS MY HAND AND OFFICAL SEAL
MY COMMISION EXPIRES 1/3/02
Kim L. Lytle
NOTARY PUBLIC
1249 Snyder Way
ADDRESS
Superior CO 80027
ADDRESS

NOTARY PUBLIC KIM L. LYTLE STATE OF COLORADO

SILICON MOUNTAIN PROPERTIES, LLC. A COLORADO LIMITED LIABILITY COMPANY

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 18th DAY OF June 1998, BY James Dunlap ON BEHALF OF SILICON MOUNTAIN PROPERTIES, LLC.

WITNESS MY HAND AND OFFICAL SEAL
MY COMMISION EXPIRES 1/3/02
Kim L. Lytle
NOTARY PUBLIC
1249 Snyder Way
ADDRESS
Superior CO 80027
ADDRESS

NOTARY PUBLIC KIM L. LYTLE STATE OF COLORADO

(REMAINING PORTION LOT 8, BLOCK 7, CTC FILING 1)

TERRANCE J. O'CONNOR, THE OWNER OF THE REMAINING PORTION OF LOT 8, BLOCK 7, CTC FILING NO. 1, HEREBY AGREES TO AND HEREBY JOINS IN THE SUBDIVIDING AND REPLATTING OF LOT 8, BLOCK 7, CTC FILING NO. 1 AS SHOWN HEREON, AND SIGN AND JOINS IN THE PLAT SOLELY FOR SUCH PURPOSES.

TERRANCE J. O'CONNOR

PLANNING COMMISSION CERTIFICATE

REVIEWED THIS 13th DAY OF January, 1998 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. 2 SERIES 1998
Bill Beck — CHAIRMAN
Betty Solik — SECRETARY

CITY COUNCIL CERTIFICATE

APPROVED THIS 17th DAY OF February, 1998 BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. 4 SERIES 1998
Tom Davidson — MAYOR
CITY CLERK

CLERK AND RECORDER CERTIFICATE

COUNTY OF BOULDER)
STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 3:41 O'CLOCK P.M., THIS 27th DAY OF July, 1998 AND IS DULY RECORDED IN PLAN FILE P-44, F-3 #12 (1 of 3)
FEE $21.00 PAID $61.00
FILM NO. N/A RECEPTION NO. 1827896
Charlotte Houston — RECORDER
Catherine Connell — DEPUTY

SURVEYOR'S CERTIFICATE

I, ROBERT ORTHMAN FOR AND ON BEHALF OF HURST & ASSOCIATES, INC., A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT OF THE BUSINESS CENTER AT COLORADO TECHNOLOGICAL CENTER TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE UNDER MY SUPERVISION AND HAS BEEN PERFORMED IN ACCORDANCE WITH COLORADO STATE LAW.

Robert Orthman 6-15-98
ROBERT ORTHMAN
COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR NO. 15315

COLORADO REGISTERED ROBERT ORTHMAN 15315 PROFESSIONAL LAND SURVEYOR

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.

BEARING BASIS:

THE WESTERLY BOUNDARY LINE OF THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN. ASSUMED N 00°10'20" E MONUMENTS DESCRIBED ON PLAT.

Recorder's Note:
This plat contains information which has been posted on and may not be permanent. The Recorder's Office takes no responsibility in this matter.

The Business Center at C.T.C. Final Plat	
SCALE HOR. N/A VERT. N/A	HURST & ASSOCIATES, INC. CONSULTING ENGINEERS 4990 Pearl East Circle, Suite 108 Boulder Colorado 80301 (303) 449-9126
DESIGN LJ	
DRAWN M.L.	
FILE NAME 0.31FPCV	
APPROVED	JOB NO. 202031 DATE 6/8/98 SHEET 1 of 2

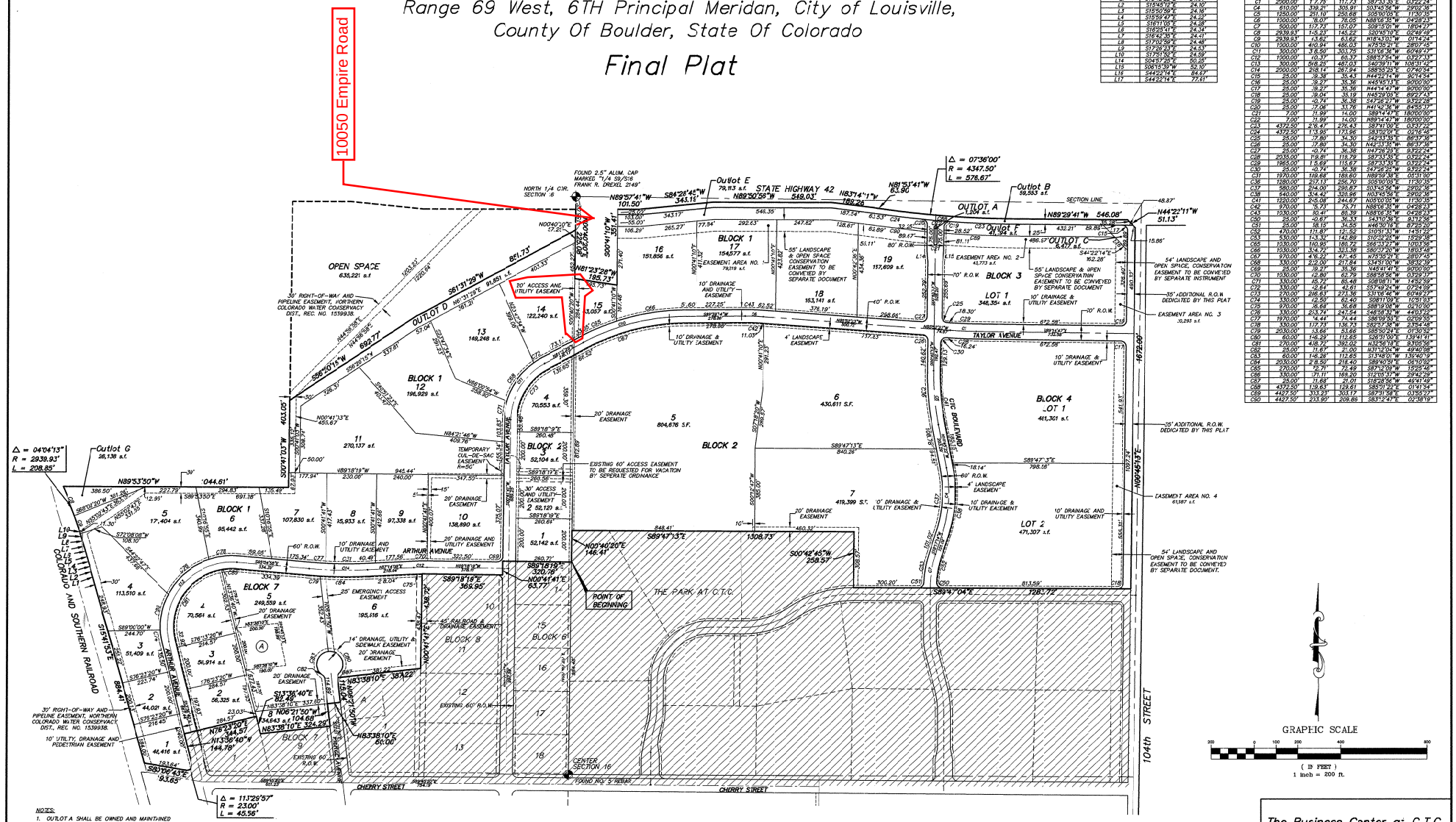
P-44 F-3 #12 (1 of 2)

1827896 P 1 of 1 07/27/1998 02:41P R 21.00 D 0.00 Boulder County, Clerk, CO RECORDING

The Business Center at C.T.C.

A Subdivision of Part of the North Half of Section 16, Township 1 South, Range 69 West, 6TH Principal Meridan, City of Louisville, County Of Boulder, State Of Colorado

Final Plat



LINE TABLE		
LINE	DIRECTION	DISTANCE
L1	S15°42'29"E	24.64'
L2	S15°42'12"E	24.10'
L3	S15°50'59"E	24.16'
L4	S15°59'47"E	24.22'
L5	S16°11'05"E	24.28'
L6	S16°23'41"E	24.34'
L7	S16°47'35"E	24.41'
L8	S17°12'09"E	24.48'
L9	S17°36'43"E	24.55'
L10	S17°51'52"E	24.59'
L14	S04°57'28"E	50.25'
L15	S06°15'39"W	52.10'
L16	S44°22'14"E	84.67'
L17	S44°22'14"E	77.81'

CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD	BEARING	DELTA
C1	2000.00'	117.73'	117.72'	S87°13'35"E	03°22'24"
C4	610.00'	339.21'	335.01'	S03°45'56"W	29°02'16"
C5	1250.00'	251.10'	250.68'	S05°00'09"E	11°30'35"
C6	1000.00'	76.07'	76.05'	N88°16'15"W	04°28'23"
C7	500.00'	137.33'	137.07'	S02°15'00"W	15°44'27"
C8	2939.93'	145.23'	145.22'	S30°45'10"E	02°49'49"
C9	2939.93'	63.62'	63.62'	N19°43'01"W	01°14'24"
C10	1000.00'	460.94'	456.03'	N75°55'21"E	26°07'45"
C11	100.00'	38.50'	30.75'	S31°05'36"W	60°49'47"
C12	1000.00'	60.37'	60.37'	S86°37'54"W	03°27'19"
C13	300.00'	569.25'	487.03'	S40°19'11"W	108°31'43"
C14	2000.00'	218.14'	267.94'	S88°55'22"E	07°40'54"
C15	25.00'	39.38'	35.43'	N44°22'14"W	90°14'54"
C16	25.00'	39.27'	35.36'	N45°45'13"E	90°00'00"
C17	25.00'	39.27'	35.36'	N44°14'47"W	90°00'00"
C18	25.00'	39.04'	35.19'	N45°23'09"E	89°27'43"
C19	25.00'	40.74'	36.38'	S47°26'27"W	93°22'28"
C20	25.00'	37.08'	33.76'	N41°40'36"W	84°55'17"
C21	7.00'	11.99'	14.00'	S89°14'47"E	180°00'00"
C22	7.00'	11.99'	14.00'	N89°14'47"W	180°00'00"
C23	4372.50'	276.47'	276.43'	S87°21'09"E	03°37'23"
C24	4372.50'	113.95'	113.96'	S83°03'01"E	02°16'46"
C25	25.00'	37.80'	34.30'	S42°13'35"E	86°37'16"
C26	25.00'	37.80'	34.30'	N43°23'35"W	86°37'16"
C27	25.00'	40.74'	36.38'	N47°26'27"E	93°22'24"
C28	2035.00'	119.81'	119.79'	S87°13'35"E	03°22'24"
C29	1965.00'	115.67'	115.67'	S87°13'35"E	03°22'24"
C30	25.00'	40.74'	36.38'	S47°26'27"W	93°22'24"
C31	1970.00'	189.68'	189.60'	N89°59'38"E	05°31'00"
C36	1280.00'	217.13'	216.70'	S05°10'09"E	11°30'35"
C37	580.00'	244.00'	239.87'	S03°45'56"W	29°02'16"
C38	940.00'	304.43'	303.06'	N03°45'56"E	29°02'16"
C40	1220.00'	205.08'	244.67'	N05°10'09"W	11°30'35"
C42	970.00'	5.73'	5.73'	N88°16'15"W	04°28'23"
C43	1030.00'	30.41'	30.39'	N88°16'15"W	04°28'23"
C50	25.00'	40.67'	36.33'	S43°10'35"E	93°12'56"
C51	25.00'	18.13'	34.55'	N46°30'16"E	82°29'20"
C52	470.00'	11.67'	11.52'	S10°51'13"W	1°51'22"
C53	530.00'	143.33'	142.89'	S10°35'22"W	15°29'18"
C55	1030.00'	160.95'	180.72'	S66°13'27"W	100°36'36"
C56	1030.00'	324.72'	323.39'	S80°05'20"W	18°03'48"
C57	970.00'	416.20'	427.45'	N75°55'21"E	28°07'45"
C58	330.00'	222.00'	217.84'	S34°51'00"W	38°32'39"
C69	25.00'	39.27'	35.36'	N45°41'41"E	90°00'00"
C70	1030.00'	62.80'	62.79'	S88°56'56"W	03°29'12"
C71	330.00'	65.72'	65.48'	S08°18'11"W	11°52'09"
C72	330.00'	42.61'	42.61'	S57°49'24"W	07°24'09"
C73	270.00'	288.63'	273.36'	S31°06'42"W	60°49'17"
C74	330.00'	42.50'	62.40'	S08°11'09"E	10°51'03"
C75	970.00'	36.68'	36.68'	S88°18'08"W	02°10'00"
C76	330.00'	253.74'	247.54'	S48°56'12"W	44°03'22"
C77	1970.00'	14.44'	14.44'	S86°09'53"E	02°05'55"
C78	330.00'	137.33'	136.31'	S62°27'39"W	23°54'48"
C79	2030.00'	13.68'	13.68'	S85°50'24"E	01°30'52"
C80	60.00'	145.29'	112.65'	S26°11'00"E	139°41'41"
C81	270.00'	148.72'	192.02'	N32°58'18"E	33°05'56"
C82	25.00'	11.67'	21.00'	N31°12'04"W	49°40'08"
C83	60.00'	145.29'	112.65'	S13°48'01"W	139°40'19"
C84	2030.00'	28.50'	28.49'	S89°40'01"E	00°51'03"
C85	270.00'	12.71'	12.49'	S87°12'09"W	15°25'46"
C86	330.00'	71.71'	169.20'	S12°09'37"W	29°42'29"
C87	25.00'	11.68'	21.01'	S18°28'56"W	46°41'49"
C88	4372.50'	139.63'	139.61'	S85°51'22"E	01°41'54"
C89	4427.50'	333.33'	333.17'	S87°21'08"E	04°55'17"
C90	4427.50'	213.90'	209.83'	S83°27'47"E	02°38'19"

NOTES:

1. OUTLOT A SHALL BE OWNED AND MAINTAINED BY THE DEVELOPER, IT'S SUCCESSOR AND ASSIGNS.
2. EASEMENTS 1-4 AND OUTLOTS E, F & G TO BE LANDSCAPED BY THE SUBDIVIDER OR BUILDING OWNER AT THE TIME ADJACENT LOTS ARE CONSTRUCTED, AND TO BE MAINTAINED BY THE PROPERTY OWNER'S ASSOCIATION OR BUILDING OWNER.
3. STORM SEWER PIPE ADJACENT TO LOTS 1,3,4,5 & 6 (SOUTH SIDE), BLOCK 1, AND LOTS 1,2,3,4,5 & 7, BLOCK 2 SHALL BE MAINTAINED BY THE INDIVIDUAL LOT OWNER.

NOTES (CONTD.):

4. ALL STREETS AND EASEMENTS DEDICATED BY THE COLORADO TECHNOLOGICAL CENTER FIRST FILING, RECORDED SEPTEMBER 27, 1979, UNDER PLAN FILE NO. F-9 F-1 NOS. 38, 39, AND 40, WHICH AFFECT THE PROPERTY SUBJECT TO THIS PLAT OF THE BUSINESS CENTER AT C.T.C., ARE HEREBY VACATED, EXCEPT TO THE EXTENT ANY "RICH STREET" OR EASEMENT IS INCORPORATED INTO THIS PLAT.

(A) TO BE RESTRICTED TO OPEN SPACE, STORAGE OR PARKING, NO BUILDING CONSTRUCTION PERMITTED UNLESS EXISTING SHAFTS ARE INVESTIGATED, SEALED AND SHOWN TO BE SAFE FOR OTHER USES.

P-44 F-3 #13 (2 of 2)

The Business Center at C.T.C.
Final Plat

SCALE: HOR. 1"=200' VERT. N/A
DESIGN: JJ
DRAWN: CDF
FILE NAME: C31FP
APPROVED: JJ

HURST & ASSOCIATES, INC
CONSULTING ENGINEERS
6999 Pearl East Circle, Suite 100
Boulder, Colorado 80301 (303) 449-9366

JOB NO. 202051 DATE 6/8/98 SHEET 2 of 2

EXHIBIT C
Utility Plans and Specifications for 10050 Empire Road

HIIVALA RESIDENCE UTILITY SERVICES

SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST
COUNTY OF BOULDER
STATE OF COLORADO

GENERAL NOTES

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE LATEST STANDARDS AND SPECIFICATIONS OF THE CITY OF LOUISVILLE, COLORADO DEPARTMENT OF TRANSPORTATION, JURISDICTIONAL FIRE PROTECTION REQUIREMENTS, AND APPLICABLE STATE AND LOCAL STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL HAVE IN POSSESSION AT THE JOB SITE AT ALL TIMES ONE SIGNED COPY OF APPROVED PLANS, STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ANY VARIANCE TO THE ABOVE DOCUMENTS. NOTIFY ENGINEER OF ANY CONFLICTING STANDARDS OR SPECIFICATIONS. IN THE EVENT OF ANY CONFLICTING STANDARD OR SPECIFICATION, THE MORE STRINGENT OR HIGHER QUALITY STANDARD, DETAIL OR SPECIFICATION SHALL APPLY.
2. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN EMERGENCY ACCESS ROUTES TO THE SITE AND STRUCTURE AT ALL TIMES PER THE APPLICABLE JURISDICTIONAL FIRE PROTECTION DISTRICT REQUIREMENTS.
3. THE CONTRACTOR SHALL OBTAIN, AT THE CONTRACTOR'S EXPENSE, ALL APPLICABLE CODES, LICENSES, STANDARD SPECIFICATIONS, PERMITS, BONDS, ETC., WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK, INCLUDING, BUT NOT LIMITED TO A LOCAL AND STATE GROUNDWATER DISCHARGE AND COLORADO DEPARTMENT OF HEALTH AND ENVIRONMENT (CDPHE) STORMWATER DISCHARGE PERMIT ASSOCIATED WITH CONSTRUCTION ACTIVITY.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE REQUIRED PARTY (OWNER, OWNER'S REPRESENTATIVE, MUNICIPAL/DISTRICT INSPECTOR, GEOTECHNICAL ENGINEER, ENGINEER AND/OR UTILITY OWNER) AT LEAST 48 HOURS PRIOR TO START OF ANY CONSTRUCTION. PRIOR TO BACKFILLING, AND AS REQUIRED BY JURISDICTIONAL AUTHORITY AND/OR PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL CONTINUE WITH NOTIFICATIONS THROUGHOUT THE PROJECT AS REQUIRED BY THE STANDARDS AND SPECIFICATIONS.
5. THE LOCATIONS OF EXISTING UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION BASED ON INFORMATION BY OTHERS. NOT ALL UTILITIES MAY BE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT SIZE, LOCATION AND TYPE OF ALL EXISTING UTILITIES WHETHER SHOWN OR NOT BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR ANY AND ALL DAMAGES AND COSTS WHICH MIGHT OCCUR BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES. THE CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY COMPANIES AND DETERMINE THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO PROCEEDING WITH GRADING AND CONSTRUCTION. ALL WORK PERFORMED IN THE AREA OF UTILITIES SHALL BE PERFORMED AND INSPECTED ACCORDING TO THE REQUIREMENTS OF THE UTILITY OWNER. LIKEWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAPPING ANY EXISTING UTILITY (INCLUDING DEPTH) WHICH MAY CONFLICT WITH THE PROPOSED CONSTRUCTION, AND FOR RELOCATING ENCOUNTERED UTILITIES AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL CONTACT AND RECEIVE APPROVAL FROM THE APPROPRIATE UTILITY COMPANY BEFORE RELOCATING ANY ENCOUNTERED UTILITIES. CONTRACTOR RESPONSIBLE FOR SERVICE CONNECTIONS, AND RELOCATING AND RECONNECTING AFFECTED UTILITIES AS COORDINATED WITH UTILITY OWNER AND/OR ENGINEER, INCLUDING NON-MUNICIPAL UTILITIES (TELEPHONE, GAS, CABLE, ETC., WHICH SHALL BE COORDINATED WITH THE UTILITY OWNER). THE CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER UPON DISCOVERY OF A UTILITY DISCREPANCY OR CONFLICT. AT LEAST 48 HOURS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY NOTIFICATION CENTER OF COLORADO (1-800-922-1987, WWW.UNCC.ORG).
6. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR OWNER AND/OR MUNICIPAL APPROVAL AND PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FENCING, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR AGREES TO COMPLY WITH THE PROVISIONS OF THE TRAFFIC CONTROL PLAN AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," CHAPTER VI, FOR CONSTRUCTION SIGNAGE AND TRAFFIC CONTROL. ALL TEMPORARY AND PERMANENT TRAFFIC SIGNS SHALL COMPLY TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WITH REGARD TO SIGN SHAPE, COLOR, SIZE, LETTERING, ETC. UNLESS OTHERWISE SPECIFIED. IF APPLICABLE, PART NUMBERS ON SIGNAGE DETAILS REFER TO MUTCD SIGN NUMBERS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS NOR EROSION ON ABUTTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. THE CONTRACTOR IS RESPONSIBLE WITH OBTAINING AND COMPLYING WITH ALL APPLICABLE PERMITS FOR GROUNDWATER DISCHARGE.
8. THE EXISTING AND PROPOSED ELEVATIONS OF FLATWORK, SIDEWALKS, CURBS, PAVING, ETC. AS SHOWN HEREON ARE BASED ON EXTRAPOLATION OF FIELD SURVEY DATA AND EXISTING CONDITIONS. AT CRITICAL AREAS AND SITE FEATURES, CONTRACTOR SHALL HAVE FORMWORK INSPECTED AND APPROVED BY ENGINEER PRIOR TO PLACING CONCRETE. MINOR ADJUSTMENTS, AS APPROVED BY OWNER, TO PROPOSED GRADES, INVERTS, ETC. MAY BE REQUIRED TO PREVENT PONDING. ALL FLATWORK MUST PREVENT PONDING AND PROVIDE POSITIVE DRAINAGE AWAY FROM EXISTING AND PROPOSED BUILDINGS, WALLS, ROOF DRAIN OUTFALLS, ACROSS DRIVES AND WALKS, ETC., TOWARDS THE PROPOSED INTENDED DRAINAGE FEATURES AND CONVEYANCES.
9. FINAL LIMITS OF REQUIRED ASPHALT SAWCUTTING AND PATCHING MAY VARY FROM LIMITS SHOWN ON PLANS. CONTRACTOR TO PROVIDE SAWCUT AND PATCH WORK TO ACHIEVE POSITIVE DRAINAGE AND A SMOOTH TRANSITION TO EXISTING ASPHALT WITHIN ACCEPTABLE DRIVE SLOPE STANDARDS PER ENGINEER.
10. PIPE LENGTHS AND HORIZONTAL CONTROL POINTS SHOWN ARE FROM CENTER OF STRUCTURES, END OF FLARED END SECTIONS, ETC. SEE STRUCTURE DETAILS FOR EXACT HORIZONTAL CONTROL LOCATION. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING ACTUAL PIPE LENGTHS TO ACCOUNT FOR STRUCTURES AND LENGTH OF FLARED END SECTIONS.
11. ALL SURPLUS MATERIALS, TOOLS, AND TEMPORARY STRUCTURES, FURNISHED BY THE CONTRACTOR, SHALL BE REMOVED FROM THE PROJECT SITE BY THE CONTRACTOR. ALL DEBRIS AND RUBBISH CAUSED BY THE OPERATIONS OF THE CONTRACTOR SHALL BE REMOVED, AND THE AREA OCCUPIED DURING CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO ITS ORIGINAL CONDITION, WITHIN 48 HOURS OF PROJECT COMPLETION, UNLESS OTHERWISE DIRECTED BY THE MUNICIPALITY OR OWNER'S REPRESENTATIVE.
12. THE CONTRACTOR IS REQUIRED TO PROVIDE AND MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE LOCAL JURISDICTION, THE STATE OF COLORADO, URBAN DRAINAGE AND FLOOD CONTROL DISTRICT "URBAN STORM DRAINAGE CRITERIA MANUAL VOLUME 3", THE M-STANDARD PLANS OF THE COLORADO DEPARTMENT OF TRANSPORTATION, AND THE APPROVED EROSION CONTROL PLAN. JURISDICTIONAL AUTHORITY MAY REQUIRE THE CONTRACTOR TO PROVIDE ADDITIONAL EROSION CONTROL MEASURES AT THE CONTRACTOR'S EXPENSE DUE TO UNFORESEEN EROSION PROBLEMS OR IF THE PLANS DO NOT FUNCTION AS INTENDED. THE CONTRACTOR IS RESPONSIBLE FOR PROHIBITING SILT AND DEBRIS LADEN RUNOFF FROM LEAVING THE SITE, AND FOR KEEPING ALL PUBLIC AREAS FREE OF MUD AND DEBRIS. THE CONTRACTOR IS RESPONSIBLE FOR RE-ESTABLISHING FINAL GRADES AND FOR REMOVING ACCUMULATED SEDIMENTATION FROM ALL AREAS INCLUDING SWALES AND DETENTION/WATER QUALITY AREAS. CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND REPAIR AREAS AS REQUIRED AFTER VEGETATION IS ESTABLISHED AND ACCEPTED BY OWNER AND MUNICIPALITY.
13. ADA COMPLIANCE: THE CROSS-SLOPE OF ALL WALKS MUST BE 2.0% MAX. PERPENDICULAR TO DIRECTION OF TRAVEL. MAXIMUM GRADE OF HANDICAPPED ACCESSIBLE WALKS MUST BE 5.0% MAX. IN DIRECTION OF TRAVEL. MAXIMUM GRADE OF ALL HANDICAP RAMPS IS 8.3% OVER A MAXIMUM 6' RISE. MAXIMUM GRADE AT HANDICAP PARKING IS TYPICALLY 2.0% IN ALL DIRECTIONS. CONTRACTOR TO NOTIFY ENGINEER PRIOR TO PLACEMENT OF FLATWORK OF SITE CONDITIONS OR DISCREPANCIES WHICH PREVENT TYPICAL REQUIRED GRADES FROM BEING ACHIEVED. ALL RAMPS, STAIRS AND RAILING SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA STANDARDS. HANDICAP RAMPS SHALL CONFORM TO CDOT M-STANDARDS (SEE DETAIL M-608-1, ETC.)
14. THE CONTRACTOR SHALL FURNISH THE ENGINEER OF RECORD A COMPLETE SET OF CONSTRUCTION RECORD DRAWINGS ("AS-BUILTS"), FOR THE CONSTRUCTED IMPROVEMENTS. THE PLANS SHALL BE MARKED UP TO SHOW SUFFICIENT DIMENSION TIES TO REASONABLY PERMANENT SURFACE FEATURES FOR ALL BURIED FACILITIES TO ALLOW FOR FUTURE LOCATING. THE PLANS SHALL SHOW FINAL CONTOURS AT POND/DRAINAGE FEATURES (AS SURVEYED AND CERTIFIED BY A COLORADO P.L.S.), MANHOLE, PIPE, AND INLET LOCATIONS, INVERTS, GRADE ELEVATIONS, AND SIZES OF ALL UTILITIES, AND ANY VARIATIONS FROM THE APPROVED PLAN. ENGINEER WILL PRODUCE FINAL RECORD DRAWINGS TO OWNER AND MUNICIPALITY.

ABBREVIATIONS

AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
AC	ACRE
ALT	ALTERNATE
APPROX	APPROXIMATE
ARCH	ARCHITECT
ARV	AIR RELIEF VALVE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
ASPH	ASPHALT
ASSY	ASSEMBLY
AWWA	AMERICAN WATER WORKS ASSOCIATION
BFP	BACKFLOW PREVENTION DEVICE
BLDG	BUILDING
BLK	BLOCK
BM	BENCHMARK
BMP	BEST MANAGEMENT PRACTICE
BOT	BOTTOM
BOW	BACK OF WALK
BSMT	BASEMENT
BVC	BEGIN VERTICAL CURVE
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
BW	BOTTOM OF WALL
CCW	COUNTER CLOCKWISE
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION
CIP	CAST IRON PIPE
CJ	CONSTRUCTION JOINT
CL	CENTERLINE
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CO	CLEANOUT
CONC	CONCRETE
CONT	CONTINUOUS
COR	CORNER
CY	CUBIC YARDS
DEMO	DEMOLITION
DIA	DIAMETER
DIAG	DIAGONAL
DIP	DUCTILE IRON PIPE
DOM	DOMESTIC
DWG	DRAWING
DWL	DOWEL
E	EAST OR EASTING
EA	EACH
ECC	ECCENTRIC
EGL	ENERGY GRADE LINE
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
ENGR	ENGINEER
EOC	EDGE OF CONCRETE
EQ	EQUAL
EQUIP	EQUIPMENT
ESMT	EASEMENT
EST	ESTIMATE
EVC	END VERTICAL CURVE
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EW	EACH WAY
EXP JT	EXPANSION JOINT
EXIST	EXISTING
FES	FLARED END SECTION
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FND	FOUNDATION
FPS	FEET PER SECOND
FT	FEET
FTG	FOOTING OR FITTING
GAL	GALLON
GALV	GALVANIZED
GND	GROUND
GPD	GALLONS PER DAY
GPM	GALLONS PER MINUTE
GV	GATE VALVE
H	HIGH
HDPE	HIGH DENSITY POLYETHYLENE
HDWL	HEADWALL
HE	HORIZONTAL ELLIPTICAL
HGL	HYDRAULIC GRADE LINE
HORIZ	HORIZONTAL
HP	HIGH POINT
HVAC	HEATING, VENTILATION AND AIR CONDITIONING
HWY	HIGHWAY
HWL	HIGH WATER LINE
HYD	HYDRANT
INCL	INCLUDED
ID	INSIDE DIAMETER
INSUL	INSULATION
INV	INVERT
IRR	IRRIGATION
JTS	JOINTS
KB	KICKBLOCK
KO	KNOCKOUT
KWY	KEYWAY
L	LEFT OR LITER
LSCAPE	LANDSCAPE
LF	LINEAR FOOT
LP	LIGHT POLE OR LOW POINT
LWL	LOW WATER LEVEL
MAINT	MAINTENANCE
MATL	MATERIAL
MAX	MAXIMUM
MECH	MECHANICAL
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MJ	MECHANICAL JOINT
N	NORTH OR NORTHING
NA	NOT APPLICABLE
NIC	NOT IN CONTRACT
NPT	NATIONAL PIPE THREAD
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OH	OVERHEAD (ELECTRIC)
OPP	OPPOSITE
OPT	OPTIONAL
PC	POINT OF CURVATURE
PCR	POINT OF CURVE RETURN
PE	POLYETHYLENE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PREFAB	PREFABRICATED
PRELIM	PRELIMINARY
PREP	PREPARATION
PROP	PROPOSED
PRV	PRESSURE REDUCING VALVE OR PRESSURE RELIEF VALVE
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PVC	POLYVINYLCHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT
QTY	QUANTITY
R	RIGHT OR RADIUS
RAD	RADIUS
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
RE	REFERENCE
RECT	RECTANGULAR
REINF	REINFORCED
REQD	REQUIRED
ROW	RIGHT-OF-WAY
S	SOUTH
SAN	SANITARY
SD	STORM DRAIN
SECT	SECTION
SPD	STANDARD PROCTOR DENSITY
SPEC	SPECIFICATION
SQ IN	SQUARE INCH
SQ FT	SQUARE FOOT
SY	SQUARE YARD
SS	SANITARY SEWER
SST	STAINLESS STEEL
STL	STEEL
STRUCT	STRUCTURAL
SWMP	STORMWATER MANAGEMENT PLAN
SYM	SYMMETRICAL
TB	THRUST BLOCK
TBC	TOP BACK OF CURB
TBM	TEMPORARY BENCHMARK
TEMP	TEMPORARY
TOB	TOP OF BANK
TOC	TOP OF CONCRETE OR TOP OF CURB
TOP	TOP OF PIPE
TOT	TOTAL
TW	TOP OF WALL
TYP	TYPICAL
UBC	UNIFORM BUILDING CODE
UFC	UNIFORM FIRE CODE
UE	UNDERGROUND ELECTRIC
UTIL	UTILITY
VERT	VERTICAL
VC	POINT OF VERTICAL CURVATURE
W	WEST, WIDE, OR WIDTH
W/	WITH
W/O	WITHOUT
WQCV	WATER QUALITY CONTROL VOLUME
WSE	WATER SURFACE ELEVATION

LEGEND

PROPOSED / EXISTING

PROPERTY LINE
EASEMENT LINE
RIGHT-OF-WAY CENTERLINE
PROPERTY SETBACK
LIMITS OF WORK
100-YEAR FLOODPLAIN
500-YEAR FLOODPLAIN
MATCHLINE
SAWCUT LINE
FENCE
BUILDING
DEMO SURFACE FEATURE
DEMO SUBSURFACE FEATURE
ABANDON UTILITY
DEMO TREE
MAJOR CONTOUR
MINOR CONTOUR
SPOT ELEVATION (35.50)
CHANNEL OR SWALE CENTERLINE
SLOPE ARROW (2.0%)
STORM DRAIN (SD)
ROOF DRAIN (RD)
UNDER DRAIN (PERF) (UD)
UNDER DRAIN (SOLID) (UD)
FOUNDATION DRAIN (PERF) (FD)
FOUNDATION DRAIN (SOLID) (FD)
SANITARY SEWER (SS)
SANITARY FORCE MAIN (FM)
DOMESTIC WATER (W)
NON-POTABLE WATER (NPW)
IRRIGATION (IRR)
ELECTRIC (E)
OVERHEAD ELECTRIC (OE)
GAS (G)
FIBEROPTIC (FO)
TELEPHONE (T)
CABLE TELEVISION (CATV)
MANHOLE
TYPE C INLET
TYPE R INLET
TYPE 13 OR 16 FIELD INLET
COMBINATION INLET
AREA DRAIN
RIPRAP
FIRE HYDRANT
GATE VALVE
WATER METER
TEE WITH THRUST BLOCK
BEND WITH THRUST BLOCK
REDUCER
END CAP WITH THRUST BLOCK
LIGHT POLE
SIGN
SPILL/CATCH CURB TRANSITION
CONCRETE
ASPHALT PAVEMENT
ASPHALT MILL & OVERLAY

BENCHMARK

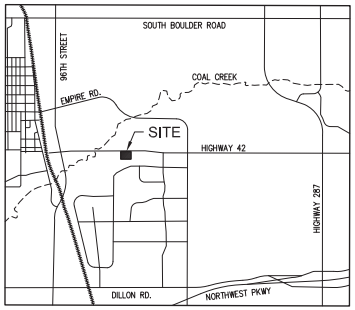
A PUBLISHED NAVD88 ELEVATION OF 5512.65 FEET FOR THE NGS CONTROL POINT "JEFFCO," NOT SHOWN. PARTIAL TOPOGRAPHIC INFORMATION WAS PROVIDED BY FLATIRONS INC., PROJECT NUMBER 16-67,100 DATED FEBRUARY 23-2016. ONSITE BENCHMARK BEING A FOUND REBAR WITH A RED PLASTIC CAP LOCATED AT THE NORTHWEST CORNER OF LOT 15, BLOCK 1, THE BUSINESS CENTER AT C.T.C., WITH AN ASSUMED ELEVATION OF 5357.70.

PROJECT CONTROL

HORIZONTAL CONTROL INFORMATION: HORIZONTAL CONTROL COORDINATES ARE BASED ON THE REFERENCED SURVEY AND ARE PROVIDED BY THE POINTS AS SHOWN ON THE PLANS.

BASIS OF BEARINGS

A RECORD BEARING OF S00°41'10"W FOR THE WEST LINE OF LOT 16.



VICINITY MAP

SHEET INDEX

C0.0	COVER SHEET
C1.0	UTILITY PLAN
C1.1	UTILITY DETAILS
C1.2	SITE DETAILS

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david@akamaidesignllc.com

CITY OF LOUISVILLE
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COLORADO REGISTERED PROFESSIONAL ENGINEER 42158 08/15/16

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CITY SUBMITTAL 01	3/15/16
CITY SUBMITTAL 02	5/23/16
CITY SUBMITTAL 03	8/01/16
CITY SUBMITTAL 04	8/15/16

JOB NO.: 15-010
BY: DWH

COVER SHEET

C0.0

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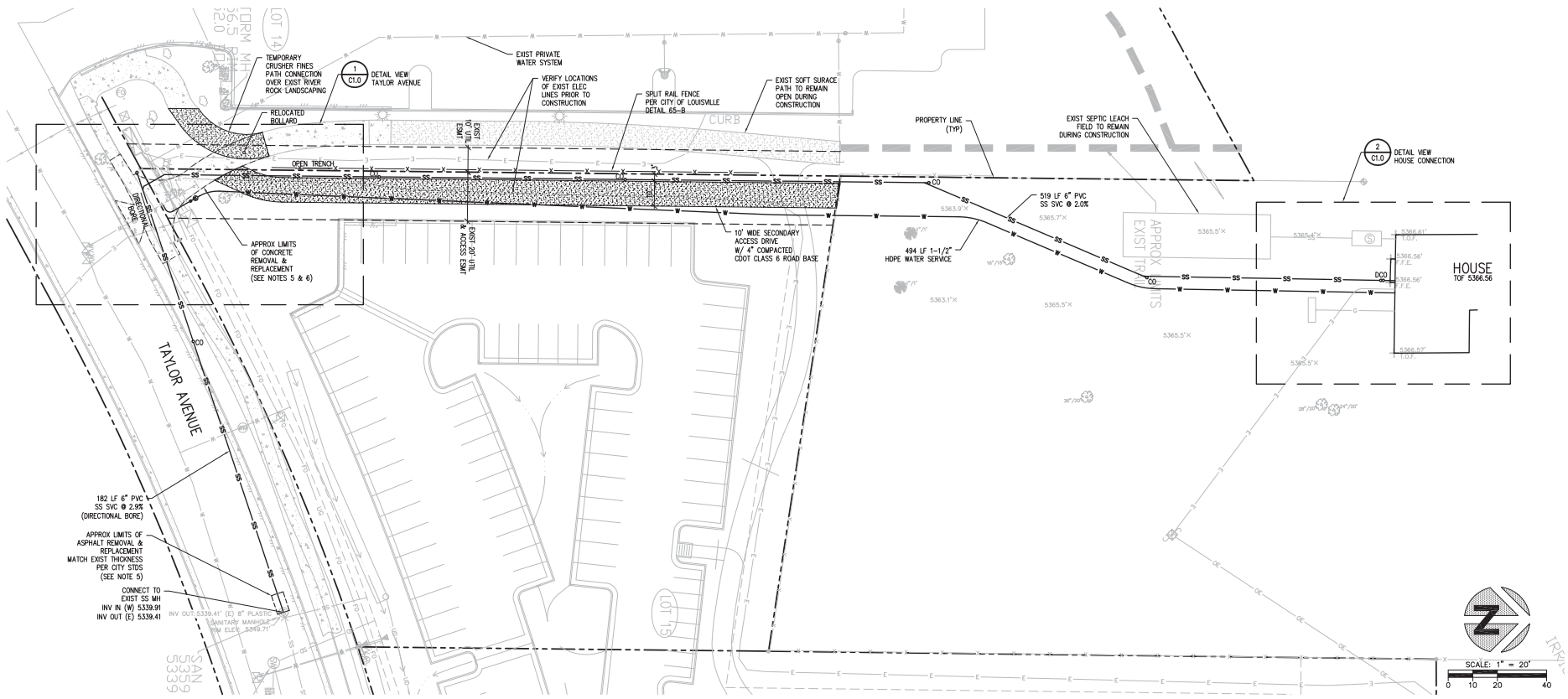
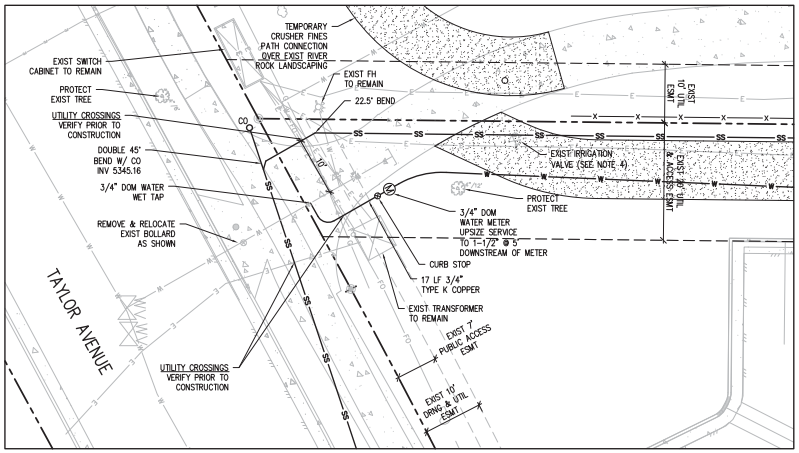
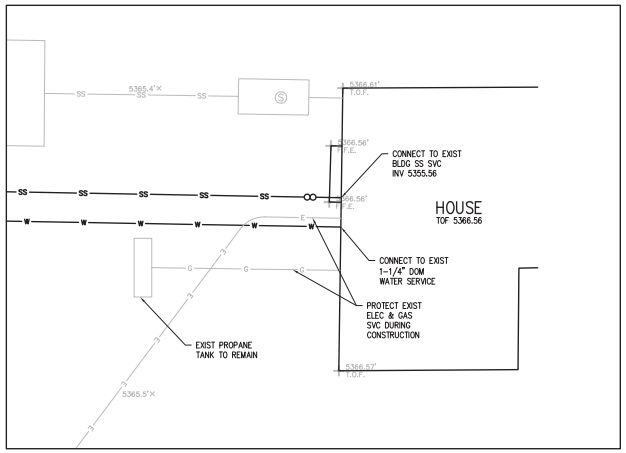




1 1.0 DETAILED VIEW – TAYLOR AVENUE
SCALE: 1" = 10'



2 C1.0 DETAILED VIEW – HOUSE CONNECTION
SCALE: 1" = 10'

GENERAL NOTES:

1. CONTRACTOR TO VERIFY EXACT LOCATIONS OF DOMESTIC WATER AND SANITARY SEWER SERVICE CONNECTIONS AT THE EXISTING HOUSE WITH THE PROPERTY OWNER. ANY MAJOR DISCREPANCIES SHALL BE REPORTED TO THE PROJECT CIVIL ENGINEER.
2. CONTRACTOR TO PROVIDE A PLAN TO THE OWNER, ENGINEER, AND CITY WITH A PLAN FOR THE PORTION OF SANITARY SEWER TO BE BORED, INCLUDING BORE LIMITS, EXCAVATION REQUIREMENTS, TEMPORARY TRAFFIC/PEDESTRIAN CONTROL, CONSTRUCTION SCHEDULE, ETC.
3. ALL DIRECTIONALLY BORED PIPE SHALL BE VIDEO INSPECTED BY THE CONTRACTOR AFTER CONSTRUCTION BUT PRIOR TO BACKFILLING THE BORE PITS. ANY SAGS OR CROWNS WILL BE REPAIRED BY THE CONTRACTOR, AT THE CONTRACTOR'S EXPENSE.
4. ALL EXISTING LANDSCAPING AND IRRIGATION SHALL BE REPLACED BY THE CONTRACTOR TO PRE-CONSTRUCTION CONDITION OR BETTER.
5. ALL UTILITY TRENCH BACKFILL WITHIN THE RIGHT-OF-WAY SHALL BE FLOW FILL PER CITY SPECIFICATIONS. LIMITS OF ASPHALT AND CONCRETE REMOVAL WITHIN THE RIGHT-OF-WAY AND OTHER CITY PROPERTY TO BE AS DIRECTED BY THE CITY.
6. CONCRETE USED FOR PUBLIC IMPROVEMENTS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,500 PSI AT 28 DAYS. FLY ASH AND WATER REDUCER ADMIXTURES WILL NOT BE ACCEPTED. CONCRETE THICKNESS FOR THE BIKE PATH TO MATCH EXIST THICKNESS (6" MIN).

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BY: DWH

UTILITY PLAN

C1.0

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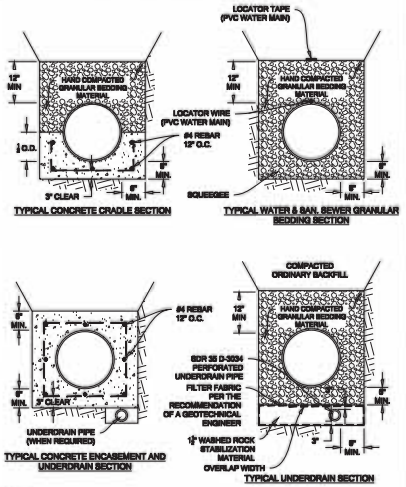
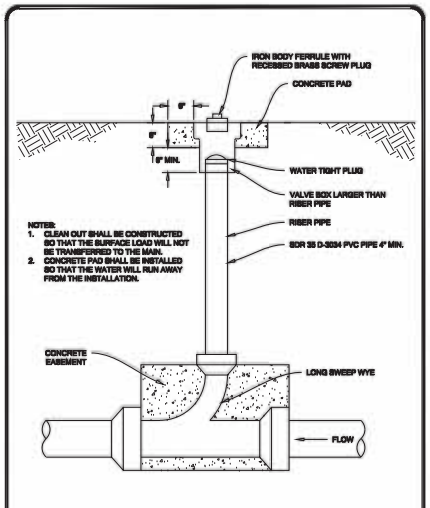


NOTE:
THERE SHALL BE A MINIMUM OF 30" OF BACKFILL OVER THE PIPE BEFORE ANYTHING OTHER THAN HAND COMPACTION EQUIPMENT IS USED IN THE TRENCH.

REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 94 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD			
		PIPE BEDDING CLASSES		SHEET 5 OF 74



NOTES:
1. CLEAN OUT SHALL BE CONSTRUCTED SO THAT THE SURFACE LOAD WILL NOT BE TRANSFERRED TO THE MAIN.
2. CONCRETE PAD SHALL BE INSTALLED SO THAT THE WATER WILL RUN AWAY FROM THE INSTALLATION.

REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 94 APPROVED BY: CMD MAR 15
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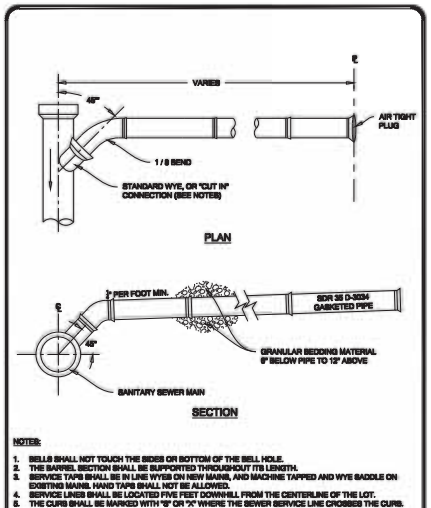
		CLEAN OUT		SHEET 11 OF 74



NOTES:
1. BELLS SHALL NOT TOUCH THE SIDES OR BOTTOM OF THE BELL HOLE.
2. THE BARREL SECTION SHALL BE SUPPORTED THROUGHOUT ITS LENGTH.
3. SERVICE TAPS SHALL BE IN LINE WYES ON NEW MAINS, AND MACHINE TAPPED AND WYE SADDLE ON EXISTING MAINS. HAND TAPS SHALL NOT BE ALLOWED.
4. SERVICE LINES SHALL BE LOCATED FIVE FEET DOWNHILL FROM THE CENTERLINE OF THE LOT.
5. THE CURB SHALL BE MARKED WITH "S" OR "X" WHERE THE SEWER SERVICE LINE CROSSES THE CURB.
6. THE MIN. SERVICE LINE SHALL BE 1/4" PER FOOT.
7. ALL JOINTS SHALL BE GASKETED WATER TIGHT.
8. ALL SERVICE LINES SHALL BE 4" UNLESS OTHERWISE APPROVED.
9. INSPECTION REQUIRED PRIOR TO BACKFILL.

REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 94 APPROVED BY: CMD MAR 15
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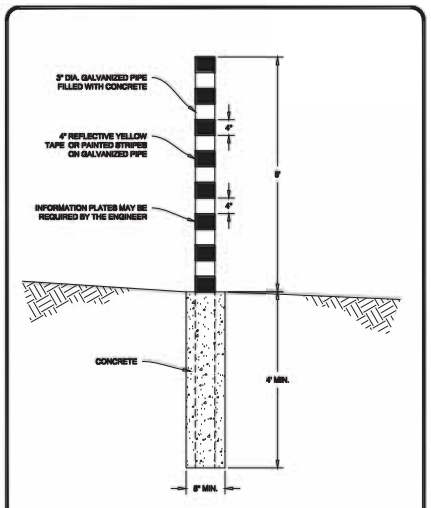
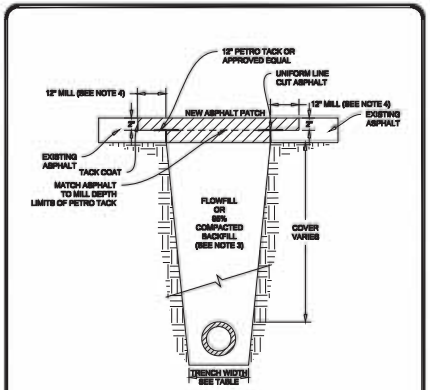
MAR 2015	CMD			
		SANITARY SEWER SERVICE		SHEET 9 OF 74



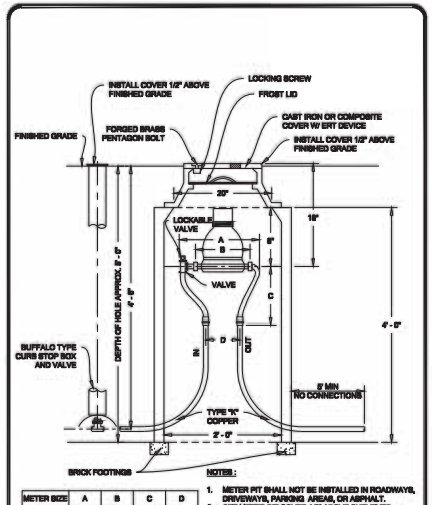
REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 94 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD			
		REFERENCE MARKER		SHEET 13 OF 74



NOTES:
1. TRENCH TO BE SLOPED OR BRACED AND SHORED AS REQUIRED.
2. 11" MIN. ASPHALT PATCH OR COMPLETE FULL DEPTH ASPHALT PATCH OF EXISTING STREET SECTION. INSTALL ASPHALT IN LIFTS AND COMPACT TO 95% MIN.
3. COMPACTED BACKFILL ONLY AS DIRECTED BY ENGINEER.
4. 12" MILL ONLY REQUIRED IF PAVEMENT IS 5 YEARS OLD OR LESS OR AS DIRECTED BY THE CITY.

PIPE DIAMETER	6"	8"	12"
MINIMUM WIDTH	1' 10"	2' 0"	2' 4"
MAXIMUM WIDTH	2' 6"	2' 8"	3' 0"

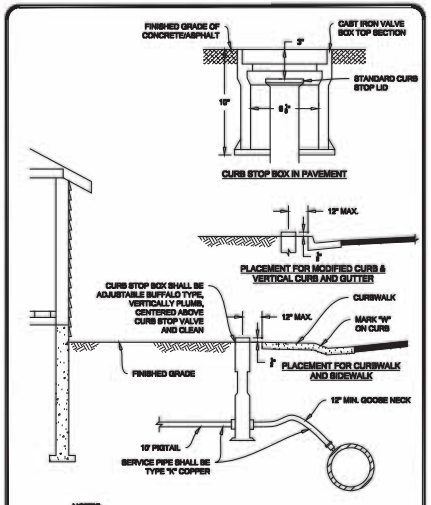
REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 94 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD			
		TYPICAL TRENCH T PATCH SECTION		SHEET 16 OF 74



METER SIZE	A	B	C	D
3/4"	14 1/2"	9 1/2"	9 1/2"	8"
1"	17 1/2"	11 1/2"	11 1/2"	9"

NOTES:
1. METER PIT SHALL NOT BE INSTALLED IN ROADWAYS, DRIVEWAYS, PARKING AREAS, OR ASPHALT.
2. SET METER PIT COVER 1/2" ABOVE SURVEYED FINISHED GRADE. IF SURFACE IS NOT TO FINISHED GRADE AT TIME OF INSTALLATION OF METER PIT, OWNER SHALL RAISE/LOWER PIT AND MODIFY SERVICE LINE PLUMBING AS NEEDED.

REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 94 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD			
		3/4" & 1" METER PIT INSTALLATION		SHEET 18 OF 74



NOTES:
1. ANY DEFICIENCY IN CURB STOP INSTALLATION SHALL BE CORRECTED PRIOR TO WATER METER INSTALLATION.

REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 94 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD			
		CURB STOP INSTALLATION		SHEET 36 OF 74

CITY OF LOUISVILLE
APPROVAL

BY: _____

DATE: _____

DOCUMENT APPROVAL EXPIRES: _____

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AKAMAI

AKAMAI DESIGN, LLC
518 JACKSON STREET
LAFAYETTE, CO 80026
303 710 5201
www.akamaidesignllc.com

HIIVALA UTILITY SERVICE LINES
10050 EMPIRE ROAD
LOUISVILLE, COLORADO 80027

COLORADO REGISTERED PROFESSIONAL ENGINEER
42158
08/15/16

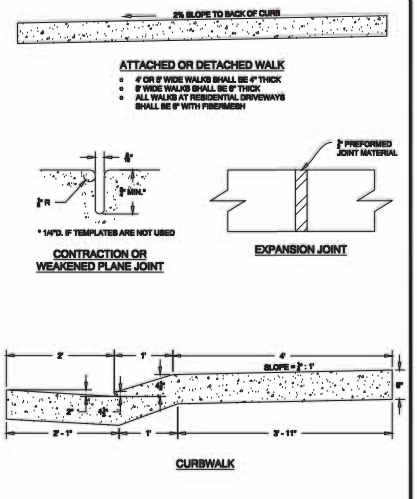
ISSUE:	DATE:
CITY SUBMITTAL 01	3/15/16
CITY SUBMITTAL 02	5/23/16
CITY SUBMITTAL 03	8/01/16
CITY SUBMITTAL 04	8/15/16

JOB NO.: 15-010
BY: DWH

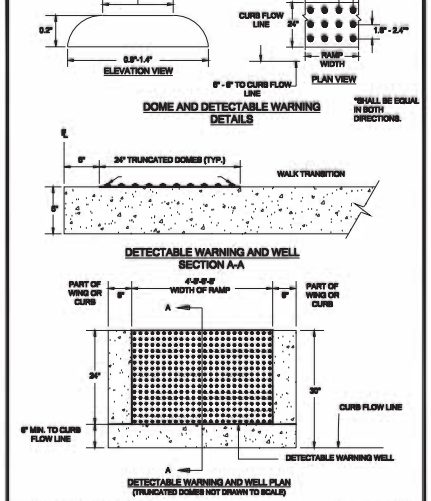
UTILITY DETAILS

C1.1

AKAMAI DESIGN, LLC



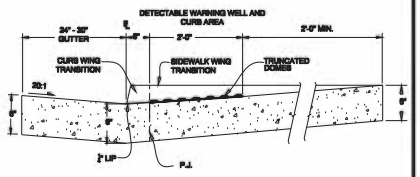
REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 04 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD		CURBWALK & WALK	SHEET 57 OF 74



REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 04 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD		DETECTABLE WARNING DETAIL 1	SHEET 64 OF 74

GENERAL NOTES:

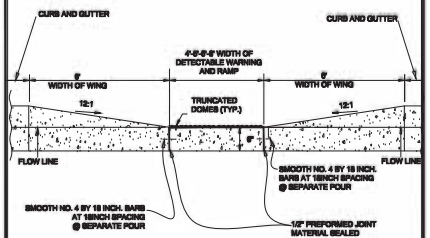
1. THE DETECTABLE WARNINGS SHALL BE INSTALLED AT CURB RAMPS. MATERIALS TO BE USED SHALL BE 24"X24" CAST IRON DETECTABLE WARNING PLATE, RED IN COLOR MANUFACTURED BY EAST JORDAN IRON WORKS OR APPROVED EQUAL. A DETECTABLE WARNING AREA SHALL BE INCLUDED IN THE BID PRICE FOR THE CONCRETE CURB RAMP.
2. ALL DETECTABLE WARNING AREAS SHALL START A MINIMUM OF 6 INCHES FROM THE FLOW LINE OF THE CURB. ALL DETECTABLE WARNING AREAS SHALL BE 24 INCHES WIDE AND COVER THE COMPLETE WIDTH OF THE RAMP AREA ONLY.
3. RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1 OR 2% AS NOTED. THE CURB AND GUTTER SLOPES SHALL NOT BE STEEPER THAN 20:1.
4. DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, JUNCTION BOXES AND OTHER OBSTRUCTIONS SHOULD NOT BE PLACED IN FRONT OF THE RAMP ACCESS AREAS.



CURB RAMP SIDE CROSS SECTION VIEW OF DETECTABLE WARNING, WELL, CURB, AND GUTTER

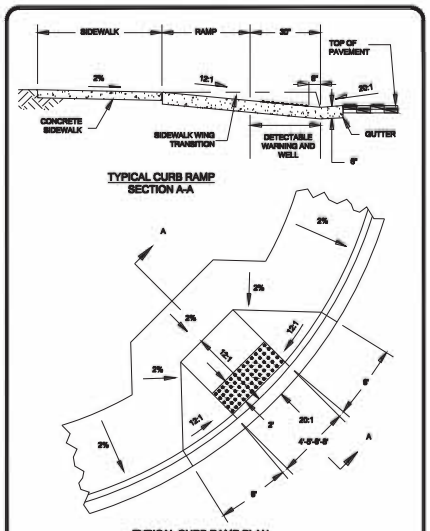
P.J. = PERMISSIBLE JOINT WITH EPOXY-COATED DEFORMED NO. 4 BY 18 IN. BARS CONFORMING TO AASHTO M 284 AT 18 IN. SPACING.

REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 04 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD		DETECTABLE WARNING DETAIL 2	SHEET 65 OF 74

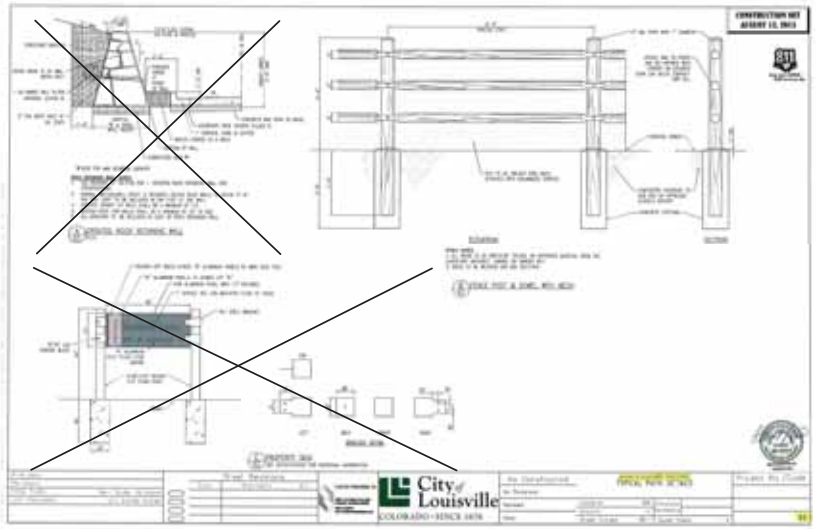


FRONT SECTION VIEW OF DETECTABLE WARNING, WELL, CURB, AND GUTTER CURB RAMP

REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 04 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD		DETECTABLE WARNING DETAIL 3	SHEET 66 OF 74



REVISIONS		City of Louisville COLORADO - SINCE 1882	DEPARTMENT OF PUBLIC WORKS	DRAWN BY: ML JAN 04 APPROVED BY: CMD MAR 15
DATE	BY			
MAR 2015	CMD		HANDICAP CURB RAMP 1	SHEET 67 OF 74



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JOB NO.: 15-010
BY: DWH

CITY OF LOUISVILLE
APPROVAL

BY: _____

DATE: _____

DOCUMENT APPROVAL EXPIRES: _____

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SITE DETAILS

C1.2

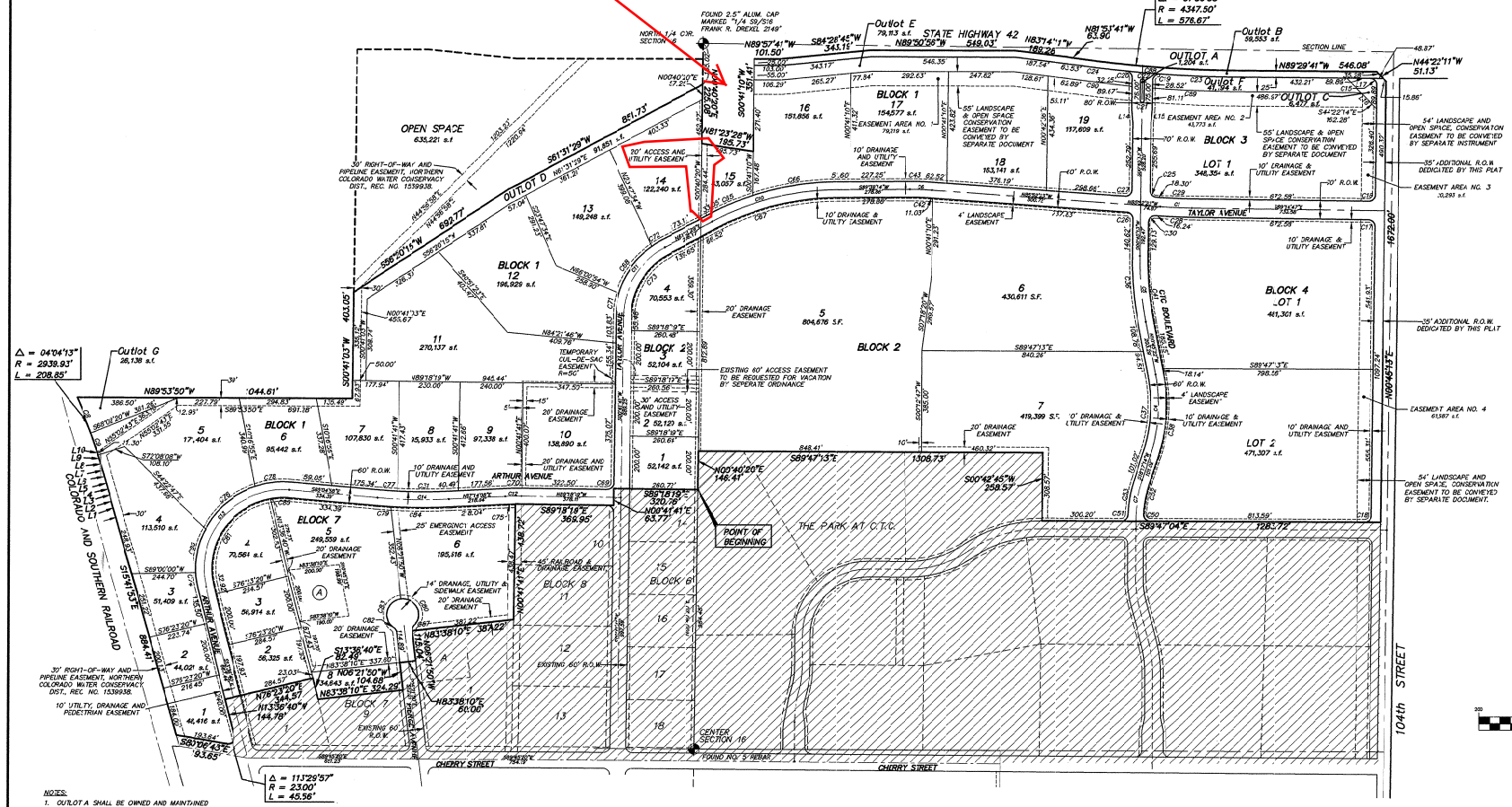
AKAMAI DESIGN, LLC

The Business Center at C.T.C.

A Subdivision of Part of the North Half of Section 16, Township 1 South, Range 69 West, 6TH Principal Meridan, City of Louisville, County Of Boulder, State Of Colorado

Final Plat

10050 Empire Road



LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S15°42'25"E	24.64'
L2	S15°43'12"E	24.10'
L3	S15°50'59"E	24.16'
L4	S15°59'47"E	24.22'
L5	S16°11'05"E	24.28'
L6	S16°23'41"E	24.34'
L7	S16°42'35"E	24.41'
L8	S17°02'09"E	24.48'
L9	S17°26'43"E	24.55'
L10	S17°51'52"E	24.59'
L14	S04°57'29"E	50.25'
L15	S06°15'39"W	52.10'
L16	S44°22'14"E	84.67'
L17	S44°22'14"E	77.81'

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD	BEARING	DELTA
C1	2000.00'	117.73'	117.72'	S87°13'55"E	03°22'24"
C4	610.00'	339.21'	335.01'	S03°45'56"W	29°02'16"
C5	1250.00'	251.10'	250.68'	S05°00'09"E	11°30'35"
C6	1000.00'	76.05'	76.03'	N88°16'15"W	04°28'23"
C7	500.00'	127.33'	127.07'	S09°15'00"W	14°34'27"
C8	2939.93'	145.23'	145.22'	S20°45'10"E	02°49'49"
C9	2939.93'	63.62'	63.62'	N19°43'01"W	01°14'24"
C10	1000.00'	460.94'	456.93'	N78°55'21"E	26°07'45"
C11	100.00'	38.50'	33.75'	S31°05'36"W	60°49'47"
C12	1000.00'	60.37'	60.37'	S86°57'54"W	03°27'19"
C13	300.00'	569.25'	487.03'	S40°19'11"W	108°31'43"
C14	2000.00'	218.14'	267.94'	S88°55'22"E	07°40'54"
C15	25.00'	39.38'	35.43'	N44°22'14"W	90°14'54"
C16	25.00'	39.27'	35.36'	N45°15'13"E	90°00'00"
C17	25.00'	39.27'	35.36'	N44°14'47"W	90°00'00"
C18	25.00'	39.04'	35.19'	N45°23'09"E	89°27'43"
C19	25.00'	40.74'	36.38'	S47°26'27"W	93°22'28"
C20	25.00'	17.06'	33.76'	N41°40'36"W	84°55'17"
C21	7.00'	11.99'	14.00'	S89°14'47"E	180°00'00"
C22	7.00'	11.99'	14.00'	N89°14'47"W	180°00'00"
C23	4372.50'	276.47'	276.43'	S87°21'09"E	03°37'23"
C24	4372.50'	113.95'	113.96'	S83°03'01"E	02°16'46"
C25	25.00'	37.80'	34.30'	S42°13'35"E	86°37'16"
C26	25.00'	37.80'	34.30'	N43°23'41"W	86°37'16"
C27	25.00'	40.74'	36.38'	N47°26'23"E	93°22'24"
C28	2035.00'	119.81'	119.79'	S87°13'35"E	03°22'24"
C29	1965.00'	115.67'	115.67'	S87°13'35"E	03°22'24"
C30	25.00'	40.74'	36.38'	S47°26'23"W	93°22'24"
C31	1970.00'	189.68'	189.60'	N89°39'18"E	05°31'00"
C36	1280.00'	217.13'	216.70'	S05°10'09"E	11°30'35"
C37	580.00'	214.00'	208.87'	S03°45'56"W	29°02'16"
C38	940.00'	304.43'	303.06'	N03°45'56"E	29°02'16"
C41	1220.00'	205.08'	204.67'	N05°10'09"W	11°30'35"
C42	970.00'	5.73'	5.73'	N88°16'15"W	04°28'23"
C43	1030.00'	30.41'	30.39'	N88°16'15"W	04°28'23"
C50	25.00'	40.67'	36.33'	S43°10'35"E	93°12'36"
C51	25.00'	18.13'	34.55'	N46°30'16"E	82°29'20"
C52	470.00'	11.67'	11.52'	S10°51'13"W	1°51'22"
C53	530.00'	143.33'	142.89'	S10°35'22"W	15°29'18"
C55	1030.00'	160.95'	160.79'	S66°33'27"W	10°03'36"
C56	1030.00'	324.72'	323.39'	S80°20'20"W	18°03'48"
C57	970.00'	416.20'	427.45'	N75°55'21"E	28°07'45"
C58	330.00'	222.00'	217.84'	S34°51'00"W	38°32'39"
C69	25.00'	39.27'	35.36'	N45°41'41"E	90°00'00"
C70	1030.00'	62.80'	62.79'	S88°56'56"W	03°29'12"
C71	330.00'	65.72'	65.48'	S08°18'11"W	11°52'09"
C72	330.00'	42.61'	42.61'	S57°49'24"W	07°24'09"
C73	270.00'	288.63'	273.36'	S31°16'42"W	60°49'17"
C74	330.00'	42.50'	62.40'	S08°11'09"E	10°51'03"
C75	970.00'	36.68'	36.68'	S88°18'08"W	02°10'00"
C76	330.00'	233.74'	241.54'	S48°56'12"W	44°03'12"
C77	1970.00'	14.44'	14.44'	S86°09'53"E	02°05'55"
C78	330.00'	117.33'	116.73'	S82°27'39"W	20°54'46"
C79	2030.00'	13.68'	13.68'	S85°50'24"E	01°30'52"
C80	60.00'	146.39'	112.65'	S26°11'00"E	139°41'41"
C81	270.00'	148.72'	192.02'	N32°58'18"E	33°05'56"
C82	25.00'	11.67'	21.00'	N31°12'04"W	49°40'08"
C83	60.00'	146.39'	112.65'	S13°48'01"W	139°40'19"
C84	2030.00'	28.50'	28.49'	S89°40'01"E	00°51'03"
C85	270.00'	12.71'	12.49'	S87°12'09"W	15°25'46"
C86	330.00'	71.71'	169.20'	S12°09'37"W	29°42'29"
C87	25.00'	11.68'	21.01'	S18°28'56"W	46°41'49"
C88	4372.50'	139.63'	139.61'	S85°51'22"E	01°41'54"
C89	4427.50'	333.33'	333.17'	S87°21'08"E	04°18'51"
C90	4427.50'	213.99'	209.83'	S83°27'47"E	02°38'19"

NOTES:

1. OUTLOT A SHALL BE OWNED AND MAINTAINED BY THE DEVELOPER, IT'S SUCCESSOR AND ASSIGNS.
2. EASEMENTS 1-4 AND OUTLOTS E, F & G TO BE LANDSCAPED BY THE SUBDIVIDER OR BUILDING OWNER AT THE TIME ADJACENT LOTS ARE CONSTRUCTED, AND TO BE MAINTAINED BY THE PROPERTY OWNER'S ASSOCIATION OR BUILDING OWNER.
3. STORM SEWER PIPE ADJACENT TO LOTS 1,3,4,5 & 6 (SOUTH SIDE), BLOCK 1, AND LOTS 1,2,3,4,5 & 7, BLOCK 2 SHALL BE MAINTAINED BY THE INDIVIDUAL LOT OWNER.

NOTES (CONT'D.):

4. ALL STREETS AND EASEMENTS DEDICATED BY "THE COLORADO TECHNOLOGICAL CENTER FIRST FILING, RECORDED SEPTEMBER 27, 1979, UNDER PLAN FILE NO. F-9 F-1 NOS. 38, 39, AND 40, WHICH AFFECT THE PROPERTY SUBJECT TO THIS PLAT OF THE BUSINESS CENTER AT C.T.C., ARE HEREBY VACATED, EXCEPT TO THE EXTENT ANY "RICH STREET" OR EASEMENT IS INCORPORATED INTO THIS PLAT.

(A) TO BE RESTRICTED TO OPEN SPACE, STORAGE OR PARKING, NO BUILDING CONSTRUCTION PERMITTED UNLESS EXISTING SHAFTS ARE INVESTIGATED, SEALED AND SHOWN TO BE SAFE FOR OTHER USES.

P-44 F-3 #13 (2 of 2)

The Business Center at C.T.C.
Final Plat

SCALE: HOR. 1"=200' VERT. N/A
DESIGN: JJ
DRAWN: CDF
FILE NAME: C31JP
APPROVED: JJ

HURST & ASSOCIATES, INC
CONSULTING ENGINEERS
6999 Pearl East Circle, Suite 100
Boulder, Colorado 80301 (303) 449-9366

JOB NO. 202051 DATE 6/8/98 SHEET 2 of 2

CITY COUNCIL COMMUNICATION
AGENDA ITEM 5F

SUBJECT: **APPROVAL OF CONTINUANCE OF THE 2017 – 2018 BUDGET AND 2017 – 2012 CAPITAL IMPROVEMENTS PLAN TO NOVEMBER 15, 2016**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **MEREDYTH MUTH, CITY CLERK**

SUMMARY:
Staff requests the adoption of the budget be continued to November 15 to allow more time to finalize the details and prepare the materials.

FISCAL IMPACT:
None

RECOMMENDATION:
Continue the item to November 15, 2016

ATTACHMENT(S):
None

CITY COUNCIL COMMUNICATION

CITY COUNCIL COMMUNICATION
AGENDA ITEM 8A

SUBJECT: **RESOLUTION NO. 54, SERIES 2016, A RESOLUTION APPROVING A CAPACITY COMMITMENT AGREEMENT AND RELATED AGREEMENTS WITH CLEAN ENERGY COLLECTIVE FOR SOLAR PRODUCTION CAPACITY TOTALING 1,000 KILOWATTS**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **MALCOLM FLEMING, CITY MANAGER**

SUMMARY:
This Resolution would approve and authorize a Capacity Commitment Agreement through which the City would commit to purchase 1,000 kW (1MW) of electrical production from a Clean Energy Collective (CEC) solar array. If Council approves this Agreement, when CEC activates the full 1,000 kW commitment, the City would be receiving about 52% of the electricity used by City facilities from renewable sources.

This agreement is identical to and in addition to the Agreement approved by City Council on August 2, 2016 with three exceptions:

1. The escalation rate for the power purchased under the proposed Agreement is 2.0% annually, instead of the 1.9% annual increase under August 2nd agreement.
2. This agreement commits the City to purchase 1,000 kW of electrical production from CEC, while the August 2nd agreement was for 400 kW.
3. This agreement lists the Recreation and Senior Center and Library meters as the City accounts to be tracked for purposes of credits under Xcel Energy's Solar Rewards Program. The August 2nd agreement covered only the Recreation and Senior Center.

As with the August 2nd Capacity Commitment Agreement approved by Council, this Agreement has no up-front costs, but enables the City to reduce the City's cost of 1,000 kW of electricity by 10% initially, or about $13,750 annually, and by additional (or lesser amounts) in future years depending on the rate at which electricity purchased from Xcel increases in the future. Assuming the future cost of electricity increases an average of 2%[1] annually, the Agreement would save the City more than $300,000 over the 20 year term of the Agreement. If the future cost of electricity increases more than an average of 2% annually, this Agreement will save the City more. Conversely, if the future cost of electricity increases less than 2% annually, the anticipated savings associated with the agreement would be lower, or it could actually cost the City somewhat more than not

[1]The current projections from the U.S. Energy Information Administration (EIA) indicate electricity prices for Commercial users are likely to increase an average of 2.2% annually through 2040 and electricity prices for all users are likely to increase an average of 2.3% annually through 2040.

entering this agreement and continuing to buy the same amount of electricity directly from Xcel Energy.

Alternatives
Instead of executing this Capacity Commitment Agreement, the City could further explore installing more PV on City property and facilities and attempt to capture even more savings. However, the advantage to the City of the Capacity Commitment Agreement, is that all capital cost expenditures, potential construction overruns, liability, and operation and maintenance costs are shifted to CEC. In contrast, buying and installing more PV would require up-front capital. According to a recent NREL study, the current cost of commercial scale solar facilities is around $2.15/W. At that price a 1,000 kW facility would cost over $2 million. It would also be a challenge to locate the facility. The existing panels the City has at the Sid Copeland and Howard Berry Water Treatment Plants and the Wastewater Treatment Plant have a capacity of about 300 kW; there is not likely enough space at those locations to add more than 3 times that number of panels without compromising the ability to efficiently manage utility operations. Also, the staff and public review time associated with permitting a new, very large array of PV panels would be significant. We would also have to expand maintenance to maintain the new panels and would bear the risk of any damage or other problems with the array.

These factors are, of course, built into the price CEC charges for the electricity generated by its arrays. But CEC is able to apply their experience and expertise with constructing and managing solar arrays and to take advantage of economies of scale in building utility scale arrays to enable competitive pricing. Without commissioning a detailed study, it would be hard to quantify the relative costs and benefits of this “make or buy” cost/benefit issue. On the other hand, the two approaches are not mutually exclusive. We could execute this Agreement for 1,000 kW and still explore installing additional PV in the future. As noted above, adding 1,000 kW to the City’s energy portfolio would cover just over 50% of the City’s current demand.

The other alternative we have not explored in detail is whether another firm would offer an agreement with better terms than CEC. To do so, the City would need to issue a request for proposals and then evaluate the responses. This would take addition time and expense and may or may not preclude the current CEC proposal, as CEC is also marketing it to other entities.

Environmental Benefits
In addition to the financial implications of the agreement, obtaining a total of 1,000 kW of electricity from solar generated sources would provide environmental benefits. Based on CEC’s calculations, over 20 years the CO2 emissions from 1,000 kW of solar generated electricity would be 66 million pounds (30,275 metric tons) less than the CO2 emissions from electricity generated from fossil fuel sources, which is comparable to the impact on carbon emissions of planting over 100,000 trees.

Background
City staff are continuously looking for ways to reduce the City's demand for electricity by implementing lighting and energy efficiency upgrades throughout City facilities. City Council has complimented staff's efforts by approving significant actions to increase the amount of the City's electricity that comes from renewable sources. Those actions include:

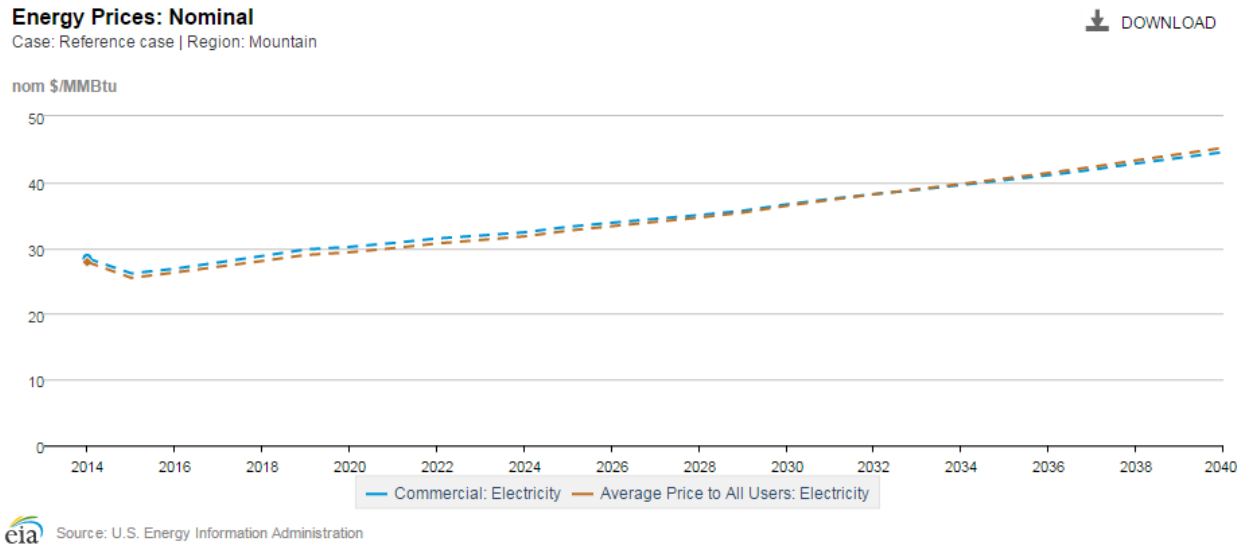
- 2010 approving installation of 432 kW of solar panels at the City's water and wastewater treatment plants
- 2015 approving a lease/purchase for 146 kW Solar with CEC (Boulder #1)
- 2016 approving a 2nd lease/purchase for 200KW Solar with CEC (Boulder #2)
- 2016 approving a Capacity Commitment Agreement for 400KW Solar with CEC

Currently 15% of City government electricity comes from renewable sources. Once the 1,000 MW of solar power covered by this agreement is in place, roughly 3.4 million kWh, or 52%, of the City's roughly 6.6 million kWh annual consumption of electricity will come from renewable sources. The City's electricity consumption is roughly 3% of total electricity consumption in Louisville, based on the Annual Community Energy Report prepared by Xcel Energy (Attachment 4).

FISCAL IMPACT:
The fiscal impact of entering this Agreement depends on the assumptions one makes about the likely future rates for electricity. Assuming that future electricity rates increase at 2% per year, the Capacity Commitment Agreement will generate net savings over twenty years of about $300,000 when compared with purchasing electricity directly from Xcel. If electricity rates increase more than 2% annually, savings will be greater, and if rates increase less than 2% annually or if the cost of electricity from Xcel goes down, the Agreement could cost the City more than continuing to buy electricity directly from Xcel without the Capacity Commitment Agreement.

Table A on the following page shows the U.S. Energy Administration's (EIA) current projection of future electricity prices. The current projections from the EIA indicate electricity prices for Commercial users will likely increase an average of 2.2% annually through 2040, and electricity prices for all users will likely increase an average of 2.3% annually through 2040. Projections of likely prices 15 to 20 years from now are obviously subject to great uncertainty, but a net drop in electricity rates seems unlikely. Consequently, staff believes the Agreement will likely result in savings exceeding $300,000 over 20 years, with no up-front cost.

Table A



RECOMMENDATION:
Approve Resolution No. 54, Series 2016, regarding a Capacity Commitment Agreement with Clean energy Collective for production capacity totaling 1,000 kW.

ATTACHMENT(S):
1. CEC Program Summary
2. Resolution No. 54, Series 2016
3. Capacity Commitment Agreement (including a Solar Production Agreement as Exhibit A)
4. Xcel Energy Annual Community Energy Report

October 28, 2016, SG Class Meters, Weld County array

Clean Energy Collective is pleased to present the opportunity to participate in the savings produced by solar panels in Clean Energy Collective's (CEC) Community Solar Arrays for Xcel Energy customers. This opportunity through the Colorado Community Solar Gardens Act, House Bill 10-1342 and the Xcel Energy Community Solar Rewards program. The CEC/Xcel Energy Solar Rewards Program is designed to reduce monthly electricity bills, protect against rising energy costs and to provide positive financial payback, all with no changes to your facilities. CEC develops remote off-site solar arrays, not on your roof or land that encourage multiple customers to enjoy the savings. With no effect to your location the maintenance is all taken care of by CEC not your facilities staff.

The proposed renewable energy system requires no down payment, and can generate financial savings from the first month of service.

Clean Energy Collective

CEC is the nation's leading developer of community solar solutions. CEC pioneered the model of delivering clean power-generation through large-scale facilities that are collectively serving participating utility customers. Since establishing the first community-owned solar array in the country in 2010, CEC has more than 100 community solar arrays online or under development with over 27 utility partners across 12 states, these developments represent over 177 MW of community solar capacity. CEC has been nationally recognized for pioneering the community solar project as the primary vehicle to bring solar power to all rate-payers, especially those where on site solar is not an option.

U.S. DEPARTMENT OF ENERGY National Innovative Green Power Program of the Year

In addition to winning distinction as the National Innovative Green Power Program of the Year, Clean Energy Collective, was named to the 2014 Inc. 500 list, an exclusive ranking of the nation's fastest-growing private companies. Ranked number 194 overall, and 11th within the Energy segment, CEC was recognized for its innovative community-owned solar solution being adopted by utilities and communities across the country. Between 2010 and 2013 CEC's revenue grew 2,217 percent. These awards signify a track record of success and are important strengths to note in your selection of CEC as your partner for reduced energy costs in your strategy to support renewable energy sources.

The following proposal was developed to address your specific energy use patterns, reduction of expense, environmental and societal benefits based on your particular usage. We stand ready to answer questions you may have and look forward to being a part of your energy cost savings and sustainable energy strategies.

Regards,

Amy Thompson
Vice President of Sales
Clean Energy Collective

Community Solar Proposal

Clean Energy Collective in Colorado

CEC is developing large scale community solar facilities in Colorado, with multiple projects serving Xcel Energy customers throughout the Xcel Energy territory. These projects are utility scale, incorporating the most advanced solar panels, inverters, automated maintenance and single axis tracking. These methods help to ensure the highest on-bill credit rates for our solar projects. Customers of Xcel Energy can now receive reduced energy costs from local renewable energy simply by participating in one or more of the CEC community-owned solar arrays.

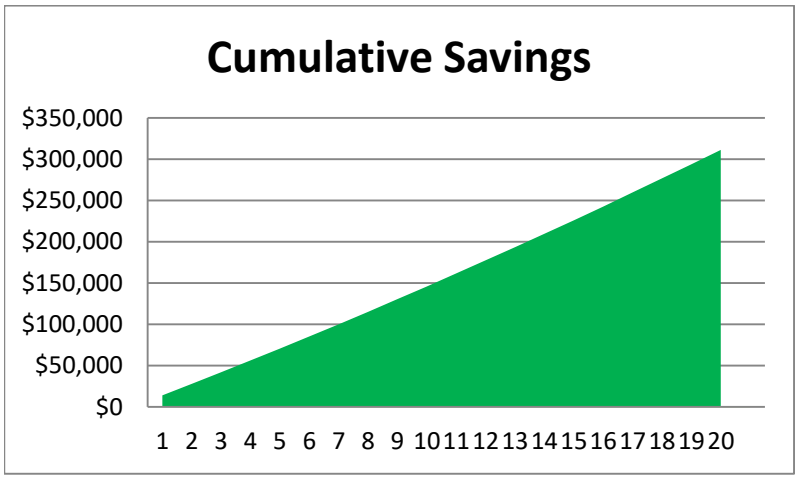
System Size		
Panel Size (watts)	**Panels**	**kW**
113	8,889	1,000
Year 1		
SRC Credits		**$137,428**
CEC Payments		**($123,685)**
Year One Savings	**10.0%**	**$13,743**
20 Years		
SRC Credits		**$3,112,917**
CEC Payments		**($2,801,625)**
Total Savings	**10.0%**	**$311,292**
20 Year Environmental Benefits		
CO2 Avoided (lbs)		**66,744,797**
Car Travel Avoided (miles)		**75,681,813**
Trees Planted		**102,945**

How Clean Energy Collective's Community Solar Works

Commercial, Government and Non-Profit Xcel Energy utility customers can participate in CEC's Community Solar Program without making an upfront payment. CEC customers are assigned a number of panels in a community solar facility based on their meters and in turn receive Solar Rewards Credits from Xcel Energy for the power produced; directly on their monthly electric bills. The following month customers will make a monthly payment to CEC for the power (kWh) they received. Customers generate these automatic clean energy savings in one easy step, without change to their property.

Monthly Credit

Each month, your utility will calculate the amount of kilowatt hours (kWh) attributable to each customer in the community solar array. Once the kWhs attributable to each customer are determined, the utility will apply a credit to your electric bill that is the product of the kWh produced and the Solar Rewards Credit Rate for your account. Credits are applied to your Xcel Energy electric bills one month in arrears and directly offset the monthly electricity charges on your bill.



As your utility's rates change over time, the Solar Rewards Credit Rate changes keeping pace with the established tariff. As rates changes, your credit rate will move in unison. When rates increase or decrease your savings can increase or decrease.

Xcel Energy will continue to bill customers for all of the electricity consumed under prevailing tariff rates. They will then apply the Solar Rewards Credit against the total charges on your electric bill. The Solar Rewards Credits will reduce the whole dollar cost of the bill, with any excess

credits rolled over and applied to future months' billings. This program attacks the entire utility bill expense, not just your kWh usage charges.

Customer Participation Rules

To participate in the CEC/Xcel Energy Solar Rewards program you must have an active account with Xcel Energy and maintain that account throughout the life of the agreement. Any location, meter or account will need to be determined eligible by Xcel Energy. You may participate in more than one project, making it possible to maximize your savings from renewable energy or to supply savings to multiple locations in different areas. You can change the utility account up to 2 times per year where credits are posted as your energy requirements change. In order to participate, you will be required to sign a 20-year contract.

Xcel Energy requires that each community solar array have no more than 40% dedicated to any one customer. Fortunately, with the large number of sites awarded to CEC, you may combine capacity in a variety of projects to meet your objectives, while remaining in compliance with these restrictions. With your historical annual electricity consumption and expense information, CEC can provide a system that generates a solar offset of up to 120% of your annual electricity usage.

Customer Payment

There is no down payment to participate in the CEC/Xcel Energy Community Solar Rewards program. From the very first month after the solar array is connected to Xcel Energy's grid you can generate Solar Rewards Credits that reduce your utility costs. The month after receiving your on-bill credit for the power produced you will pay CEC for the power (kWh) that the solar panels produced at your predetermined price and retain all the credit above that as savings every month. You pay for the power after the credits are received on your utility bill and can benefit from saving the first month from the on-bill credits. You may receive year after year savings under the program based on our estimates.

Transfer

Customers may assign the credits received to any meter on their account. This allows you the opportunity to potentially move future credits from one location or account to others as your organization's needs change. Any credits already earned to an account will stay on the designated meter until they are used. To comply with the utility's regulations, CEC provides two opportunities each year for customers to make panel reassignment changes.

Operations & Maintenance Program

CEC is responsible for the ongoing operations and maintenance of all Community Solar Arrays. Ongoing operations and maintenance includes active daily monitoring of production and weather information, with real-time visibility into actual production. Any unexpected degradation in production is flagged and investigated by CEC and our maintenance contractors. The manufacturer's 25-year panel warranty covers expected annual production assuming a degradation rate after year 1 of 0.67% per year for the next 24 years. The charts provided to you in the following pages factor this rate into the numbers.

The CEC O&M Program provides:

- Real time monitoring of the array's production.
- Real time monitoring of the weather and irradiation at the array.
- Baseline production monitoring against the expected production per year, not just the manufacturers' warranties. If production falls by more than 2%, the array is inspected and faulty components are replaced or repaired as required.
- Annual inspections of the array by certified technicians.
- 25-year panel warranties from the manufacturer.
- Two 10-year successive inverter warranties from the manufacturer.
- 10-year installation warranty from the installation contractor.
- Immediate repair or replacement of faulty or defective parts.
- Insurance against all damages at full replacement value.

Summary:

The CEC community solar program offers customers the unparalleled opportunity to:

- Achieve immediate savings on your utility costs, from the first month, with no payback period
- Reduce or hedge your long term energy costs with a 20-year agreement that rises and falls with utility costs
- Lock in long term savings for 20-years
- Support renewable energy sources and be seen as an environmental leader in the community

The CEC community solar program comes without the restrictions of having to:

- Secure long term financing or commit a large down payment
- Alter your property or facility to accommodate solar panels
- Budget or assign resources to the maintenance of an on-site solar power installation

The CEC community solar program is a fast and easy way to implement a renewable energy savings program for your organization within the state of Colorado.

A specific estimation of Production, Credits, Payments and Savings follows.

Clean Energy COLLECTIVE®

The CEC Program provides the following production, savings and cost estimates:

ESTIMATED POWER PRODUCTION AND SAVINGS								
Utility Rate Inflation			2.00%			**Panels**	**8,889**	
Year 1 Solar Rewards Credit Rate			$0.06827			**KW**	**1,000**	
Year 1 PPA Cost Rate			$0.0614			**20 Year Savings $**	$311,292	
PPA Escalator			2.00%			**20 Year Savings %**	10%	
Year	**EST. Annual kWh**	**EST. Solar Rewards Credit Rate Average ($/kWh)**	**EST. Total Solar Rewards Payment**	**PPA Cost Average ($/kWh)**	**EST. Annual PPA Payments**	**EST. Total Savings Generated**	**EST. Cumulative Savings**	**EST. Effective Discount Rate**
1	2,013,000	$0.0683	$137,428	$0.0614	($123,685)	$13,743	$13,743	10%
2	1,999,573	$0.0696	$139,241	$0.0627	($125,317)	$13,924	$27,667	10%
3	1,986,147	$0.0710	$141,072	$0.0639	($126,965)	$14,107	$41,774	10%
4	1,972,720	$0.0724	$142,921	$0.0652	($128,629)	$14,292	$56,066	10%
5	1,959,293	$0.0739	$144,787	$0.0665	($130,308)	$14,479	$70,545	10%
6	1,945,866	$0.0754	$146,671	$0.0678	($132,004)	$14,667	$85,212	10%
7	1,932,440	$0.0769	$148,572	$0.0692	($133,715)	$14,857	$100,069	10%
8	1,919,013	$0.0784	$150,490	$0.0706	($135,441)	$15,049	$115,118	10%
9	1,905,586	$0.0800	$152,426	$0.0720	($137,184)	$15,243	$130,361	10%
10	1,892,160	$0.0816	$154,379	$0.0734	($138,941)	$15,438	$145,799	10%
11	1,878,733	$0.0832	$156,350	$0.0749	($140,715)	$15,635	$161,434	10%
12	1,865,306	$0.0849	$158,337	$0.0764	($142,503)	$15,834	$177,267	10%
13	1,851,879	$0.0866	$160,341	$0.0779	($144,307)	$16,034	$193,302	10%
14	1,838,453	$0.0883	$162,362	$0.0795	($146,126)	$16,236	$209,538	10%
15	1,825,026	$0.0901	$164,400	$0.0811	($147,960)	$16,440	$225,978	10%
16	1,811,599	$0.0919	$166,454	$0.0827	($149,809)	$16,645	$242,623	10%
17	1,798,173	$0.0937	$168,525	$0.0843	($151,672)	$16,852	$259,476	10%
18	1,784,746	$0.0956	$170,612	$0.0860	($153,551)	$17,061	$276,537	10%
19	1,771,319	$0.0975	$172,715	$0.0878	($155,443)	$17,271	$293,808	10%
20	1,757,893	$0.0995	$174,834	$0.0895	($157,350)	$17,483	$311,292	10%
Total	**37,708,925**		**$3,112,917**		**($2,801,625)**	**$311,292**		**10%**

Annual kWh is the estimated production from your portion of the solar facility.

RESOLUTION NO. 54
SERIES 2016

A RESOLUTION OF THE CITY OF LOUISVILLE, COLORADO APPROVING A CAPACITY COMMITMENT AGREEMENT AND RELATED AGREEMENTS WITH CLEAN ENERGY COLLECTIVE FOR SOLAR PRODUCTION CAPACITY TOTALING 1,000 KILOWATTS.

WHEREAS, the City of Louisville, Colorado ("City") is a home rule municipality and political subdivision of the State of Colorado; and

WHEREAS, Clean Energy Collective, LLC, is a Colorado limited liability company (the "Company") and is a Solar Service Provider in the business of developing Solar Energy Facilities that generate solar electricity that is sold to utilities in return for utility bill credits; and

WHEREAS, Xcel Energy (the "Utility") has awarded to Company the right to develop certain Solar Energy Facilities in connection with the Utility's Solar Rewards Community Service program, whereby customers may sell generated solar electricity in return for utility bill credits issued by the Utility ("Solar Bill Credits"); and

WHEREAS, City desires to commit to purchase from Company total nameplate production capacity of 1,000 kW in one or more or more of Company's Solar Energy Facilities (the "Capacity Commitment Agreement"), as such capacity becomes available and allocated to Customer and in accordance with the terms specified in the Capacity Commitment Agreement; and

WHEREAS, the City Council desires to approve the Capacity Commitment Agreement and authorize the execution of such Agreement and other instruments associated with the City's commitment to purchase 1,000 kW of production capacity from the Company.

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

Section 1. That certain Capacity Commitment Agreement to purchase from Company total nameplate production capacity of 1,000 kW in one or more of Company's Solar Energy Facilities, as well as the related Solar Production Agreement that is Exhibit A in the Capacity Commitment Agreement, a copy of which Capacity Commitment Agreement accompanies this Resolution, is hereby approved.

Section 2. The Mayor and City Manager, or either of them, is authorized to execute the Capacity Commitment Agreement and related documents, and the Mayor and City Manager, or either of them, are hereby further granted the authority to negotiate and approve such revisions to said Capacity Commitment Agreement and related documents as they determine are necessary or desirable for the protection of the City, so long as the essential terms and conditions of the Capacity Commitment Agreement are not altered.

Section 3. The Mayor, City Manager, City Clerk and City Staff are further authorized to do all things necessary on behalf of the City to perform the obligations of the City under the

Capacity Commitment Agreement and related documents, and are further authorized to execute and deliver any and all documents necessary or appropriate to effect the purchase of the solar production capacity under the terms and conditions of said Capacity Commitment Agreement and related documents, including but not limited to execution and delivery of closing documents required by the Capacity Commitment Agreement in connection with fulfilling the terms of the Agreement.

Section 4. All actions heretofore taken (not inconsistent with the provisions hereof) by or on behalf of the City by the officers or agents of the City and relating to the Capacity Commitment Agreement and related documents, are hereby ratified, approved and confirmed.

PASSED AND ADOPTED this 1st day of November, 2016.

_____
Robert P. Muckle, Mayor

ATTEST:

_____
Meredyth Muth, City Clerk

CAPACITY COMMITMENT AGREEMENT

This Capacity Commitment Agreement (the "Agreement") is effective as of _____, 2016 (the "Effective Date"), by and between Clean Energy Collective, LLC, a Colorado limited liability company (the "Company") and the City of Louisville, CO ("Customer"). Company and Customer are collectively referred to herein as the "Parties" and individually as a "Party".

WHEREAS, the Company is a Solar Service Provider in the business of developing Solar Energy Facilities that generate solar electricity that is sold to utilities in return for utility bill credits;

WHEREAS, Xcel Energy (the "Utility") has awarded to Company the right to develop certain Solar Energy Facilities in connection with the Utility's Solar Rewards Community Service program, whereby customers may sell generated solar electricity in return for utility bill credits issued by the Utility ("Solar Bill Credits");

WHEREAS, Customer desires to commit to purchase from Company total nameplate production capacity of 1 MW in one or more of Company's Solar Energy Facilities (the "Customer Commitment""), as such capacity becomes available and allocated to Customer in accordance with this Agreement;

WHEREAS, each such allocation shall be purchased pursuant to the terms of the agreement attached as Exhibit A (the "Solar Production Agreement"), and incorporated herein by reference;

WHEREAS, Company desires to sell such Production Capacity to Customer as capacity becomes available pursuant to the terms and conditions of such Solar Production Agreement;

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Defined Terms. If not defined in this Agreement, capitalized terms shall have the meanings set forth in the Net Metering Agreement, unless a different meaning is clearly indicated by the context.
2. Term. Company shall have three (3) years from the Effective Date of this Agreement (the "Fulfillment Period") to allocate up to 1 MW of nameplate Production Capacity in Company's Solar Energy Facilities to Customer, after which time, Company shall not be obligated to allocate and Customer shall not be obligated to enter into any further Net Metering Agreements with respect to the Customer's Commitment, provided however that the rights and obligations of each Solar Production Agreement executed by the parties thereto shall be unaffected by the expiration of the Fulfillment Period

3. The Allocation of Capacity. During the Fulfillment Period, Company shall allocate to Customer from time to time up to 1 MW in aggregate nameplate Production Capacity in various Solar Energy Facilities, by providing to Customer one or more agreements regarding such allocation substantially in the form of the Solar Production Agreement attached hereto. The Seller under each such Agreement may be Company or a Company affiliate, as determined by Company. Customer shall execute such agreement(s) within ten (10) days of receipt thereof. Customer accounts that are eligible to receive Net Metering Credits are listed in Exhibit B. Customer

agrees to take no actions that will cause Customer to be ineligible to be allocated any portion of the Customer Commitment pursuant this Agreement, due to exceeding any limitation applicable to Customer's receipt of billing credits under the terms and conditions of the Utility's Solar Rewards Community Service program.

4. Assignment. Customer shall not assign or transfer this Agreement without the prior written consent of Company, which shall not be unreasonably withheld. Company shall not assign or transfer this Agreement without the prior written consent of Customer which shall not be unreasonably withheld. Notwithstanding the foregoing, Company is expressly permitted to assign its rights and responsibilities under this Agreement, without obtaining Customer's consent and in its sole discretion, to any entity owned or controlled by Company or under common ownership or control with Company.

5. Governing Law. This Agreement will be governed by and construed in accordance with the laws of Colorado, and any legal proceedings shall be brought in state courts of the Commonwealth of Colorado.

6. Notices. In the event that any notice or other communication is required or permitted to be given hereunder, such notice or communications will be in writing and may be delivered in person or sent by certified mail, overnight courier or transmitted by facsimile to the address of the addressee as specified below. Except as otherwise provided, all such notices or other communications will be deemed to have been duly given and received upon receipt.

To Company:	Clean Energy Collective, LLC 361 Centennial Parkway, Suite 300 Louisville, Colorado 80027 Attn: Paul Spencer
With a copy by email to:	paul.spencer@easycleanenergy.com
To Customer:	City of Louisville, CO 749 Main St Louisville, CO 80027 Attn: Malcolm Fleming

7. Entire Agreement. This Agreement constitutes the entire agreement between the Parties relating to the subject matter hereof and supersedes any other agreement or understanding, written or oral.

8. Modification and Waiver. This Agreement may be modified, or any provision waived, only by a written instrument signed by both Parties.

9. Authority. The Parties represent and warrant that they have full authority to execute and deliver this Agreement and to perform their obligations under this Agreement, and that the person whose signature appears on the Agreement is duly authorized to enter into this Agreement on behalf of the respective Party.

10. Severability. Should any terms of this Agreement be declared void or unenforceable by any arbitrator or court of competent jurisdiction, such terms will be amended to achieve as nearly as possible the same economic effect for the parties as the original terms and the remainder of the Agreement will remain in full force and effect.

11. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which shall constitute a single Agreement.

IN WITNESS WHEREOF, each party has caused this Agreement to be duly executed by its authorized representative as of the date of last signature provided below.

CLEAN ENERGY COLLECTIVE, LLC

By: _____

Name: Paul Spencer

Title: Chief Executive Officer

Date: _____

CUSTOMER

City of Louisville, CO

By: _____

Printed Name: Malcolm Fleming

Title: City Manager

Date: _____

EXHIBIT A

SOLAR PRODUCTION AGREEMENT

(Colorado Local Governmental Units)

This Solar Production Agreement (the "Agreement") is entered into as of _____, 2016 (the "Effective Date") and is by and between CEC SOLAR #1133, LLC, as seller (the "Seller"), and the City of Louisville, CO, as buyer (the "Buyer"). In this Agreement, Seller and Buyer are sometimes referred to individually as a "Party" and collectively as the "Parties."

Whereas, Buyer is a Colorado municipality, county, school district, special district or other political subdivision; and

Whereas, Seller has offered to provide to Buyer under this Agreement a means of procuring low-cost electrical energy as utility cost-savings measures under C.R.S. 29-12.5-101 et seq; and

Whereas, pursuant to this Agreement, Buyer can purchase an interest in a solar energy generation installation, and obtain utility credits from the sale of the solar energy generated by such facility so as to decrease Buyer's utility costs; and

Whereas, the Board has received the analysis and recommendations concerning such utility cost-savings measure from a person experienced in the design and implementation of utility cost-savings measure; and

Whereas, the Board has found pursuant to C.R.S. 29-12.5-103 that the amount of money the Buyer would spend on such utility cost-savings measure is not likely to exceed the amount of money the Buyer would save in energy costs over the term of this Agreement; and

Whereas, the Board has found that the obligations entered into by the Buyer under this Agreement shall not cause the total outstanding indebtedness incurred by the Buyer under C.R.S. 29-12.5-103 to exceed the applicable limit set forth in C.R.S. 29-12.5-103(2)(b).

Now therefore, in consideration of the mutual covenants herein contained, and for other good and valuable consideration, the Parties hereby mutually agree as follows:

1. <u>Definitions</u>. Under this Agreement, the following terms are defined as follows:

"***Affiliate***" means any person or entity that directly, or indirectly through one or more intermediaries, controls or is controlled by or partnered with, or is under common control with the person or entity specified.

"***Board***" means the governing body of the above referenced Buyer.

"***Buyer's Allocation***" means the Buyer's Production Capacity expressed as a percentage of the entire nameplate capacity of the Solar Energy Facility.

"***Buyer's Production Capacity***" means the amount of Production Capacity purchased under this Agreement, as referenced in Section 2 and Appendix A below.

"***Buyer's Solar Interest***" means the Buyer's Production Capacity and the Buyer's Solar Output, and excludes any Environmental Attributes or Tax Incentives.

"***Buyer's Solar Output***" means the Solar Output of the Solar Energy Facility, multiplied by the Buyer's Allocation.

"***Commercial Operations Date***" means the date on which the Solar Energy Facility generates electric energy on a commercial basis, and the interconnection to the utility's electric grid has been authorized and is functioning with the Utility. Such date shall be specified by Seller either in Attachment A to this Agreement, or by a separate notice provided to Buyer pursuant to Section 6 of this Agreement.

"***Environmental Attributes***" means any credit, benefit, reduction, offset, financial incentive, and other beneficial allowance that is in effect as of the Effective Date or may come into effect in the future, including, to the extent applicable and without limitation, (i) all environmental and renewable energy attributes and credits of any kind and nature resulting from or associated with the Solar Energy Facility, its production capacity and/or electricity generation, (ii) government financial incentives, (iii) greenhouse gas offsets under the Regional Greenhouse Gas Initiative, (iv) renewable energy credits or renewable energy certificates (each referred to as "RECs") or any similar certificates or credits under the laws of any jurisdiction, including but not limited to Solar RECs, and (v) other allowances howsoever named or referred to, with respect to any and all fuel, emissions, air quality, or other environmental characteristics, resulting from the use of solar energy generation or the avoidance of the emission of any gas, chemical or other substance into the air, soil or water attributable to the Solar Energy Facility, its production capacity and/or electricity generation.

"***Facility Meter***" means a revenue-grade meter maintained by Seller at the Solar Energy Facility and used to measure the electricity delivered by the Solar Energy Facility to such meter.

"***Force Majeure***" or "**Force Majeure Event**" means any event or circumstance not within the reasonable control of the affected Party which precludes that Party from carrying out, in whole or in part, its obligations under this Agreement, including, but not limited to, Acts of God, hurricanes or tornados, fires, epidemics, landslides, earthquakes, floods, other natural catastrophes, strikes, lock outs or other industrial disturbances. A Party may not assert an event of Force Majeure to excuse it from performing due to any governmental act, failure to act, or order, where it was reasonably within such Party's power to prevent such act, failure to act, or order. Notwithstanding the contrary, economic hardship or unavailability of funds shall not constitute a Force Majeure Event of either Party, and any such discretionary acts, failures to act or orders of any kind by Buyer may not be asserted as an event of Force Majeure by Buyer.

"***Interconnection Agreement***" shall mean the interconnection service agreement(s) entered into with the Utility, which authorizes the interconnection of the Solar Energy Facility to the Utility grid.

"***Interconnection Point***" means the point at which the Utility takes delivery of generated electrical output from the Solar Energy Facility.

"***kWh"*** means kilowatt hour.

"***Production Capacity***" means the nameplate of the entire Solar Energy Facility, as listed in Appendix A hereto.

"***Production Month***" means a monthly period during which electricity is delivered from the Solar Energy Facility to the Interconnection Point, occurring after the Commercial Operations Date and before the end of the Term.

"***Program***" means the Utility's Solar Rewards Community Service Program whereby customers may sell generated electricity to the Utility pursuant to the terms and conditions of the Utility's Colorado PUC No. 7 Tariff, Schedule SRCS, as amended from time to time with the Colorado Public Utilities Commission (the "CPUC"), or such other power purchase agreement, tariff and/or other agreement(s) selected by Seller from time to time for sale of Buyer's Solar Output.

"***Solar Bill Credit***" means the bill credit calculated by the Utility pursuant to the terms and conditions of the Program.

"***Solar Energy Facility***" shall mean the photoelectric solar generation facility described in Appendix A.

"***Solar Output***" means the total amount of electricity generated by the Solar Energy Facility and delivered to the Utility at the Interconnection Point from the Commercial Operations Date until the end of the Term, expressed in terms of kilowatt hours ("kWh") on a monthly or other basis.

"***Tax Incentives***" means any tax credits, incentives or depreciation allowances established under any federal or state law, including without limitation investment tax credits (including any grants or payments in lieu thereof) and any tax deductions or other benefits under the Internal Revenue Code or applicable federal, state, or local law available as a result of the ownership and operation of the Solar Energy Facility or the output generated by the Solar Energy Facility (including, without limitation, tax credits (including any grants or payments in lieu thereof) and accelerated, bonus or other depreciation.

"***Term***" shall have the meaning set forth in Section 6.

"***Utility***" means Xcel Energy.

"***Utility Account***" means Buyer's account with the Utility for utility services at the Utility Service Location.

"***Utility Service Location***" means the premises at which Buyer receives utility services from the Utility under the Utility Account.

2. **Buyer's Production Capacity and Buyer's Solar Output.** Under this Agreement, the Buyer purchases the Buyer's Production Capacity and the Buyer's Solar Output associated therewith (collectively referred to as "Buyer's Solar Interest"). The Buyer's Production Capacity purchased under this Agreement is from particular solar panels (the "Selected Solar Panels") located in the Solar Energy Facility. The Selected Solar Panels shall represent a nameplate capacity equal to 40.0% of the total nameplate capacity of the Solar Energy Facility, rounded to the nearest full panel. Within 30 days of the Commercial Operations Date, CEC shall notify Buyer of the serial number, nameplate capacity and other identifying information for each of the Selected Solar Panels. Buyer acknowledges that the Utility limits the amount of Production Capacity available to Buyer under this Agreement, as more fully set forth in Section 4 hereto.

3. **Sale of Buyer's Solar Output to Utility**. The Utility currently offers the Program whereby customers can sell generated electricity to the Utility pursuant to the terms of the Program. Seller agrees to assist Buyer with such sale as detailed more fully in this Section 3 below.

3.1. Delivery of Buyer's Solar Output. In connection with the Program, beginning upon the Commercial Operations Date and continuing monthly until the end of the Term, Seller hereby agrees to deliver the Buyer's Solar Output to the Utility at the Interconnection Point, and to provide to the Utility the information requested by the Utility (the "Bill Credit Information") to calculate the Solar Bill Credits payable to the Buyer under the Program based upon the delivery of the Buyer's Solar Output for such month to the Utility.

3.2. Bill Credit Information. Bill Credit Information includes, but is not limited to the Buyer's name, address, the Buyer's Utility Service Location, the Utility Account numbers associated with the Utility Service Location, the nameplate capacity of the Selected Solar Panels, and the Buyer's Solar Output. Seller agrees to be, and Buyer hereby appoints Seller, as Buyer's exclusive representative for submitting Bill Credit Information to the Utility, with full power and authority to supply to the Utility such information as may be required by the Utility under the Program. This authorization does not restrict Buyer from communicating with, instructing or directing the Utility with respect to other matters pertaining to electric service at the Utility Service Location, or asking the Utility questions regarding Buyer's participation in the Program. In addition, Buyer hereby authorizes the Utility to release to Seller the consumption and other account information of Buyer to help Seller to carry out the terms of this Agreement and the Program, and agrees to

execute any documents that either Seller or the Utility may request to permit the release of such information.

3.3. Sale of Buyer's Solar Output. Buyer hereby appoints Seller, as Buyer's exclusive representative with full power and authority to deliver, assign, transfer, and sell all of Buyer's Solar Output in connection with the Program, and to enter into, administer, and enforce on Buyer's behalf any agreements related to such delivery, assignment, transfer and sale. For this purpose, Buyer hereby waives, relinquishes, and quitclaims any right, claim, and interest in the Solar Output and associated Environmental Attributes, and agrees to execute any additional documents and instruments needed by Seller to effect or evidence the transfer of the Solar Output to the Utility.

4. Program Limits and Other Acknowledgments Regarding Program. In connection with this Agreement, Buyer acknowledges that:

4.1. The Program imposes a limit (listed as the Program Limit in Appendix C) which restricts the total photoelectric generating capacity which Buyer may have under the Program, whether purchased under this Agreement or otherwise, and Buyer agrees that Seller is not obligated to request, and that the Utility is not obligated to make, any payment or Solar Bill Credit to the extent Buyer's photoelectric generating capacity exceeds those limitations. Buyer acknowledges that the limitations set forth in Appendix C are derived from the Program, and that this Agreement will be deemed automatically amended to incorporate any changes to corresponding provisions in the Program.

4.2. Solar Bill Credits are calculated solely by the Utility under the Program, and are subject to Program terms and conditions. Buyer acknowledges and agrees that Seller's sole obligation regarding payments to Buyer is to request and use commercially reasonable efforts to require Utility to make Solar Bill Credits.

4.3. The duration, terms and conditions of the Program, including the rate used to determine Solar Bill Credits, are subject to the sole and exclusive control of Utility and/or the CPUC, and that Seller has not made any representations or warranties with respect to the expected duration of the Program or the amounts to be provided by Utility as Solar Bill Credits.

4.4. Buyer must be and remain a customer of the Utility for electric service throughout the Term of this Agreement, and be in conformance with the requirements of this Agreement and the Utility.

5. Environmental Attributes and Tax Incentives Excluded. Buyer acknowledges and agrees that Buyer's Solar Interest does not include any Environmental Attributes or Tax Incentives associated with the Solar Energy Facility, and Buyer agrees that Buyer will not claim the Environmental Attributes or Tax Incentives associated with the Solar Energy Facility and will promptly execute any additional documents and/or authorizations as Seller may request to assist any Seller in retaining, or in delivering to the Utility or to another third party, such Environmental Attributes and/or Tax Incentives, as determined by Seller.

6. Commercial Operations Date, and Term. If the Commercial Operation Date is not known by the Effective Date of this Agreement, Seller will provide Buyer with notice of the Commercial Operation Date once known. The Term of this Agreement begins upon the Effective Date, and ends 20 years after the Commercial Operations Date unless this Agreement in terminated earlier in accordance with its terms and conditions, in which case the Term shall end upon such early termination. The period from the Commercial Operations Date until the 20th anniversary thereof is referred to herein as the "Scheduled Term".

7. Payment to Seller.

7.1. Buyer acknowledges that in order to bill on a more timely basis, the measurement of the electricity produced by the Solar Energy Facility shall be based upon Seller's meter readings at the Facility Meter.

7.2. In this regard, Buyer shall make monthly payments to Seller under this Agreement in an amount (the "Monthly Payment Amount") equal to (i) the Buyer's Allocation of the amount of electricity delivered by the Solar Energy Facility to the Facility Meter during a Production Month, multiplied by (ii) the price per kWh in effect during the year in which the Production Month occurs as set forth in the Appendix B Price List.

7.3. The Monthly Payment Amount shall be due by the sixtieth (60th) day after the end of the Production Month. Seller shall provide Buyer with an invoice showing the Monthly Payment Amount within thirty (30) days following the end of the Production Month.

7.4. The Monthly Payment Amount does not include taxes. The term "taxes" includes any federal, state, and local ad valorem, property, occupation, generation, privilege, sales, use, consumption, excise, or transaction tax, and other taxes, regulatory fees, surcharges, or other similar charges, which shall be Buyer's responsibility, but does not include any income taxes imposed on Seller's revenues due to the sale of Buyer's Solar Interest to Buyer under this Agreement, which income taxes are solely Seller's responsibility.

7.5. Any payment due Buyer under this Agreement but not paid when due shall bear interest from the due date until paid at the rate of 1.5% percent per month, or the highest rate allowed by law, whichever is lower.

7.6. This Agreement is subject to Colorado Revised Statutes Section 29-12.5-103 as an exception to debt limitations. Should a court determine that such section does not apply to this Agreement, then payment obligations in future fiscal years are subject to annual appropriation and nothing herein shall constitute or give rise to an indebtedness or multi-fiscal year obligation within the meaning of any constitutional, statutory, or home rule debt limitation.

8. Operations and Maintenance of the Solar Energy Facility. Beginning on the Commercial Operations Date through the end of the Term, Seller will be responsible for the operation and maintenance of the Solar Energy Facility, as follows:

8.1. Operations and Maintenance Services. Seller will operate the Solar Energy Facility, and provide customary maintenance services designed to keep the Solar Energy Facility in good working condition. Seller will use qualified personnel to perform such services in accordance with industry standards, and will pay such persons reasonable compensation for performing such services. Seller will initially appoint or have appointed Energy Equipment Limited as property manager to operate and maintain the Solar Energy Facility.

9. Change of Utility Service Location.

9.1. Providing Advance Notice. Buyer agrees to provide Seller with ninety (90) days advance notice of any change which may cause Buyer to not be the Utility's customer for the Utility Service Location.

9.2. New Location Within Utility Service Territory. Buyer agrees that if Buyer shall cease to be Utility's customer at the Utility Service Location and within thirty (30) days thereof move to a new location within the service territory of Utility, that Buyer will take all steps and provide all information required by Utility under the Program to substitute Buyer's new service location as the Utility Service Location under this Agreement, and this Agreement shall continue in effect. Buyer acknowledges that if the Utility Service Location or any new service location exceeds the Program Limit set forth in Schedule C or otherwise does not comply with the Utility's requirements, Buyer's ability to participate in the Program may cease or be limited in accordance with Program requirements.

9.3. Other Termination of Utility Service. If Buyer ceases to be a Utility customer for electric service at the Utility Service Location and does not comply with Section 9.2 within the time period set forth in therein, then Buyer will continue to pay Seller the Monthly Payment Amount until end of

the Scheduled Term; provided however, that if the Seller finds a substitute buyer for Buyer's Solar Output, which buyer is satisfactory to Seller in Seller's sole discretion, including without limitation such buyer's creditworthiness, then Buyer shall not be responsible to pay Seller for Monthly Payment Amounts which correspond to Production Months occurring from and after the date Seller and such substitute buyer shall enter into a Solar Production Agreement in regard to Buyer's Solar Output, In the event that this Agreement is terminated by Buyer prior to the end of the Selected Term, the amount due under this Section 9.3 shall be accelerated as of the date of such termination.

10. Seller's General Agreements. In connection with this Agreement, Seller agrees that Seller at all times shall perform Seller's obligations under the Program, and that Seller will exercise commercially reasonable efforts to maintain the Program in effect for the Term of this Agreement.

11. Buyer's General Agreements. In connection with this Agreement, Buyer agrees that:

11.1. Buyer will provide to Utility all applications, documentation and information required by Utility and otherwise to qualify Buyer to participate in the Program.

11.2. Buyer has not transferred, assigned or sold any interest in the Solar Energy Facility, or in the Production Capacity, Solar Output, Environmental Attributes or Tax Incentives to any other person or entity, and will not do so during the Term of this Agreement. Buyer has not provided to any other person or entity any of the authority granted to Seller under this Agreement and will not do so during the Term of this Agreement.

11.3. Buyer has not granted or placed or allowed others to place any liens, security interests, or other encumbrances on the Selected Solar Panels, Buyer's Production Capacity, Solar Output, Environmental Attributes or Buyer's Solar Interest, and will not do so during the Term of this Agreement.

11.4. Buyer understands that the Buyer's Production Capacity and Solar Output will vary from time to time based upon solar availability, weather, seasonality, degradation and other conditions, and that the Expected Annual Production of the Selected Solar Panels is an estimate of solar panel capability under ideal conditions, which may not occur.

11.5. Buyer understands that Seller has not guaranteed or made any representations or warranties that the operation of the Solar Energy Facility will be uninterrupted or error free, or any minimum Solar Output or Solar Bill Credits shall be obtained.

11.6. Buyer agrees to keep its Utility account for the Utility Service Location in active status, and to pay on a current basis such amounts as may be due the Utility in connection with such account. Buyer shall make no claim against Seller or Seller's affiliates or assigns for amounts which may be payable to Buyer from the Utility under the Program or in connection with this Agreement.

12. Events of Early Termination.

12.1. Material Events. The Term of this Agreement shall be subject to early termination by Seller based upon any of the following events ("Material Events"),:

(a) At such time as the Utility ceases to offer the Program or a comparable substitute.

(b) In the event that the Commercial Operations Date has not occurred for the Facility within one year of the Effective Date hereof.

12.2. Termination for Material Event. From and after the occurrence of any Material Event, Seller and Buyer shall each have the right, but not the obligation, to terminate this Agreement on the basis of such Material Event, and any such termination shall be effective upon the date which the party electing termination provides, in accordance with Section 16, written notice of such

termination to the other party. The Parties agree that neither the occurrence of a Material Event nor termination of this Agreement in accordance with this Section for a Material Event shall be considered to be a default or breach under this Agreement.

13. Events of Default; Termination for Default

13.1. Buyer Default. Each of the following events will constitute a default on the part of Buyer (a "Buyer Default"):

(a) Except as otherwise expressly permitted of Buyer in this Agreement, Buyer terminates this Agreement before the end of the Term.

(b) Buyer fail to pay any amount due under this Agreement when due, and such failure continues for an additional ten (10) days after such amount is due.

(c) Buyer breaches any warranty or representation of Buyer set forth in this Agreement, or fails to perform any material obligation of this Agreement (other than failure to pay), and such breach or failure is not cured by Buyer within thirty (30) days after Buyer receives written notice of such breach or failure from Seller, or, if such breach or failure is not capable of cure within such thirty (30) day period, then Buyer (i) fails to begin such cure within ten (10) days of such written notice or (ii) to complete the cure of such breach or failure with sixty (60) days of such written notice using diligent efforts.

(d) Buyer institutes or consents to any proceeding in bankruptcy pertaining to Buyer or its property; or fails to obtain the dismissal of any such proceeding within thirty days of filing; or a receiver, trustee or similar official is appointed for Buyer or a substantially all of Buyer's property or assets; or such property or assets become subject to attachment, execution or other judicial seizure; or Buyer is adjudicated to be insolvent.

(e) Buyer attempts to claim any RECs, Environmental Attributes or Tax Incentives in connection with the Solar Energy Facility or Buyer's Solar Interest.

13.2. Seller Default. Each of the following events will constitute a default on the part of Seller (a "Seller Default") provided there is no concurrent Buyer Default:

(a) Seller breaches any warranty or representation of Buyer set forth in this Agreement, or fails to perform any material obligation of this Agreement, and such breach or failure is not cured by Seller within thirty (30) days after Seller receives written notice of such breach or failure from Buyer, or, if such breach or failure is not capable of cure within such thirty (30) day period, then Seller (i) fails to begin such cure within ten (10) days of such written notice or (ii) to complete the cure of such breach or failure with sixty (60) days of such written notice using diligent efforts.

13.3. Buyer's Remedies in Case of Seller's Default. If a Seller Default occurs and is continuing after the expiration of the cure period applicable thereto, then, Buyer may terminate this Agreement by written notice to Seller without further obligation other than to pay the Monthly Payment for all Production Months (or partial Production Months) occurring prior to the date of such written notice from Buyer.

13.4. Seller's Remedies in Case of Buyer's Default. If a Buyer Default occurs and is continuing after the expiration of the cure period applicable thereto, Seller shall be entitled to terminate this Agreement for breach, and/or to seek such remedies as are available to Company at law or in equity including specific performance.

14. Force Majeure. Except as specifically provided herein, if by reason of Force Majeure, a Party is unable to carry out, either in whole or in part, any of its obligations herein contained, such Party (the "Affected Party") shall not be deemed to be in default during the continuation of such inability,

provided that: (i) the Affected Party, within two (2) weeks after being affected by the Force Majeure event, gives the other Party hereto written notice describing the particulars of the occurrence and the anticipated period of delay; (ii) the suspension of performance be of no greater scope and of no longer duration than is required by the Force Majeure event; (iii) no obligations of the Party which were to be performed prior to the Force Majeure event shall be excused as a result of the occurrence thereof; and (iv) the Affected Party shall use commercially reasonable efforts to remedy with all reasonable dispatch the cause or causes preventing it from carrying out its obligations.

15. Assignment.

15.1. Assignment by Buyer. Buyer may not assign this Agreement or Buyer's Solar Interest without Seller's prior written consent, which shall not be unreasonably withheld.

15.2. Assignment by Seller. Seller may assign this Agreement, or any of its rights, duties, or obligations under this Agreement, to another entity or individual, including any Affiliate, whether by contract, change of control, operation of law or otherwise, without Buyer's consent.

15.3. Collateral Assignment.

(a) General. Seller shall be entitled to collaterally assign, pledge, grant security interests in, or otherwise encumber its rights and interests in this Agreement to one or more entities providing financing (hereinafter "Lender") without further consent of Buyer. Buyer agrees to reasonably cooperate with Seller and its Lender in connection with such financing, and to provide such information and acknowledgements as Seller or its Lender may reasonably request within ten (10) days of any such request therefor.

(b) Notices to Lenders. From time to time, Seller or its Lender may provide Buyer with written notice of any Lender to which interests have been granted pursuant to Section 15.3(a) above. As a precondition to exercising any rights or remedies related to any default by Seller under this Agreement, Buyer shall give written notice of the default to Lender at the same time it delivers notice of default to Seller, including the specifics of any such default. Lender shall have the same amount of time to cure the default under this Agreement as is given to Seller hereunder, and the same right as Seller to cure any default. The cure period for Lender shall begin to run upon the date Lender receives such written notice from Buyer. Failure of Buyer to provide Lender with such notice shall not diminish Buyer's rights against Seller, but shall preserve all rights of Lender to cure any default.

(c) Right to Cure Defaults; Substitution. To prevent termination of this Agreement, the Lender shall have the right, but not the obligation, at any time to perform any act necessary to cure any default and to prevent the termination of this Agreement. In the event of an uncured default by Seller, or in the event of a termination of this agreement by operation of law or otherwise, Lender shall have the right, but not the obligation, to substitute itself for Seller under this Agreement, or (ii) to require Buyer enter into a new agreement with Lender substantially identical to this Agreement for a period equal to the duration of the Scheduled Term of this Agreement.

16. Notices. In the event that any notice or other communication is required or permitted to be given hereunder, such notice or communications will be in writing and may be delivered in person or sent by certified mail, overnight courier or transmitted by facsimile to the address of the addressee as specified below. Except as otherwise provided, all such notices or other communications will be deemed to have been duly given and received upon receipt.

To Seller: CEC SOLAR #1133, LLC
15990 CR 29
Platteville CO 80651
Attn: Paul Spencer
Fax No.: 970-692-2592

To Buyer: As set forth in Appendix A.

17. **Reporting and Marketing.** Buyer authorizes Seller and Seller's Affiliates to use Buyer's name and the nameplate capacity allocated to Buyer hereunder (such information referenced herein as Buyer's "Customer Information") for reporting purposes, such as official reporting to governmental authorities, the Utility, public utility commissions and similar organizations, and in marketing materials that Seller or Seller's Affiliates generate or distribute. Seller agrees that following written notice from Buyer to opt out of Seller's marketing program, Seller will no longer identify Buyer by name in Seller's marketing materials. Under no circumstances, except as required by law and as otherwise provided in this Agreement, will Seller release or otherwise publish any information collected from Buyer other than the above Customer Information.

18. **Applicability of Open Records Act**. The parties acknowledge and agree (a) that Buyer is required to comply with the Colorado Open Records Act, and (b) that the terms of this Agreement contain and constitute confidential and privileged market information and trade secrets of Company, which if disclosed to Company's competitors could harm the Company. The Customer agrees to not disclose the terms hereof to any other entity or person, except as may be required under the Open Records Act or other requirements of law. Customer will advise Company of any request for the foregoing information under the Open Records Act.

19. **Governmental Immunity**. Buyers and its officers, attorneys and employees, are relying on, and do not waive or intend to waive by any provision of this Agreement, the monetary limitations or any other rights, immunities, and protections provided by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq., as amended, or otherwise available to Customer and its officers, attorneys or employees, as applicable hereto.

20. **Entire Agreement.** This Agreement constitutes the entire agreement between the Parties relating to the subject matter hereof and supersedes any other agreement or understanding, written or oral.

21. **Additional Agreements**.

    21.1. Authority. Each Party represents and warrants that it has full authority to execute and deliver this Agreement and to perform their obligations under this Agreement, and that the person whose signature appears on the Agreement is duly authorized to enter into this Agreement on behalf of that Party.

    21.2. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which shall constitute one and the same agreement. The counterparts of this Agreement and the schedules and exhibits hereto, may be executed and delivered by facsimile or other electronic signature by any of the Parties to any other Party and the receiving Party may rely on the receipt of such document so executed and delivered by facsimile or other electronic means as if the original had been received.

    21.3. Modification and Waiver. This Agreement may not be amended, changed, modified, or altered unless such amendment, change, modification, or alteration is in writing and signed by all of the Parties to this Agreement or their respective successor(s) in interest. This Agreement inures to the benefit of and is binding upon the Parties and each of their respective successors and permitted assigns.

    21.4. Governing Law. This Agreement and the rights and duties of the Parties hereunder shall be governed by and shall be construed, enforced and performed in accordance with the laws of the State of Colorado without regard to principles of conflicts of law.

    21.5. Survival. In the event of expiration or earlier termination of this Agreement, the following sections shall survive: Sections 3.2, 3.3, 4, 5, 7, 15, 16, 17, 18, 19, and 21.

21.6. Severability. Should any terms of this Agreement be declared void or unenforceable by any arbitrator or court of competent jurisdiction, such terms will be amended to achieve as nearly as possible the same economic effect for the parties as the original terms and the remainder of the Agreement will remain in full force and effect.

21.7. Service Contract. This Agreement is a service contract pursuant to Section 7701(e)(3) of the Internal Revenue Code.

21.8. No Partnership. Nothing contained in this Agreement will constitute either party to this Agreement as a joint venturer, employee, or partner of the other, or render either party to this Agreement liable for any debts, obligations, acts, omissions, representations, or contracts of the other, including without limitation Buyer's obligations to the Utility for electric service.

IN WITNESS WHEREOF, each Party has caused this Agreement to be duly executed by its authorized representative as of the date of last signature provided below.

SELLER	BUYER
CEC SOLAR #1133, LLC	City of Louisville, CO
By: _____	By: _____
Name: Paul Spencer	Name: Malcolm Fleming
Title: Chief Executive Officer	Title: City Manager
Date: _____	Date: _____

List of Exhibits to Agreement

Appendix A – Solar Energy Facility

Appendix B – Price List

Appendix C – Program Limits

Appendix A
Buyer and Facility Information

Commercial Operations Date: TBD

Effective Date: TBD

Buyer's Allocation: 20.0% of 2MW array

Estimated initial annual amount of Buyer's Solar Output ("Estimated Initial Annual Production"): 805,200 kWh

Buyer's Production Capacity: 400 kW

Facility Location: 15990 CR 29 Platteville, CO 80651

Facility Name: Xcel Weld 1

Facility Company Name: CEC SOLAR #1133, LLC

Email: Paul.Spencer@easycleanenergy.com

Fax: 970-692-2592

Tel: 800-646-0323

Initial Meter # for Crediting:

Account: 53-187960-08 Premise: 300864286 Meter: 000035877657

Utility Service Location: 900 Via Appia Way Louisville CO 80027

Account Number: 53-1879600-08 Premise: 303956051

Utility Service Location: 951 Spruce St Louisville CO 80027

Buyer's Name(s): City of Louisville

Appendix B
Price List

The following is the Price List referenced in Section 7.2 of the Agreement:

Year	Price per kWh
2017	0.06144
2018	0.06267
2019	0.06393
2020	0.06520
2021	0.06651
2022	0.06784
2023	0.06919
2024	0.07058
2025	0.07199
2026	0.07343
2027	0.07490
2028	0.07640
2029	0.07792
2030	0.07948
2031	0.08107
2032	0.08269
2033	0.08435
2034	0.08604
2035	0.08776
2036	0.08951

Buyer acknowledges that the foregoing Price List sets forth a fixed price per kWh for each of the years listed above, and includes a 2.00% annual escalator.

Buyer further acknowledges that the foregoing Price List is intended to fix the price paid by Buyer per kWh in connection with the Monthly Payment Amounts under this Agreement.

Seller does not warranty or represent the accuracy of the foregoing Price List. The Utility shall set future rates in accordance with Section 12 of the Settlement Agreement Regarding Public Service Company of Colorado's Implementation of its 2014-2016 Community Solar Gardens Program as approved on August 12, 2016.

Buyer has undertaken an independent evaluation of the Price List, and has determined that the Price List is reasonable for purposes of calculating the Monthly Payment Amounts under this Agreement, and agrees that Buyer shall not assert, and hereby waives, claims challenging the validity or use of the Price List in connection with the Monthly Payment Amounts due from Buyer under this Agreement.

Appendix C
Program Limit

The Program Limit under this Agreement is equal to 120% of Buyer's Maximum average annual electric power consumption at the Utility Service Location.

Buyer agrees that the Estimated Initial Annual Production as set forth in Appendix A shall not exceed the Program Limit.

In addition, Buyer acknowledges that the benefit Buyer receives from Buyer's Solar Interest can be reduced if Buyer's Utility Service Location is eligible for solar energy credits or net-metering based upon solar electricity generating equipment other than Buyer's Solar Interest in the Solar Energy Facility. In this regard, the Program Limit shall apply based upon the Buyer's Production Capacity plus the capacity of such other solar electricity generating equipment, taken together.

EXHIBIT B

Customer Account Information

Customer accounts that are authorized to receive allocations of Production Capacity from Company's Solar Energy Facilities are listed below:

Account Name: ____CITY OF LOUISVILLE_____

Utility: ____XCEL_____ Account Number: ___53-1879600-08___Premise: 300864286

Account Address: Street Address, City, State Zip Code

900 VIA APPIA WAY

LOUSIVILLE CO 80027

Maximum Nameplate Production Capacity to be allocated: 163kW DC

Account Name: ____CITY OF LOUISVILLE_____

Utility: ____XCEL_____ Account Number: 53-1879600-08 Premise: 303956051

Account Address: Street Address, City, State Zip Code

951 Spruce St

LOUSIVILLE CO 80027

Maximum Nameplate Production Capacity to be allocated: 237kW DC

ANNUAL COMMUNITY ENERGY REPORT BY XCEL ENERGY

Community:	**City of Louisville**
Year of Data:	**2015**

Utility System Characteristics [1]

Electric	0.6760	metric tons CO2/ MWh [2]
Gas	0.0053	metric tons CO2/ Th [3]

Resource Mix	Resource
Coal	52.90%
Gas	23.50%
Wind	19.30%
Hydro	2.00%
Solar	1.30%
Nuclear	0.00%
Bio Mass	0.10%
Other	0.90%

Energy Consumption Data [4]

Electricity	Number of Customers [5]	Energy Consumption (kWh)	Carbon Emissions (metric tons CO2) [6]	Revenues Billed [7]	Customers Removed from Dataset [8]
Business	1,042	148,675,505	100,505	$13,359,729	0
Residential	7,788	55,684,181	37,643	$6,506,572	0
Street Lighting - Non-Metered/Xcel-Own	195	3,626,159	2,451	$908,607	-
Total:	**9,025**	**207,985,845**	**140,598**	**$20,774,908**	

Natural Gas	Number of Customers [5]	Energy Consumption (therms)	Carbon Emissions (metric tons CO2) [9]	Revenues Billed [7]	Customers Removed from Dataset [8]
Business	718	3,915,516	20,752	$1,910,780	0
Residential	7,277	4,829,443	25,596	$3,711,292	0
Total:	**7,995**	**8,744,959**	**46,348**	**$5,622,072**	

Programmatic Data [10]

Windsource	Number of Customers	Subscribed Energy (kWh)
Community - Residential Total	683	2,079,551
Community - Business Total	16	161,185
Colorado - Residential Total	431,613	115,036,383
Colorado - Business Total	7,678	60,862,727

On-site Solar (Solar*Rewards)	Total Installations (Cumulative)	Total Installations (Incremental)	Total Installed Capacity (kW)	Capacity installed during Reporting Year (kW)	Energy Production (kWh) [11]	Incentives Paid (Incremental)
Community - Residential Total	494	44	2,673	260	216,092	$3,782
Community - Business Total	0	0	0	0	0	$0
Colorado - Residential Total	28,705	5,004	166,478	28,345	22,370,794	$306,208
Colorado - Business Total	1,876	87	101,981	6,011	2,633,986	$134,704

On-Site Solar (non-Solar*Rewards))	Total Installations (Cumulative)	Total Installations (Incremental)	Total Installed Capacity (kW)	Capacity Installed during Reporting Year (kW)
Community - Residential Total	11	1	59	5
Community - Business Total	0	0	0	0
Colorado - Residential Total	1,343	213	7,593	1,107
Colorado - Business Total	84	5	16,549	125

Solar Gardens (PV)	Number of Subscribers	kW Subscribed	kWh Subscribed
Community - Residential Total	14	52	50,933
Community - Business Total	2	146	66,557
Colorado - Residential Total	432	1,540	1,529,017
Colorado - Business Total	105	3,999	4,604,795

Energy Conservation	Number of Projects	Electric Energy Savings (kWh)	Electric Demand Savings (kW)	Natural Gas Energy Savings (Th)	Rebates or Incentives Paid
Community - Residential Total	547	274,052	146	29,729	$153,814
Community - Business Total	36	2,019,376	492	8,471	$239,913
Colorado - Residential Total	80,138	206,235,160	220,228	5,813,684	$24,477,833
Colorado - Business Total	6,443	242,941,419	54,722	1,498,602	$28,721,789

Load Management (Demand Response)	Number of Customers	Available Capacity (kW)	Rebates or Incentives Paid
Community - Residential Total	1,913	2,078	$77,680
Community - Business Total	0	0	$0
Colorado - Residential Total	183,857	206,553	$7,721,600
Colorado - Business Total	89	238,436	$0

Footnotes

[1] Available in the latest Energy and Carbon at a Glance Sheet at: https://www.xcelenergy.com/Environment/Policy/Carbon_Policy. See the table on page 3, which shows our latest CO2 intensity by region in metric tons/MWh and lbs/MWh, as calculated using The Climate Registry's electric power sector protocol. Note these are system-wide metrics and do not reflect differences between communities.

[2] Note that the CO2 emission factor for electricity is a preliminary estimate, as calculated using The Climate Registry protocols but not yet third-party verified. This reflects the most accurate and current emissions information available, but sometimes emissions data changes slightly as our power suppliers send us revised information, as our emissions go through third-party verification, or as reporting protocols improve. Note also that this emission factor does not include biogenic CO2 from biomass power generation, which is reported separately under The Climate Registry protocols.

[3] In the customer energy usage section, if minimum aggregation standards are not met, Xcel Energy will combine Commercial and Industrial classes into one "Business" line before not presenting data.
[4] In the customer energy usage section, if minimum aggregation standards are not met (see note 8 below), Xcel Energy will combine Commercial and Industrial classes into one "Business" line before not presenting data. Commercial Customers are classified by 2-digit NAICS sector falling between 1 and 49, while Industrial Customers are classified by 2-digit NAICS sector falling between 50 and 98. These classifications are collected by Xcel Energy through a voluntary third party customer survey. Due to the fact that not all customers respond to this survey, where no other information is available, Xcel Energy assigns those customers to the Commercial class.
[5] The number of customers represents the number of active service connections during the reporting year. The number of actual business or residences within the jurisdiction is smaller than that shown due to the fact that more than one service connection can be assigned to one customer at a given location.
[6] Estimated total carbon emissions from electricity for a customer class are equal to the total kWh consumed by the customer class, multiplied by the CO2 emission factor for the Xcel Energy system in the applicable region. This does not account for transmission and distribution system line losses or for the fact that some customers within a class may be participating in voluntary renewable energy programs.
[7] Revenues are the bill components associated only with metered energy and demand
[8] To protect individual customer confidentiality, Xcel Energy applies the "15/15 rule" as an aggregation standard to the energy consumption section of this report. So long as a given aggregated value contains 15 or more customers and no single customer makes up 15 percent or more of the aggregated value, the value can be publicized in this report. If these conditions are not met, customers will be removed. The number of customers removed is presented for informational purposes. For more information about Xcel Energy's Privacy Policy, please visit https://www.xcelenergy.com/billing_and_payment/customer_data_&_privacy/privacy_policy_&_customer_data_access
[9] Estimated total carbon emissions from natural gas for a customer class are equal to the total therms consumed by the customer class, multiplied by the standard CO2 coefficient of 11.7 lbs/therm.
[10] This section simply reports participation by customer class, within the geographic boundaries of the community or state being reported, in various voluntary wind and solar programs. No representations are made as to the ownership of the renewable or CO2-free attributes of the electricity being purchased by those customers. In the case of Windsource, Xcel Energy retires Renewable Energy Credits (RECs) on behalf of the participating customer; treatment of RECs varies among the solar programs. In general, ownership of environmental attributes is either with the customer or remains with Xcel Energy, unless specifically transferred to the community, so cannot be claimed by the community. In addition, our accounting methods do not allow us to adjust the system CO2 emission factors for individual jurisdictions to remove the effects of any CO2-free kWh transferred to customers under our voluntary programs
[11] For Solar*Rewards customers, the energy production value shown reflects that of customers who have a dedicated production meter for their photovoltaic system as well as an estimated value for those that do not. For those customers that do not have a production meter, the estimated production value is based off of the average generation per nominal capacity of production-metered systems multiplied by the known nominal capacity of the customer system.
*As described in note 8 above, an asterisk represents a row of values for which one or more customers were removed due to implementation of Xcel Energy's Privacy Policy.
The information contained in this report relies on various assumptions, including some identified in footnotes, and is intended for general informational and instructional purposes only. The report is not to be relied upon for any other reason, including any litigated or other contested proceedings. Any customer data removed from the report is done so in compliance with Xcel Energy's Privacy Policy and applicable state commission customer information and data privacy requirements.

CITY COUNCIL COMMUNICATION
AGENDA ITEM 8B

SUBJECT: **DISCUSSION/DIRECTION – DRAFT MCCASLIN BOULEVARD SMALL AREA PLAN**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **SCOTT ROBINSON, SENIOR PLANNER**
ROBERT ZUCCARO, PLANNING AND BUIDLDING SAFETY DIRECTOR

NOVEMBER 1 UPDATE:
Based on Council's direction at the October 18 meeting, staff has removed residential special review use allowances from the McCaslin Blvd small area plan. This removes the projected 391 residential units and 539 additional residents that the previous version of the plan included. It also resulted in an increase of about 100,000 square feet of retail, 350,000 square feet of office, and 1,700 employees in the area. The new projected numbers are as follows:

Projected 20 year increase under new proposed scenario		
Retail	398,889	Square feet
Office	2,570,864	Square feet
Residential	0	Units
Employees	10,611	People
Residents	0	People

Fiscal Analysis
The following section provides additional fiscal analysis based on the modified land use plan and based on an updated fiscal model developed with direction from the City Council Finance Committee. Please note that the fiscal modeling only represents various hypothetical scenarios and may not represent true performance of the study area. The model is intended to test these various scenarios to ensure fiscal balance, but consideration for other factors, such as adequate infrastructure, appropriate land use mixes, and creating an attractive natural and built environment to promote desired development is also essential to long-term fiscal health of the community. Just because a property is zoned for a specific land use does not necessarily mean the market will support that use in a particular location.

The following is the projected cumulative fiscal impact of new development in the study area over 20 years based on the modified model and updated land use plan.

Projected Cumulative Fiscal Impact

Revenue by Fund	
General Fund	$44,700,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$6,200,000
Lottery Fund	$0
Historic Preservation Fund	$2,300,000
Capital Projects Fund	$18,700,000
TOTAL REVENUE	$72,000,000
Expenditures by Fund	
General Fund	$21,500,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$100,000
Lottery Fund	$0
Historic Preservation Fund	$0
Capital Projects Fund	$9,400,000
TOTAL EXPENDITURES	$30,900,000
Net Fiscal Result by Fund	
General Fund	$23,200,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$6,200,000
Lottery Fund	$0
Historic Preservation Fund	$2,300,000
Capital Projects Fund	$9,300,000
NET FISCAL IMPACT	$41,100,000

The *assumptions* used in the above projection are as follows:

Retail		
	Employees/1000 SF	3.33
	Market Value/SF	$272
	Construction Value/SF	$194
	Sales per SF	$50
	Trips	110.32
	Adjustment Factor	28%
	Annual Employee Spending	$1,000
Hotel		
	Employees/1000 SF	0.62
	Market Value/SF	$272
	Construction Value/SF	$194
	Sales per SF	$52
	Trips	6.33
	Adjustment Factor	50%
	Annual Employee Spending	$1,200
Office <25k SF		
	Employees/1000 SF	4.13
	Market Value/SF	$272
	Construction Value/SF	$194
	Sales per SF	$0
	Trips	18.31
	Adjustment Factor	50%
	Annual Employee Spending	$5,000
Office 25k-50k SF		
	Employees/1000 SF	3.88
	Market Value/SF	$259
	Construction Value/SF	$185
	Sales per SF	$0
	Trips	11.01
	Adjustment Factor	50%
	Annual Employee Spending	$5,000
Office >50k SF		
	Employees/1000 SF	3.63
	Market Value/SF	$245
	Construction Value/SF	$175
	Sales per SF	$0
	Trips	13.13
	Adjustment Factor	50%
	Annual Employee Spending	$5,000

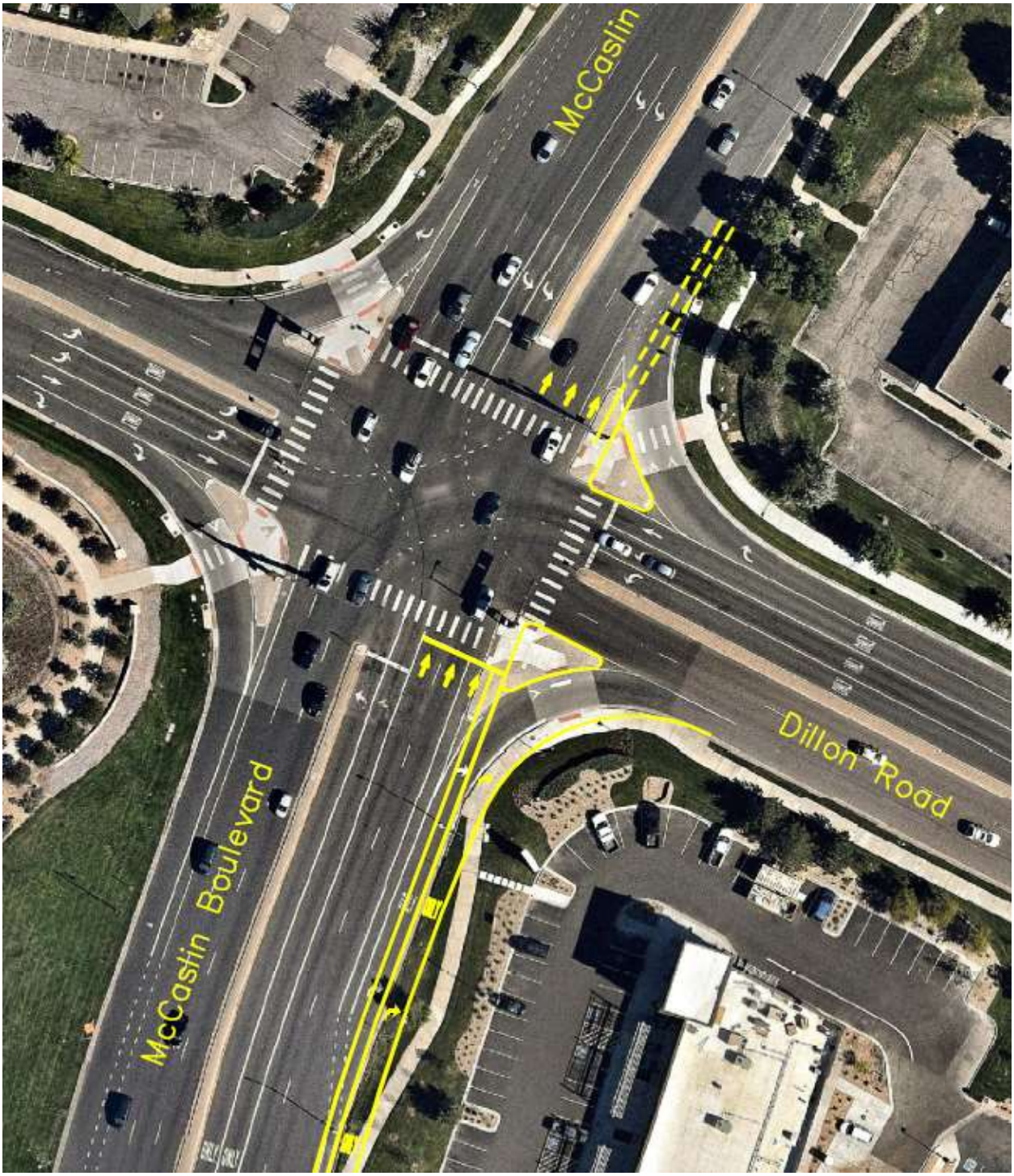
All development is assumed to build out evenly over 20 years. The revised fiscal model includes direct accounting of office employee retail spending in the City, and the retail sales per square foot are therefore reduced to avoid double counting. Increasing retail sales to $100 per square foot results in a net fiscal impact of $44,300,000, while decreasing sales to $25 per square foot results in $39,400,000. Doubling the annual spending per employee results in a net fiscal impact of $59,600,000, while cutting it in half results in $31,700,000.

For comparison, the previous development scenario, including residential, resulted in a projected fiscal impact of $12,800,000 over 20 years according to the revised fiscal model.

Redevelopment Pressure
Council asked about the difference in redevelopment pressure if current retail land were to be rezoned for residential. Based on a rough analysis by staff, residential land in the McCaslin corridor is about twice as valuable as retail land. Staff has used the ratio of structure value to total property value as one indicator of redevelopment pressure, where a ratio of greater than 0.5 indicates little pressure and less than 0.3 indicates significant pressure. Based on the rough analysis, the ratios for the Home Depot and Lowe's properties are currently about 0.6, and rezoning them to residential would lower the ratios to about 0.45. As further described in the plan, this ratio is one measure of estimating redevelopment pressure, and there are many other factors that influence when a property redevelops.

Transportation
Based on discussions with the City's transportation consultant, removal of residential uses in the study area will not have a significant effect on travel times within the traffic model assumptions. However, staff would like to note that with typical suburban development, with residential uses separated from office and retail uses, fewer options are available for non-vehicular travel. Including a mix of uses and integration with the bus rapid transit at the US 36 and McCaslin Park and Ride could help to offset some of the vehicular traffic pressures resulting from the increased commercial areas.

Council requested further information on the proposed changes to McCaslin Blvd. Schematics of the intersections with Dillon, Cherry, Century, and Centennial/Via Appia are attached. The image below shows the proposed McCaslin and Dillon intersection with an additional northbound through-lane. The proposed new right turn lane would require removing some landscaping, but should fit within the existing right-of-way.



Staff has also removed the roundabout at Cherry and Dahlia. In addition, the US 36 First and Final Mile Study, which was led by 36 Commuting Solutions, is attached. It includes recommendations to improve connections to and from the Flatiron Flyer bus,

some of which the City is already investigating with 36 Commuting Solutions and other partners and includes recommendations for wayfinding and bike share programs.

Plan Changes
In summary, the following changes have been made to the draft plan based on Council's recommendations:

- Residential has been removed from the Urban Design Plan (p. 23)
- Roundabout removed from Roadway Improvements Plan (p. 26)
- Roundabout removed from list of Traffic Improvements (p. 27)
- Parcel O Concept Illustrative updated to remove residential (p. 29)
- Projected development table updated to reflect removal of residential (p. 33)
- Fiscal impact table updated to reflect changes in model and development (p. 33)
- Schools Impact section updated to reflect removal of residential (p. 33)
- Roundabout removed from implementation table (p. 37)

The Council communication from the October 18 meeting is attached and includes additional discussion on height and development intensity, traffic impacts and residential land uses.

RECOMMENDATION:
Staff recommends City Council discuss the draft McCaslin Blvd small area Plan and provide direction for final changes or additional information to be provided prior to final adoption, currently scheduled for the December 6, 2016. Among the issues staff would appreciate Council direction on are:

- **Development Types.** Is further study of the proposed "development types" needed? Based on the conceptual renderings in the plan it is not clear what the vision is for the study area. Additional analysis may be needed to ensure the development scenarios are meeting the community's vision. This may include 3-D modeling of the area and further input and exploration of different densities, height, bulk and setbacks for each development area. One of the benefits of 3-D modeling over the birds eye view renderings is that street view perspectives can be analyzed.
- **Market Study.** A market analysis may be needed to supplement the fiscal impact analysis to ensure that the land use proposal has the best opportunity to leverage fiscal balance or gain for the City.
- **Improving Transit Access.** Should we explore First and Final mile opportunities around the BRT and bus or shuttle service and incorporate that information into the Plan?

ATTACHMENT(S):

1. October 18, 2016 Council Communication
2. Draft Resolution No. X, Series 2016
3. Draft McCaslin Blvd Small Area Plan
4. McCaslin Boulevard Planning survey report
5. 2016 Citizens Survey
6. Materials from February 2016 placemaking workshop
7. Traffic impact study
8. BVSD letter
9. Link to ULI TAP report
10. Public comments
11. Link to 2013 Comprehensive Plan update
12. Planning Commission minutes
13. Presentations
14. Link to US 36 First and Final Mile Study
15. McCaslin Intersection Schematics
16. Public Comments Received Since October 18 Meeting

City of Louisville
COLORADO • SINCE 1878

CITY COUNCIL COMMUNICATION
AGENDA ITEM 8C

SUBJECT: **DISCUSSION/DIRECTION – DRAFT MCCASLIN BOULEVARD SMALL AREA PLAN**

DATE: **OCTOBER 18, 2016**

PRESENTED BY: **SCOTT ROBINSON, SENIOR PLANNER**
ROBERT ZUCCARO, PLANNING AND BUIDLDING SAFETY DIRECTOR

SUMMARY:
The attached draft McCaslin Blvd Small Area Plan is intended to define desired community character, land uses, and public infrastructure priorities for the next 20 years for the McCaslin corridor extending from Highway 36 to Via Appia. The Plan would also provide a reliable roadmap for public and private investments in the corridor.

The creation of the Plan followed a robust public process which was initiated in February, 2015. Details from the full public process, including the community survey report and results from the last public workshop in February, 2016, are attached and described in more detail in the Plan. Additional supporting materials that were used to provide a basis for and which serve to guide the proposed polices are attached and include a detailed traffic impact analysis and survey results. Staff requests Council review the Plan and provide direction for requested changes to be presented at the November 1, 2106 City Council meeting. Further information on anticipated discussion points is provided below.

DRAFT PLAN DISCUSSION POINTS:
While the Plan covers a wide range of topics, staff would like to provide additional information in this memo on several anticipated discussion points. The first is the amount of development and allowed height proposed in the Plan compared to what is allowed under current regulations. The second is a discussion of traffic impacts based on the preferred development scenario compared to projections for development under current regulations. The third is the proposal to allow residential development as a special review use on the east side of Parcel O (Sam's Club shopping center) and the back portion of the Centennial Shopping Center (Via Toscana and others).

Height and Development Intensity
The draft Plan, if approved and implemented through subsequent development regulations, would reduce the amount and intensity of development permitted by right in the McCaslin Plan area. It would do so by reducing the maximum permitted height from three stories to two stories in specified transition areas and by allowing residential development, which generates fewer vehicle trips than commercial development, to replace commercial development in a limited number of areas. The current zoning regulations allow three story buildings throughout the McCaslin corridor.

The proposed two story transition areas reflect public input received during the planning process and are intended to create a more pedestrian friendly environment and avoid creating a canyon effect along certain streets. The two story transition areas are located adjacent to existing residential neighborhoods and within the McCaslin Boulevard street corridor. The transition area adjacent to the existing residential neighborhood is also intended to limit impacts and create an appropriate transition between uses and help preserve views. The two-story height limit would apply to parcels where additional residential development is proposed to be allowed, as discussed further below.

Reducing allowed height in strategic areas and reducing overall allowed development that could be built in the corridor helps create an environment consistent with Louisville's small town character while also limiting impacts to traffic and City facilities. Targeting the height reductions to the most visible areas, along McCaslin and adjacent to existing housing, provides these benefits without unduly burdening property rights in the area.

Traffic Impacts

The currently allowed buildout of the McCaslin Plan area, particularly considering the substantial amount of potential office development in the Centennial Valley, will significantly increase peak hour traffic in the corridor. Regional cut through traffic projections also show increased future traffic congestion. Because the preferred land use scenario entails less total development than current regulations allow, the build out travel times projected for the Plan are faster than travel times modeled under current regulations. In addition, the Plan calls for an updated street grid system and several other pedestrian and bicycle infrastructure improvements that could further reduce vehicle trips in the Plan area by encouraging the use of other multi-modal options. The Plan also includes roadway improvements at the McCaslin Boulevard/Dillon Road intersection to improve traffic flow at this intersection. The completion of the diverging diamond interchange at US36 has already resulted in reduced congestion, better traffic flows, and safer pedestrian and bicycle crossings over this highway.

Residential

Throughout the planning process, whether to allow more residential uses in the corridor was a primary topic of discussion. Residential development is contemplated under the Comprehensive Plan on the east side of McCaslin, and is anticipated to provide a buffer and transition between existing residential uses and the commercial uses allowed towards the west. Again, as noted above, the Plan, if approved as proposed, would limit new residential uses adjacent to other existing residential uses in this area to two-stories.

The property near the RTD station (Colony Square) currently allows residential as a special review use, but the Comprehensive Plan does not envision residential uses in this location. However, input from some of the public participating in the small area

planning process and from the citizen's survey during the public review process for the McCaslin Plan showed support for residential uses near the transit center at Colony Square, and in the northern portion of Centennial Valley (see pages 34-35 and 46-47 of the 2016 Citizens Survey). While a majority of survey respondents said they supported including residential development in these areas, a significant proportion said they "strongly oppose" including residential development in these areas. Thus, residents have very divided opinions on this issue. Because the 2013 Comprehensive Plan envisions additional residential in the McCaslin corridor, but in only those areas adjacent to existing residential, the Small Area Plan reflects these limitations on future residential uses (see page 23 of the Small Area Plan).

Because the citizen survey indicated there is public support—as well as opposition—for allowing residential in the vicinity of the transit center, staff recommends Council consider the pros and cons of allowing residential in a more mixed-use type of redevelopment in this transit center area. These pros and cons also extend to Council's overall consideration of whether to allow for more residential development on the east side of McCaslin. If Council decides residential should be an allowable use in this area under the McCaslin Plan, it would still require subsequent action by Council to rezone the property. This would most likely occur if and when a proposal to redevelop one or more of the properties came forward. Also at that time, a special review use approval would also be required. These review processes would enable Council to ensure any proposed development is compatible with the area and would be a positive contribution to the City.

Staff recommends allowing residential development as a special review use on the east side of McCaslin for several reasons. One is a desire in the community for more diversity in housing types. This is articulated in Principle NH-5 on page 38 of the 2013 Comprehensive Plan:

> "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."

This principle was endorsed often by participants throughout the McCaslin Plan process. The Comprehensive Plan also includes Policy NH-4.7, which states,

> "Housing should support vibrant retail and commercial centers that serve local residents."

Based on the proposed design elements for the area, new residential development would likely be in apartment, condo, or townhome form, potentially providing smaller, more affordable units and drawing in a more diverse workforce which would not only be employees of the local businesses which sustain our economy, but whom would also be

frequenting the various and diverse options for shopping, dining and other local businesses in the City.

Residential uses would also provide more diversity of building types and more people using the area for a longer portion of the day, which would help support a more successful retail environment. Throughout the planning process, participants expressed a desire to make the McCaslin corridor a place that is more pleasant to spend time. Participants also wanted to create a more walkable and pedestrian friendly destination. Presently, the majority of employees working in the nearby offices frequent the local businesses during the day, but do not support these business after work because they do not live in the area. Allowing a mix of residential and commercial uses would help create an active environment and increase the success of existing and future businesses in the City, contributing toward meeting the goal of McCaslin being a more enjoyable place to visit.

Currently the area is underperforming, partly because one of the main shopping centers lacks a retail tenant in the Sam's Club building. Allowing more residential development could be a tool for triggering redevelopment and revitalization in the area. There is currently strong market demand in Louisville for residential uses and weaker demand for retail and office. Allowing residential uses could incentivize developers to build additional new non-residential uses in the area as part of a mixed-use development. In addition, because the market is highly competitive and retailers and other types of business have choices as to where they locate, mixed-use development centered around transit may play a significant role in drawing in new businesses to the City.

Residential uses in the planning area are also consistent with the City's Vision Statement and Core Values, as set forth in the Comprehensive Plan, including a core community value which identifies the importance of "Unique Commercial Areas and Distinctive Neighborhoods" and articulates that, "…the City is committed to recognizing the diversity of Louisville's commercial areas and neighborhoods by establishing customized policies and tools to ensure that each maintains its individual character, economic vitality, and livable structure." The McCaslin Small Area Plan can be a tool that catalyzes future investments in this area and thus increase the vitality and the overall success of the corridor and the City as a whole.

If additional residential development is allowed, this Plan would not preclude the continued existence of the large format retailers currently on Parcel O or elsewhere in the corridor. Those uses could continue to operate as is indefinitely, or redevelop as new large format stores in conformance with the design recommendations of the McCaslin Plan. The following illustration shows how the existing Albertson's and a new large format retail store could integrate into Parcel O.

Possible Parcel O with existing Albertson's at the top

Again, the Plan as drafted and presented demonstrates compliance with the Vision in the Comprehensive Plan and consistent with public interest in maintaining a small town character and effectively managing increasing traffic along the corridor, most of which comes from outside Louisville. The draft Plan includes residential uses as a transition between the existing residential uses on the east of the corridor but does not include residential at Colony Square (adjacent to the RTD BRT station) because it is not directly reflective of the McCaslin Boulevard Policy 3 on page 27 of the 2013 Comprehensive Plan. One of the intents of that policy is to avoid creating isolated pockets of residential cut off from amenities.

FISCAL IMPACT:
Based on the projected development that could occur under the draft Plan, the adopted fiscal model estimates a cumulative net positive fiscal impact of approximately $6.5 million over 20 years. This would be in addition to the already positive fiscal impact of the McCaslin corridor today.

However, the Finance Committee has recently reevaluated many of the assumptions in the model and the model is currently being updated by the City's consultant, TishlerBise, to reflect desired changes. Additional fiscal impact information based on the updated model will be presented at the November 1st meeting.

PLANNING COMMISSION ACTION:
Planning Commission reviewed the draft Plan at their June 23, 2016, July 14, 2016, and August 11, 2016 meetings. The minutes from those meetings are attached. In general, Planning Commission was in favor of the Plan. There was discussion about how existing residential areas adjacent to the corridor would be impacted by taller buildings in the corridor, and as a result staff further clarified the residential transition standards in the Plan, which allow only two story buildings near existing residential. Planning Commission also discussed residential in the corridor and some, but not all, were in favor of exploring residential at the Colony Square area. Public comments at the meeting mostly focused on the character of the corridor and the clarifications added to the residential transitions standards appeared to satisfied many of the concerns.

RECOMMENDATION:
Staff recommends City Council discuss the draft McCaslin Blvd small area Plan and provide direction for changes or additional information to be provided at the November 1, 2016 meeting.

ATTACHMENT(S):
1. Draft Resolution No. X, Series 2016
2. Draft McCaslin Blvd Small Area Plan
3. McCaslin Boulevard Planning survey report
4. 2016 Citizens Survey
5. Materials from February 2016 placemaking workshop
6. Traffic impact study
7. BVSD letter
8. ULI TAP report
9. Public comments
10. 2013 Comprehensive Plan update
11. Planning Commission minutes
12. Presentation

RESOLUTION NO. XX,
SERIES 2016

A RESOLUTION APPROVING THE
McCASLIN BOULEVARD SMALL AREA PLAN

WHEREAS, the City of Louisville is a home rule municipal corporation organized under and pursuant to Article XX of the Colorado Constitution and the Louisville Home Rule Charter; and

WHEREAS, by virtue of such authority, and as further authorized by state statutes, including but not limited to C.R.S. §§ 31-23-206 et seq. the City has broad authority to make and adopt a comprehensive plan for the physical development of the municipality; and

WHEREAS, pursuant to such authorities, the City has also adopted a 2005 Comprehensive Plan, updated in 2009 and 2013, which Plan serves as a guiding document containing the policy framework under which new development and redevelopment within the City will be evaluated; and

WHEREAS, the City Council formally initiated a process to supplement the City's Comprehensive Plan, which process consists of several phases and includes various workshops, meetings and hearings regarding the drafting and adoption of the supplemental McCaslin Boulevard Small Area Plan; and

WHEREAS, the public record reflects that the Planning Commission has held duly noticed public hearings regarding the McCaslin Boulevard Small Area Plan on April 9, 2015, April 23, 2015, May 14, 2015, June 23, 2016, and August 11, 2016; and

WHEREAS, the Planning Commission has entered into the record extensive public comment and testimony; and

WHEREAS, the Planning Commission finds that a need exists to supplement the current 2013 Comprehensive Plan update, and that the adoption of the McCaslin Boulevard Small Area Plan will promote the health, safety, and welfare of the present and future residents of the City through facilitating the adequate provisions for transportation, water resources, utility infrastructure, parks, recreation, schools, maintaining the level of services provided by all service sector departments; and

WHEREAS, after a duly noticed public hearing on August 11, 2016, where evidence and testimony was entered into the record, the Planning Commission finds the McCaslin Boulevard Small Area Plan should be approved; and

WHEREAS, City Council has reviewed the McCaslin Boulevard Small Area Plan, including the recommendation of the Planning Commission and finds that the McCaslin Boulevard Small Area Plan should be approved, without condition.

DRAFT

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Louisville, Colorado does hereby approve the McCaslin Boulevard Small Area Plan.

PASSES AND ADOPTED this __ day of_____, 2016.

BY: _____
Robert P. Muckle, Mayor

ATTEST:

_____
Meredyth Muth, City Clerk

DRAFT

McCASLIN BLVD

SMALL AREA PLAN

City of Louisville
COLORADO • SINCE 1878

October 24, 2016 Draft

The McCaslin Blvd small area plan is a guide for public and private investment in the McCaslin Blvd corridor over the next 20 years. The study area, incorporating both sides of McCaslin Blvd between Via Appia and US 36 and including all of Centennial Valley, is the primary commercial center of Louisville. Development in the area ranges from older strip retail centers to commercial offices, residential apartments and condominiums, and undeveloped vacant land. The area is a destination for shopping and employment for residents of the City and for those from surrounding areas. The businesses in the corridor contribute a significant portion of the City's sales tax revenue.

The McCaslin Blvd area has seen significant public investment recently, including improvements to US 36, the diverging diamond interchange, and the Flatiron Flyer bus service. There is also major growth occurring nearby in the Superior Town Center. The McCaslin Blvd small area plan provides a framework for capitalizing on these investments and the existing qualities of the corridor to benefit the residents, property owners, and business owners in the study area and throughout the community.

The 2013 Comprehensive Plan update identified the McCaslin Blvd corridor as an area in need of further study through a small area plan process. The small area planning process utilized community input to define desired land uses, preferred physical character of development, and public infrastructure priorities for the area. The public directed the outcome through multiple meetings and workshops, as well as a community survey, and the final plan was approved by Planning Commission and adopted by City Council.

Participants at a public workshop for the McCaslin Blvd small area plan

Early in the planning process, Planning Commission and City Council endorsed the following unranked project principles to guide development of the plan:

Principle 1 – Improve connectivity and accessibility while accommodating regional transportation needs.

Principle 2 – Create public and private gathering spaces to meet the needs of residents, employees, and visitors.

Principle 3 – Enhance bicycle and pedestrian connections to private and public uses.

Principle 4 – Utilize policy and design to encourage desired uses to locate in the corridor and to facilitate the reuse or redevelopment of vacant buildings.

Principle 5 - Establish design regulations to ensure development closely reflects the community's vision for the corridor while accommodating creativity in design.

Principle 6 – Establish development regulations to meet the fiscal and economic goals of the City.

To achieve these principles, the plan includes several major recommendations:

- Decrease maximum allowed height from three stories to two stories along McCaslin Blvd and adjacent to existing residential neighborhoods
- Decrease total allowed development in the area from what existing zoning and regulations would allow
- Improve connections for pedestrians, cyclists, and automobiles
- Orient development to be more inviting to visitors on foot, on bikes, and in cars
- Develop new public gathering space and access to nearby existing public amenities

The plan calls for zoning changes and the creation of new design guidelines to implement its recommendations. However, it is important to remember these tools only regulate private development, and it is up to property owners to decide if and when they want to develop or redevelop their properties. This plan does not require any changes to existing developments until their owners decide to redevelop them.

Construction of McCaslin Marketplace

These changes are expected to have many benefits for the community, most notably enhancing the small town character of the corridor and transforming it into a place in which residents enjoy spending time. While traffic in the area is expected to increase, reducing the total amount of development allowed in the area will limit the impacts relative to what the existing regulations would allow. Based on the City's fiscal model, the allowed new development in the corridor will increase the area's already strong positive returns to the City.

By following through on the implementation items outlined in this plan, Louisville will be well positioned benefit from changes in the McCaslin Blvd area over the next 20 years.

Wayfinding developed by Louisville Rec Center Summer Camp

Runners
Roost
SMILING
DELI MOOSE
BlackPaw

ACKNOWLEDGEMENTS

City Council

Robert P. Muckle, Mayor
Jeff Lipton, Mayor Pro Tem, Ward 2
Jay Keany, Ward 1
Chris Leh, Ward 1
Susan Loo, Ward 2
Dennis Maloney, Ward 3
Ashley Stolzmann, Ward 3

Planning Commission

Chris Pritchard, Chair
Cary Tengler, Vice-chair
Steve Brauneis
David Hsu
Jeff Moline
Ann O'Connell
Tom Rice

City Boards and Commissions

Business Retention & Development Committee
Open Space Advisory Board
Parks & Public Landscaping Advisory Board
Revitalization Commission

Planning & Building Safety Department

Scott Robinson, Project Manager
Rob Zuccaro, Planning and Building Safety Director
Lauren Trice, Planner I
Monica Garland, Senior Administrative Assistant

City Staff

Malcolm Fleming, City Manager
Heather Balser, Deputy City Manager
Aaron DeJong, Economic Development Director
Kevin Watson, Finance Director
Kurt Kowar, Public Works Director
Craig Duffin, City Engineer
Cameron Fowlkes, Engineer III
Joliette Woodson, Engineer III
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TABLE OF CONTENTS

EXECUTIVE SUMMARY i
ACKNOWLEDGMENTS iii
INTRODUCTION 1
PROCESS 3
CONTEXT 7
PRINCIPLES 15
THE PLAN 23
IMPLEMENTATION 35

KeyBa
DELI

Annexation of the McCaslin Blvd area of Louisville began in the late 1970s and development of the area began in the 1980s and 1990s. By the time the 2013 Comprehensive Plan update was adopted, the area ranged from undeveloped greenfield sites to sites undergoing redevelopment. Given this diversity, the Comprehensive Plan called for a more in-depth look at how the McCaslin Blvd area should continue to evolve.

Purpose

The McCaslin Blvd small area plan is intended to define desired community character, land uses, and public infrastructure priorities to provide a reliable roadmap for public and private investments in the corridor. As an extension of the Comprehensive Plan, the small area plan is a policy document and not a regulatory document. However, the plan will serve as the basis for updated design guidelines, any potential zoning changes, capital improvement project requests, and public dedication requirements from private developers. The McCaslin Blvd small area plan translates the broad policies of the Comprehensive Plan into the specific actions and regulations that will achieve those policies. The 2013 Comprehensive Plan update had two key purposes:

1. Better meet today's unique challenges of redevelopment versus new development, regional traffic and City transportation policy, the economy and the realities of retail growth, and neighborhood issues and concerns

2. Better clarify the Community's vision in terms of community character and physical design to provide the public and staff with a common language and tools to review and discuss redevelopment requests

The Comprehensive Plan created a framework to address these purposes through changes in land use, design, and infrastructure. The McCaslin Blvd small area plan takes that framework a step further by setting guidelines for how design and land use regulations should be changed and identifying what infrastructure is needed. The final step, following this plan, will be to draft and adopt the new regulations and build the new infrastructure, through a combination of the City's capital improvement program and private investment.

How to use this plan

The McCaslin Blvd small area plan defines the community's vision for the corridor to guide future public and private investment. The document is divided into five sections

1. The Process describes the public involvement and community outreach effort used to generate the small area plan

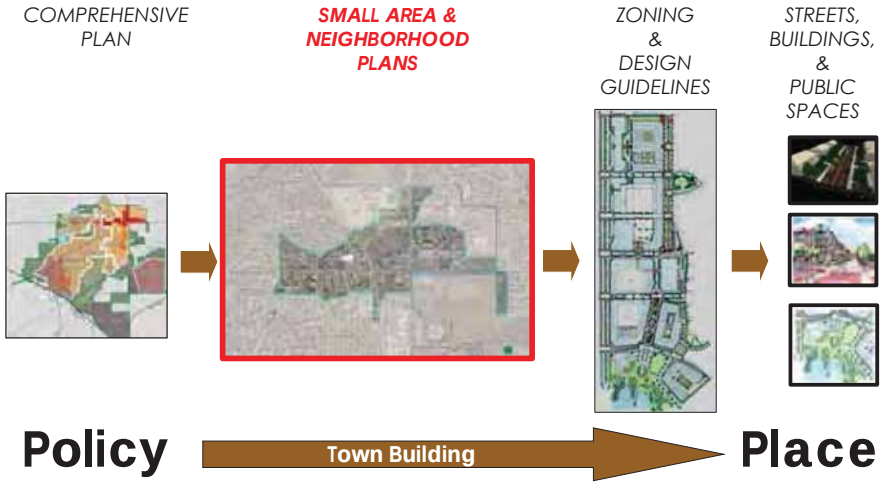
2. The Context describes the current conditions in the study area and key trends and challenges facing the corridor

3. The Principles describe the general goals for the plan, referred to as the Measures of Success, and the broad design principles to guide future action in the corridor

4. The Plan includes maps and illustrations describing the desired land uses, building character, and street, trail, and park improvements in the study area

5. Implementation describes steps to be taken to achieve the goals of the plan, and includes cost estimates for the anticipated public improvements

The McCaslin Blvd small area plan is a policy document. In order to achieve the community's vision for the corridor described in the plan, regulatory changes will need to be adopted to the Louisville Municipal Code, including zoning changes and the incorporation of new design guidelines for the area. The plan does, however, provide the basis for the City to require private property owners to build or dedicate some public infrastructure or land when properties develop or redevelop. Other public investments will need to be made by the City through the annual capital budgeting process.



The McCaslin Blvd small area plan was developed through a five-step process and involved extensive input from residents within the corridor and throughout the community, property owners, business owners, and elected and appointed officials.

Step 1 – Set Goals

Goals, represented by the Measures of Success (see page 17), were needed to guide the development of the plan. This began with a Technical Advisory Panel (TAP) conducted by the Urban Land Institute in June, 2013. The TAP brought in five outside experts in community development and design, who worked with residents, property owners, and business owners in and around the corridor. The TAP examined possible factors holding back successful development in the corridor and made recommendations for improvements. Questions were also posted on the City's discussion website, EnvisionLouisvilleCO.com, allowing anyone in the community to provide early input.

A public Kick-off Meeting was held in February, 2015. Over 70 people attended the meeting. Participants were asked to identify areas they liked, disliked, and wanted to see change. They also discussed how they would like to use the corridor in the future and how the Core Community Values from the Comprehensive Plan could be incorporated into the area. This input was used to develop an Opportunities and Constraints analysis (see page 13) and the Measures of Success, which were endorsed by Planning Commission and City Council.

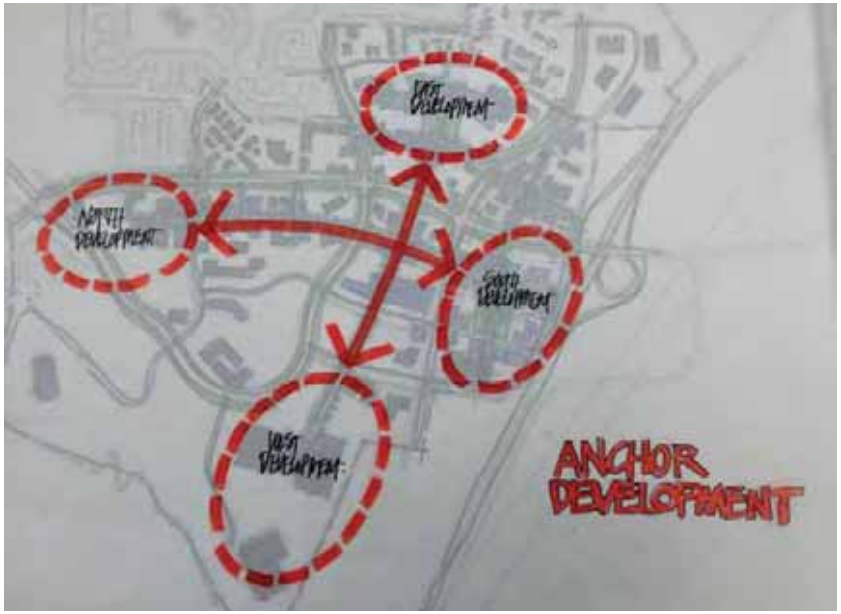
Step 2 – Corridor Analysis

The current built environment of the corridor was analyzed, including the existing regulations and how people currently use the corridor. A corridor character assessment was conducted, as was a buildout analysis estimating how much development the existing zoning would allow. Members of the public participated in a Walkability Audit to identify areas where pedestrian and bicycle facilities could be improved.

A Placemaking Workshop was held where participants could brainstorm ideas for solving the problems identified in the Walkability Audit. Attendees reviewed the major intersections in the corridor and the corridor as a whole, identifying opportunities where connections could be enhanced. The City also conducted a mail and internet survey of 1,200 randomly selected homes throughout the community to received input on the desired physical character for the corridor.

Step 3 – Development of Alternatives

Three alternative development scenarios were created based on input received through the public process. A second Placemaking Workshop was held in November, 2015, where participants were asked how they would like to see example sites develop or redevelop in the



A diagram from the ULI TAP

Areas particpants like (green dots), dislike (red), and want to see change (blue) from the Kick-off Meeting

future. Attendees identified desired land uses and selected sample photos showing the types of buildings and park spaces they would prefer to see on the sites.

The results of this meeting and all the previous public input and analysis were used to develop outlines for three varying development alternatives. Each alternative indicated future allowed land uses and development intensities throughout the corridor.

Step 4 – Review of Alternatives

The alternatives were analyzed and the results presented to the public for review. For each alternative, a maximum potential buildout, including employee and population projections, was calculated. These data were used to generate a fiscal impact analysis. Potential transportation improvements were also identified, and the buildout data were used to run traffic analyses.

Drawings showing possible building size, location, and character were created for various sites in the corridor. This information was presented to the public at a third Placemaking Workshop in February, 2016, where attendees were asked to identify the character elements, transportation improvements, and buildout scenarios they preferred.

Ideas for improving the McCaslin and Cherry intersection from Placemaking Workshop #1

Proposed development at Colony Square from Placemaking Workshop #2

Step 5 – Creation of Preferred Alternative

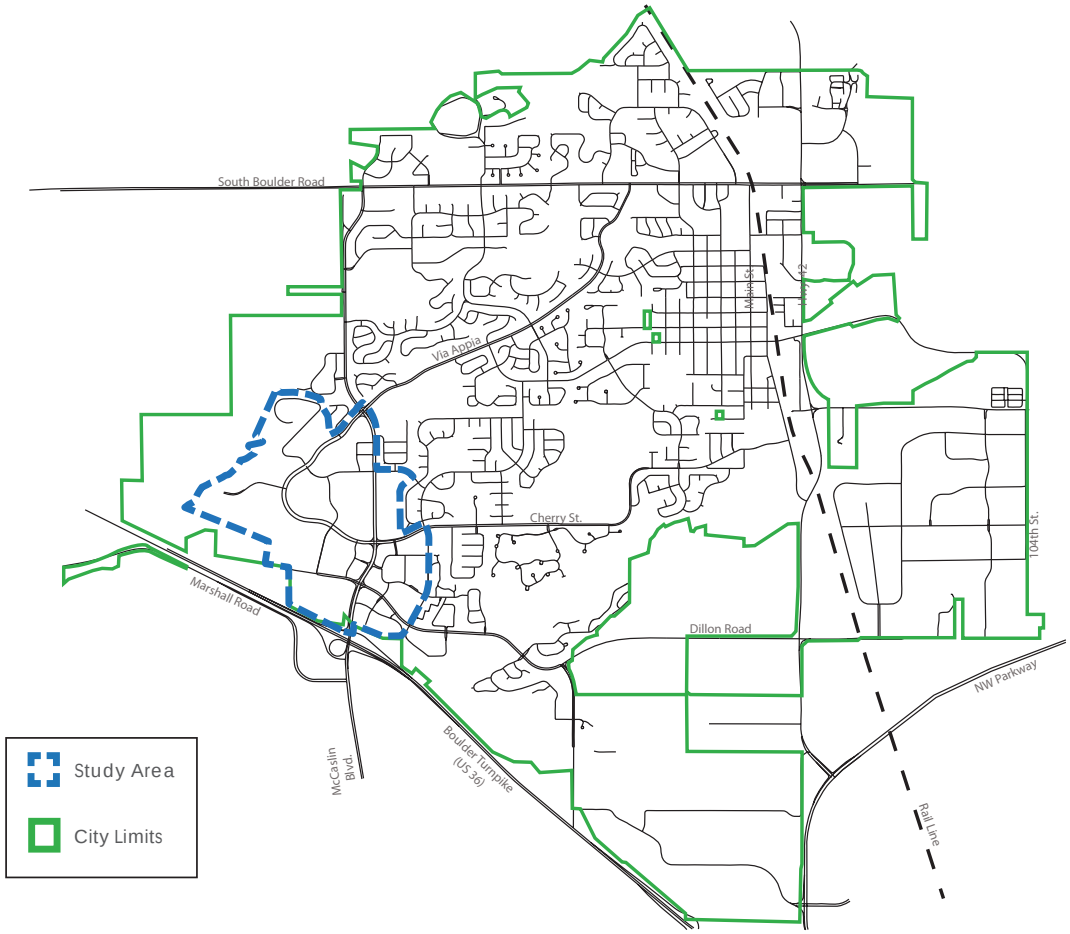
All the input gathered in the previous steps was used to develop a preferred alternative to serve as the basis for the plan. Input from the third placemaking workshop was utilized to determine favored elements of each alternative to be incorporated into the preferred alternative. Details of the preferred alternative, which serves as the basis for this plan, were then developed for analysis.

Staff estimated the maximum amount of development the preferred alternative could generate and analyzed the expected transportation and fiscal impacts. The preferred alternative was also evaluated against the Measures of Success defined in Step 1. The preferred alternative was documented in the draft plan presented to Planning Commission and City Council at public hearings. The McCaslin Blvd small area plan was adopted by City Council on XXXX.

Community comments on the draft roadway improvements plan from Placemaking Workshop #3

MCARLIN BLVD

City-wide Context



The study area for the McCaslin Blvd small area plan is in the southwest portion of Louisville, stretching along McCaslin Blvd from Via Appia to the north to the City limit at US 36 to the south. The study area includes areas on both sides of McCaslin Blvd, and extends west to include all of Centennial Valley.

History

Until the late 20th century, the area, now known as McCaslin Boulevard, was a series of farms clustered around 80th Street, a dirt road following the township and range system laid out in the early 1860s across Boulder County. The McCaslin Boulevard area became a part of the City of Louisville after the 1979 Centennial Valley annexation which more than doubled the size of the Louisville.

North 80th Street was realigned in the early 1980s to create a new US36 interchange and a retail center. In 1983, the area was branded as the Centennial Valley with an iconic four pillar monument at the intersection of McCaslin Boulevard and Cherry Street and distinctive stoplights along McCaslin. The first commercial development off of the new McCaslin Boulevard was the Centennial Shopping Center at the intersection of McCaslin Blvd and Cherry Street.

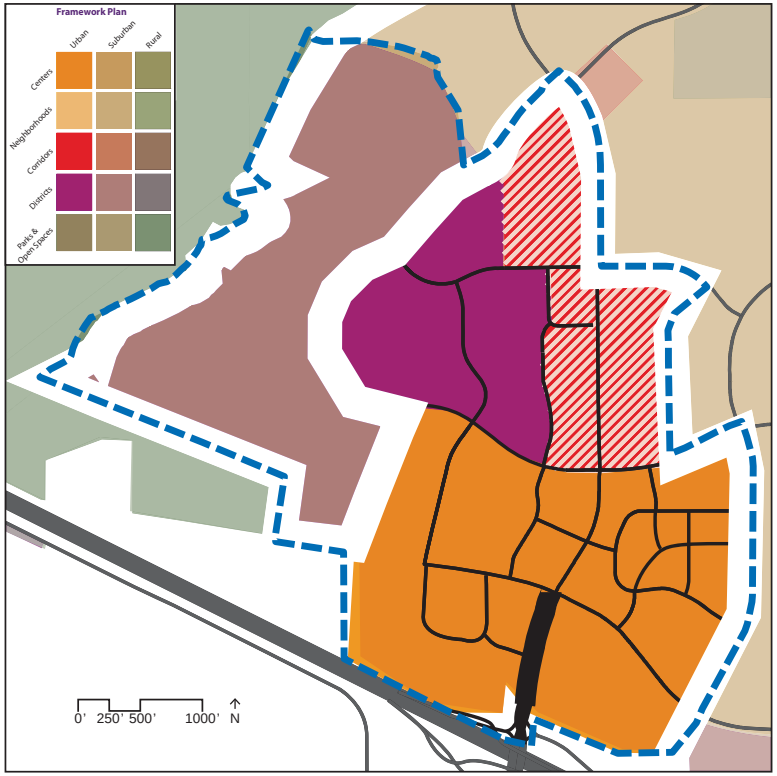
Throughout the 1990s, commercial development continued along the corridor with big box stores like Home Depot, Kohl's, and Sam's Club. Hotels located along the southern portion of the corridor close to US 36. Residential subdivisions developed east of McCaslin Boulevard and office developed west of the corridor.

Emphasis on commercial growth along McCaslin Boulevard and South Boulder Road not only boosted Louisville's economy but also contributed to the preservation of historic

CONTEXT

Study Area Map

Comprehensive Plan Framework



buildings within the commercial core of Old Town. After 30 years, McCaslin Boulevard is no longer a rural road but a center of commercial development. In 2015, the City, in partnership with CDOT, once again rethought the McCaslin Boulevard interchange and created an award-winning divergent diamond to improve this threshold into Louisville.

2013 Comprehensive Plan update

The 2013 Comprehensive Plan update divided the City into three character zones and five development types. The southern portion of the McCaslin Blvd area is in the Urban character zone, while the northern portion was left undetermined between Urban and Suburban. The final designation was to be decided by this small area plan process.

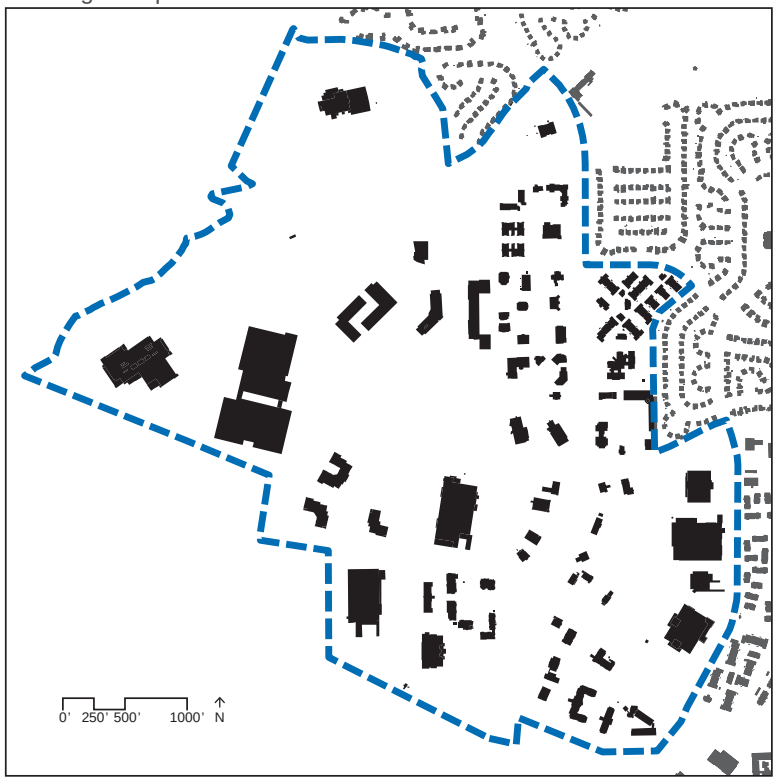
Centennial Valley office park, to the west, was designated Suburban.

The Urban character zone calls for smaller blocks, more connected streets, and a more pedestrian friendly environment, while the Suburban character zone calls for more auto-oriented development on larger blocks with larger streets.

The area around the intersection of McCaslin Blvd and Dillon Rd was designated a Center development type, with the Corridor development type to the north, and the Special District type in Centennial Valley. Centers are intended for a mix of uses and more activity, while Corridors are for more specialized uses along major roads, and Special Districts are for developments like office parks.

Character Photos

Building Footprints



Existing Conditions

Character

The McCaslin Blvd corridor primarily functions as a suburban commercial area, with a suburban office park to the west in Centennial Valley. The majority of the development is commercial, with a few residential developments in the northern portion of the study area. The commercial buildings range from big box stores to strip retail centers, stand alone restaurants and hotels, and smaller office buildings. In Centennial Valley, larger office buildings predominate, along with vacant land.

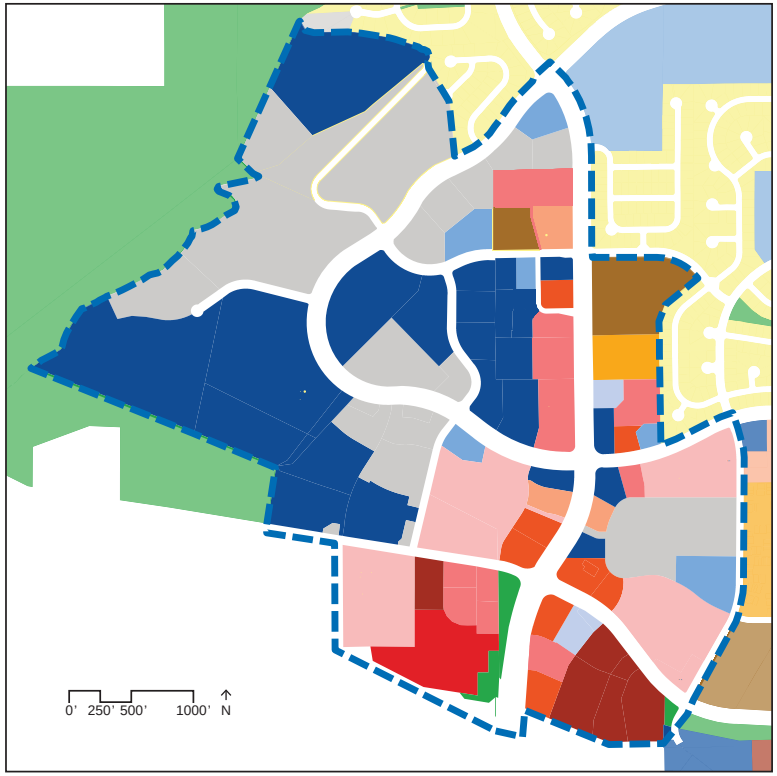
Access is mostly from McCaslin itself, with cross streets creating large blocks of development. The McCaslin right-of-way is wide, often with significant landscaping. This creates a signifcant separation between buildings and the street, even when property line setbacks are not very great. Monument signs along the street bring attention to the businesses that are less visible.

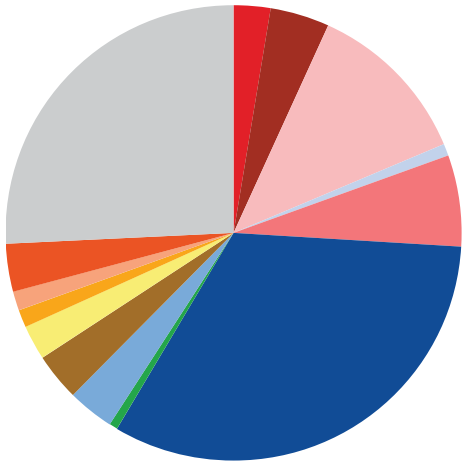
Architecture in the corridor ranges from 1980's stucco and masonry (commercial), to contemporary brick and glass. Commercial building forms are relatively square with flat roofs and parapets used to hide rooftop mechanical units. The buildings are articulated with large aluminum frame windows, post and lintel awnings with metal roof coverings used to engage the public realm. New commercial development in the corridor is governed by the Commercial Development Design Standards and Guidelines, adopted by the City in 1997.

Pedestrian movement in the corridor is mostly on detached sidewalks that vary from four to six feet in width. Tree lawns are placed sporadically through the corridor and bicycle movement is in the right-of-way with designated bike lanes.

CONTEXT

Land Use





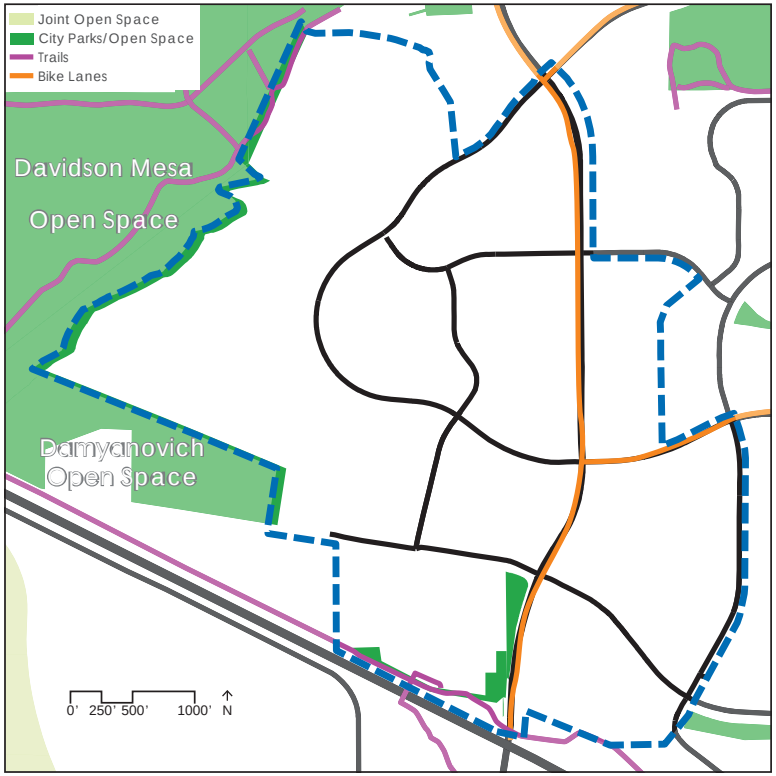
Land Use

Entertainment	2.61%
Hotel	4.20%
Large Format Retail	11.82%
Mixed Use Commercial	0.86%
Multi-Tenant Retail	6.49%
Office	32.56%
Open Space/Park	0.59%
Public Service/Institutional	3.28%
Residential High Density	3.37%
Residential Low Density	2.46%
Residential Medium Density	1.24%
Single Tenant Retail	1.37%
Stand Alone Restaurant	3.41%
Vacant	25.75%

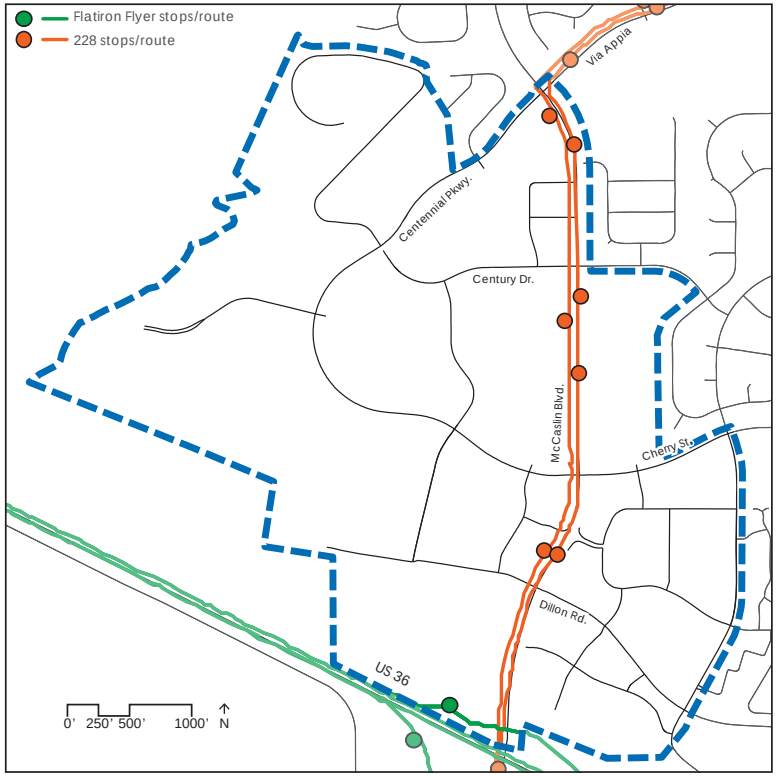
Development

The most common land uses in the study area are office and vacant, mostly to the west in the Centennial Valley office park. Retail uses are concentrated along McCaslin, particularly to the south. There is relatively little residential in study area, making up just seven percent of the land area. Most of the land to the east of the study area is residential development, providing support for the businesses in the corridor. Land to the west is primarily protected open space.

Parks & Trails



Streets & Transit



Parks and Open Space

The study area does not have significant park facilities within the developed area. However, there are large open space nearby, notably Davidson Mesa immediately to the west, though there is no direct access to the open space from the study area. There are no active park facilities or civic gathering spaces adjacent to the study area, but the Recreation Center is just to the northeast.

Pedestrian and Bike Facilities

There are several trails on the periphery of the study area, but there are generally poor connections to them. The new US 36 bike way can be accessed from McCaslin, but there are limited connections to Davidson Mesa trails to the west and the Powerline Trail to the east. McCaslin, Cherry, and Via Appia all have on-street bike lanes. The large blocks provide limited opportunities to cross McCaslin.

Streets

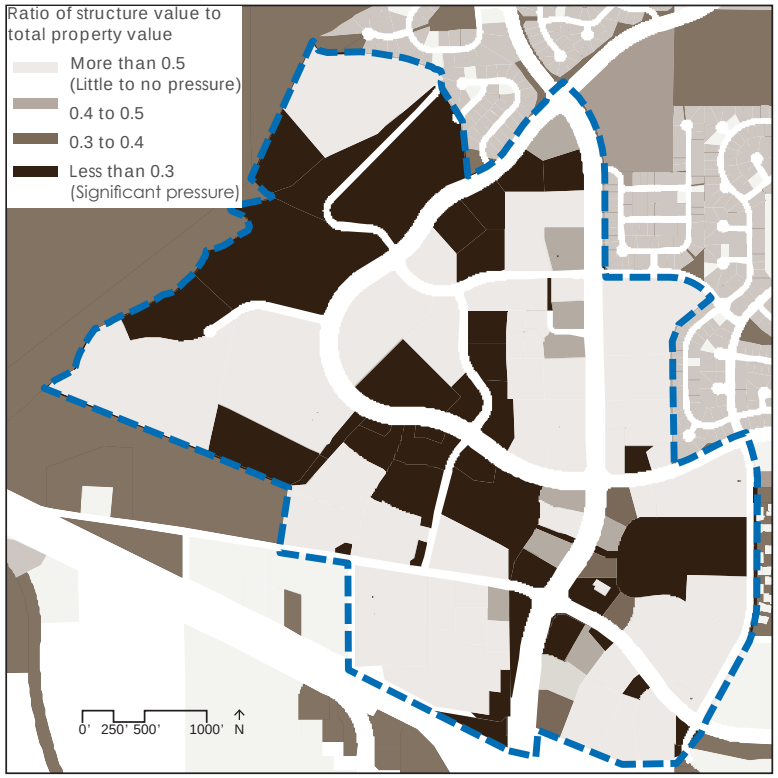
Traffic in the area is heavily influenced by US 36, which carries around 100,000 cars per day. McCaslin Blvd carries around 50,000 cars per day near the interchange with US 36, and about 40,000 further north. Most traffic is directed onto the arterials, with large traffic numbers also on Dillon and Via Appia, and smaller volumes on Centennial and Cherry.

Transit

The McCaslin Blvd Park'n'Ride, with service from the RTD Flatiron Flyer bus rapid transit, is accessible from Colony Square, at the south end of the study area. Connections through the study area are provided by the 228, connecting to northern Louisville, Superior, and Broomfield, with 30 minute intervals during peak hours, and 60 minute intervals off-peak.

CONTEXT

Redevelopment Pressure



Property Values

The ratio of a property's structure value to total value is one indicator of how likely the property is to redevelop. While many other factors will be considered before a property owner redevelops a property, a low ratio of structure value to property value indicates the property is not being used to its fullest potential. By this measure, there are many stable properties at the core of the study area, but several properties elsewhere in the corridor, particularly the vacant parcels, are potential candidates for redevelopment.

Development Potential

Existing Zoning

The zoning for a property sets limits for how much can be built on a property based on the allowed building height and lot coverage. The ratio of existing square footage to allowed maximum square footage is another indicator of which properties may redevelop, where additional development is more likely on properties with a low ratio. Many commercial properties throughout the study area could see additional development under the existing zoning, while the few residential properties are near their maximum allowed buildout.

Remaining potential development in the corridor:

Residential:	42 units
Office:	6,475,712 sq ft
Retail:	871,911 sq ft

Opportunities/Constraints Analysis

Opportunities	Constraints
• Traffic volume providing potential customers for businesses • Investments at McCaslin/US 36 interchange and RTD Park'n'Ride • Significant park/open space amenities just outside the corridor • Several areas ready for investment • Significant landscaping along the corridor • Potential for identity-defining features • Existing hotels in area	• Disconnected parcels and difficulty of adding new connections • Traffic speeds making the corridor unpleasant for visitors • Lack of visibility for businesses • Limited bike and pedestrian connectivity • Lack of civic gathering spaces in the corridor • Outdated site and building designs and development, signage, and zoning regulations • Visitors unaware of connections to the rest of Louisville • Potential customer base limited by transportation connections, regional competition, reliance on daytime office workers, and surrounding open space • Lack of community consensus on desired uses

Opportunites/Constraints Analysis

An Opportunities/Constraints analysis categorizes characteristics of the study area based on their value. Opportunities are characteristics that will likely have a positive impact on the area, while constraints will more likely have a negative impact.

The above Opportunities/Constraints analysis was compiled based on the ULI TAP and comments collected at public meetings and through EnvisionLouisvilleCO.com. The analysis was endorsed by Planning Commission and City Council during the goal setting phase of the project to help identify project principles and measures of success and guide the creation of the plan.

Survey Preferences

Community Survey

The City mailed out a community survey in Spring, 2015, the results of which were returned in Summer, 2015. The survey was mailed to 1,200 randomly selected residents, of whom 426 returned the completed survey. The survey included questions about how respondents currently use the corridor and how they would like to use it in the future. The survey also included a visual preference portion, providing respondents with photos showing options for different types of buildings, parks, and rights of way, and asking them to rate how appropriate each element was for the study area.

Pedestrian-friendly buildings of one to three stories were the most desired in the visual preference questions. Natural parks and open spaces, as well as wide detached sidwalks and trails were also preferred. The most preferred photos are shown above.

Project Principles and Measures of Success

The overall goal of the McCaslin Blvd small area plan project, based on direction from the Comprehensive Plan and City Council, is to create a land use and infrastructure plan that conforms to Louisville's character and is supported by the community. To that end, the plan must support the core community values identified in the Comprehensive Plan. Based on community input, the three values in which the McCaslin Blvd area is deficient and most needs improvement are as follows:

- A sense of community
- Sustainable practices for the economy, community, and environment
- Unique commercial areas and distinctive neighborhoods

To address these deficiencies the following six project principles were adopted, in no particular order, with associated measures of success for each. The principles and measures of success were endorsed by Planning Commission and City Council early in the planning process and served as guides for the development and evaluation of the alternative scenarios. The preferred alternative adopted as the basis for this plan best satisfied these principles and measures of success.

Principle 1 – Improve connectivity and accessibility while accommodating regional transportation needs.

a) Increase the network connectivity of roads parallel to McCaslin Blvd
   i) Are vehicles able to move between parcels without returning to McCaslin Blvd?
b) Make sure traffic passing through the corridor does not make it an undesirable place to live, work, play, and travel
   i) Does traffic noise decrease?
   ii) Do pedestrians and bicyclists feel safe?
   iii) How long will a trip take on the corridor?
c) Accommodate future regional transportation plans
   i) How does the corridor alternative adequately address future transportation needs?
   ii) How does the corridor alternative accommodate adopted regional transit plans?
d) Provide wayfinding to locations within and outside the corridor
   i) Are visitors able to find key destinations and locations in the study area?
   ii) Are visitors able to find connections to key destination outside the study area, such as Downtown?
e) Allow visitors arriving by bus or car to the area to easily access the entire area
   i) Are visitors arriving at the RTD Park'n'Ride able to make connections to final destinations and back to the Park'n'Ride?
   ii) Are visitors arriving by car able to park once and visit multiple destinations?

Principle 2 – Create public and private gathering spaces to meet the needs of residents, employees, and visitors.

a) Provide for community amenities identified in the survey and elsewhere
b) Provide a central civic space to help create a sense of place
c) Encourage, through design guidelines or incentives, private developers to incorporate publicly accessible spaces into new developments
d) Identify which, if any, undeveloped parcels should be purchased for park/ open space
   i) Does the ratio of acres to users meet City standards?
   ii) Do public spaces connect to form a cohesive network?
e) Provide programming to activate public spaces

Principle 3 – Enhance bicycle and pedestrian connections to private and public uses.

a) Provide safe and convenient facilities that serve a broad range of users with multiple modes of travel
   i) Are all modes of travel accommodated?
   ii) Are users of all ages and ability levels accommodated?
   iii) Do the improvements proposed provide safer conditions for all users and ability levels?
   iv) Are existing deficiencies addressed?
   v) Do bike and pedestrian facilities connect to trip beginning and end points?
b) Design solutions that the City can realistically maintain over time
c) Promote regional trail connectivity within the study area
   i) Is a connection provided through the study area to Davidson Mesa and the new underpass?

Principle 4 – Utilize policy and design to encourage desired uses to locate in the corridor and to facilitate the reuse or redevelopment of vacant buildings.

a) Does the land use mix demonstrate strong fiscal benefits?
b) Do allowed uses serve community needs as defined in survey and elsewhere?
c) Are allowed uses supported by the market?
   i) To what extent are incentives and/ or public infrastructure partnerships needed to induce identified uses to locate in the study area?
   ii) To what extent do uses capitalize on investments at the US 36 interchange and Bus Rapid Transit station?
d) Is the process for approving desired uses and desired character simpler and more predictable?

Principle 5 - Establish design regulations to ensure development closely reflects the community's vision for the corridor while accommodating creativity in design.

a) Physical form should incorporate desires expressed in the community survey and elsewhere
b) Ensure signage and landscape regulations allow for adequate business visibility without detracting from aesthetic qualities of the corridor
   i) Does signage clearly direct visitors to businesses without appearing overbearing or too cluttered?
   ii) Does landscaping provide for a pleasant visitor experience while still providing visibility to businesses?
c) Allow flexibility to respond to changes in market requirements, design trends, and creativity in design

Principle 6 – Establish development regulations to meet the fiscal and economic goals of the City.

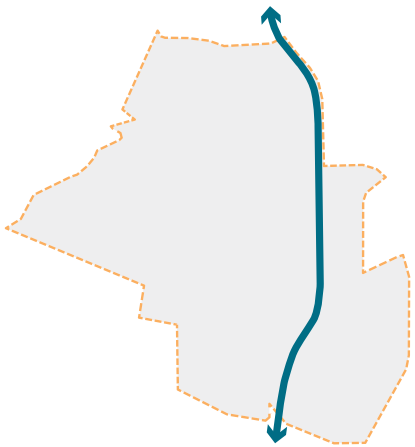
a) Does the proposed plan demonstrate long-term, strong economic benefits for the corridor?
   i) Are allowed uses complimentary and will they reinforce each other?
   ii) Are allowed uses supported by the market and likely to locate in the corridor?
b) Does the proposed plan demonstrate strong positive fiscal returns to the City?
   i) Will the timing of development maintain sufficiently strong returns at all times?
   ii) Are alternative funding or taxing schemes required to meet the City's other goals for the corridor?

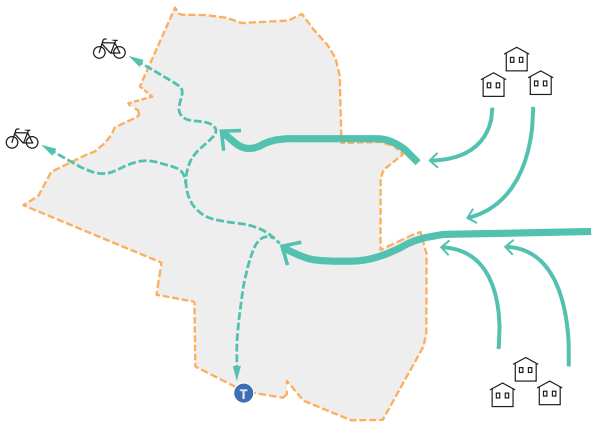
PRINCIPLES

Community Design Principles and Placemaking Concepts

The Project Principles and Measures of Success, along with additional public input and analysis, led to the development of the community design principles, development types, and placemaking concepts described on the following pages. While the above section directed the outcome of the plan, the following section provides general guidelines for development in the corridor. The community design principles provide goals for public and private investment in the corridor. The development types describe desired patterns of development for different subareas within the corridor. The placemaking concepts call for more specific items to be included in new development based on development type. These will all be incorporated into new design standards and guidelines to be developed after adoption of this plan.

Community Design Principles



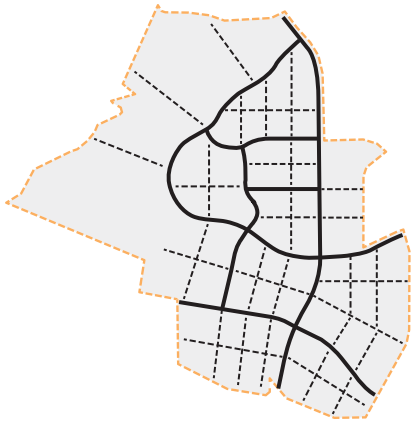


Improve McCaslin

- Safer and more pleasant street to use for all
- Clear distinction between street and driveways
- Buildings that face the street and are accessible from the sidewalk

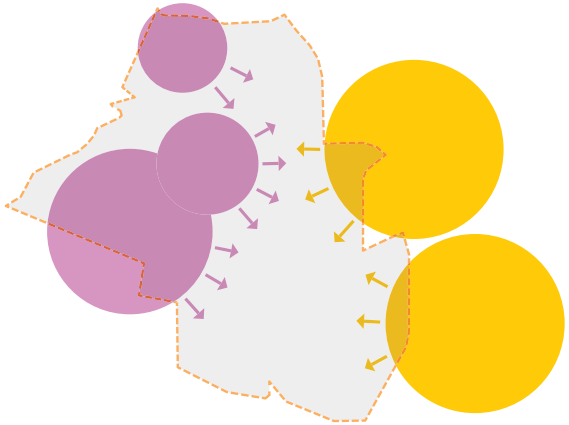
Connect residents to amenities

- Safer and simpler east/west connections
- Improvments to Cherry/Centennial and Century Drive
- Additional green fingers connecting to Davidson Mesa



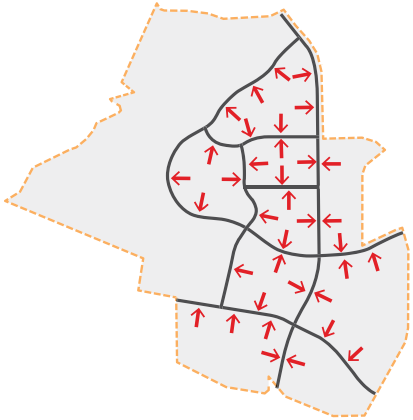
Smaller blocks

- Facilitate incremental development with smaller blocks
- Create transportation options with additional streets
- Eliminate confusion between driveways and roads



Housing grows from housing, office grows from office

- Introduce housing into redevelopment east of McCaslin
- Encourage low-impact clustered office development in Centennial Valley



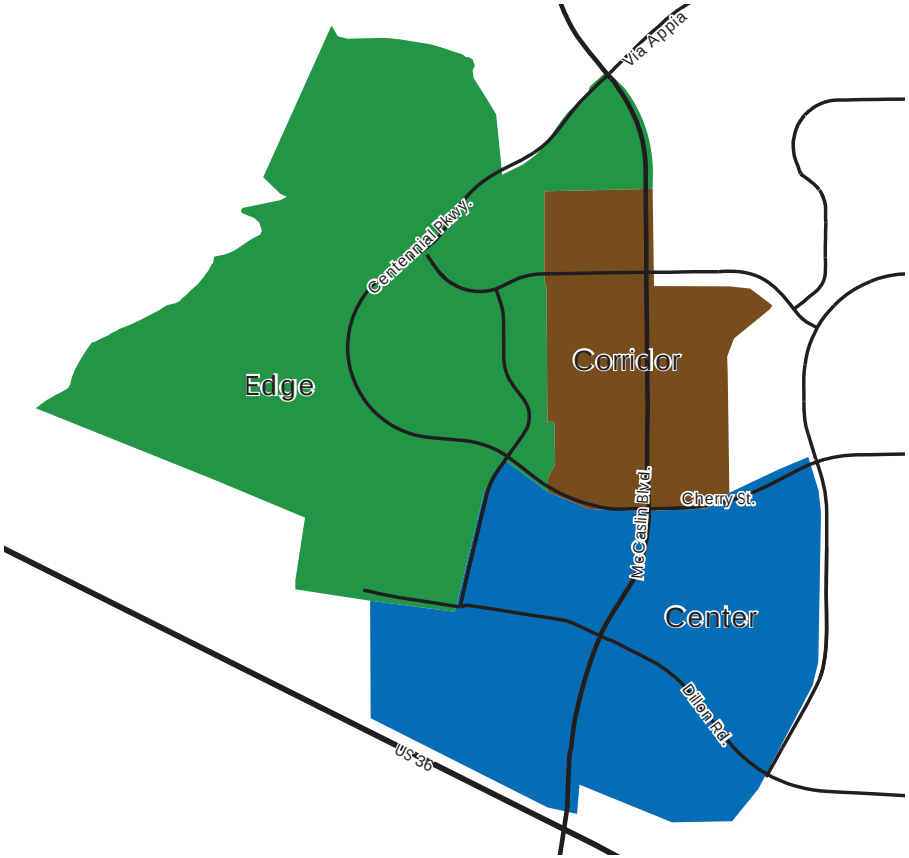
Development faces out

- Transition from inward-facing development to outward-facing development
- Make developments fully accessible from sidewalks
- Put parking on the interior of the site and locate buildings on the periphery

PRINCIPLES

Development Types

Development types dictate how streets are laid out, how property parcels are subdivided, how buildings are designed and arranged on a site, and how parks and public spaces are integrated into the community. The types below correspond to the Development Patterns identified in the 2013 Comprehensive Plan update.

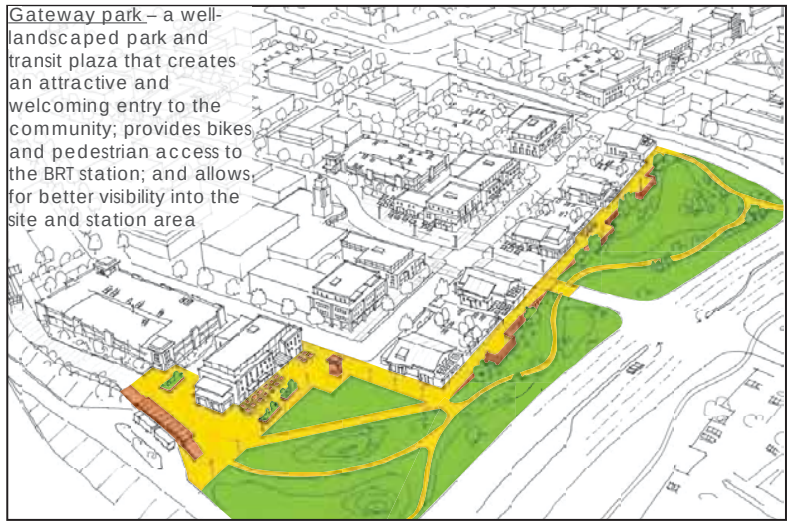


Edge - corresponds to the rural pattern. Consists of large parcels with natural landscaping. Buildings are clustered with significant setbacks from streets. Pedestrian and bike connectivity is provided by soft-surface trails.

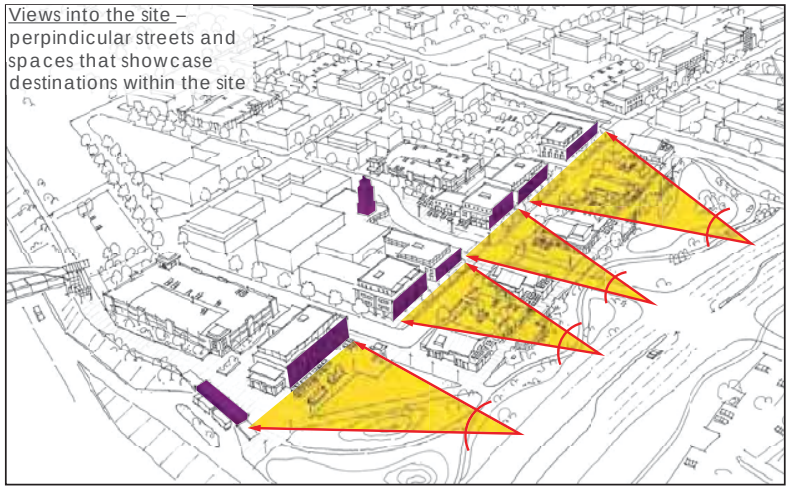
Corridor - corresponds to the suburban pattern. Consists of medium-sized parcels with more formal landscaping. Buildings are oriented toward streets and parking lots with varying setbacks. Pedestrian and bike connectivity is provided by large sidewalks, on-street bike lanes, and hard-surface trails.

Center - corresponds to the urban pattern. Consists of small parcels with limited landscaping. Buildings are oriented toward streets and sidewalks with small, consistent setbacks. Pedestrian and bike connectivity is provided by street and sidewalk networks.

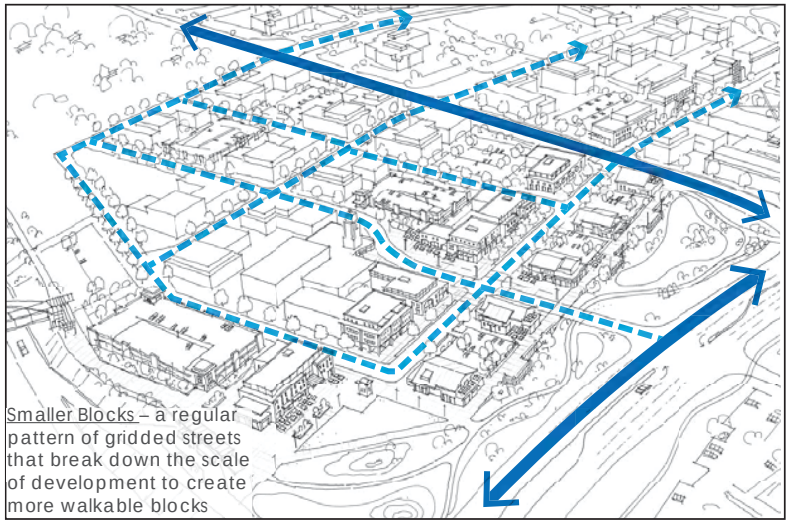
Placemaking Concepts - Center



Gateway park – a well-landscaped park and transit plaza that creates an attractive and welcoming entry to the community; provides bikes and pedestrian access to the BRT station; and allows for better visibility into the site and station area



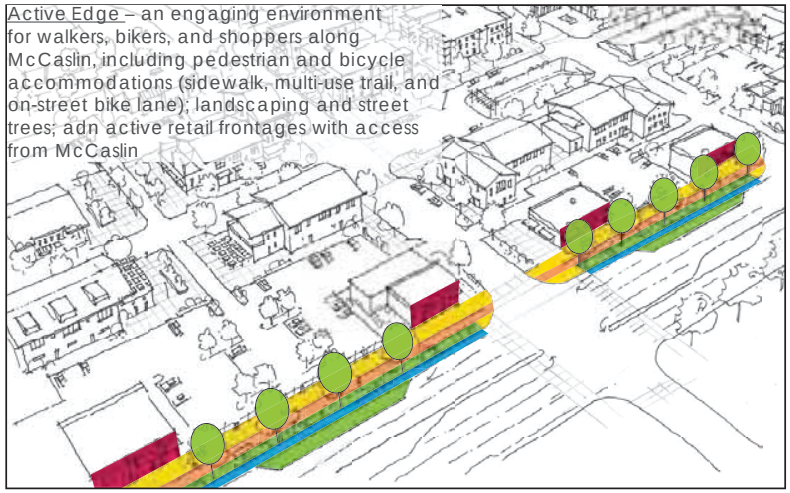
Views into the site – perpindicular streets and spaces that showcase destinations within the site

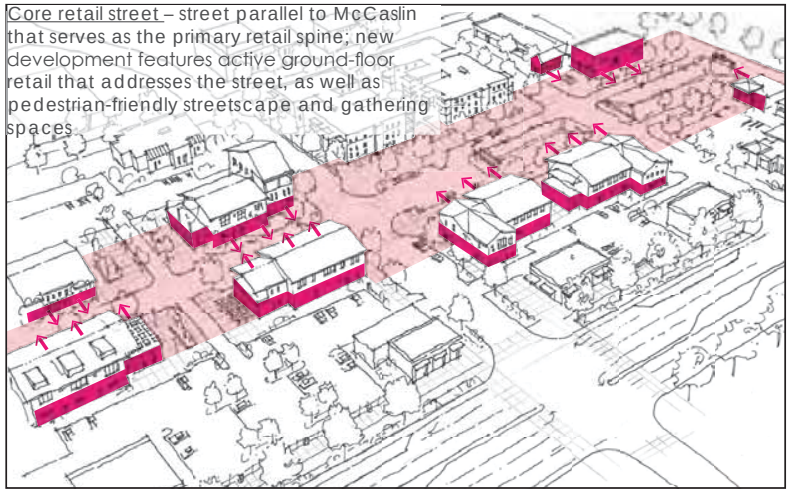


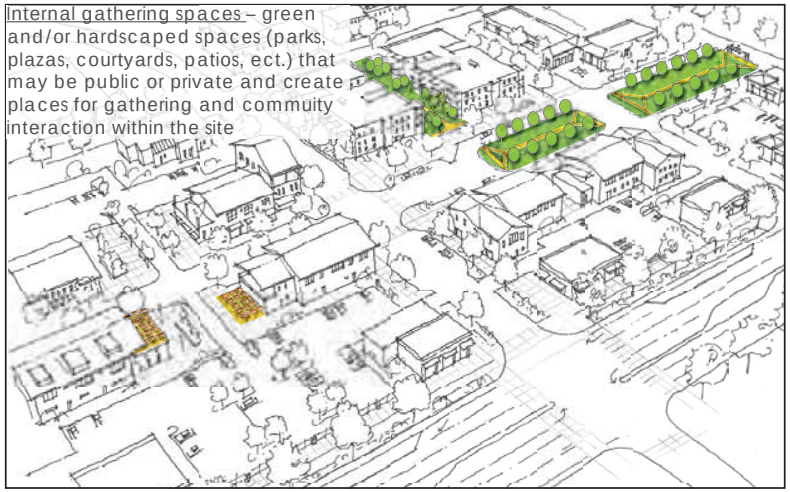
Smaller Blocks – a regular pattern of gridded streets that break down the scale of development to create more walkable blocks

PRINCIPLES

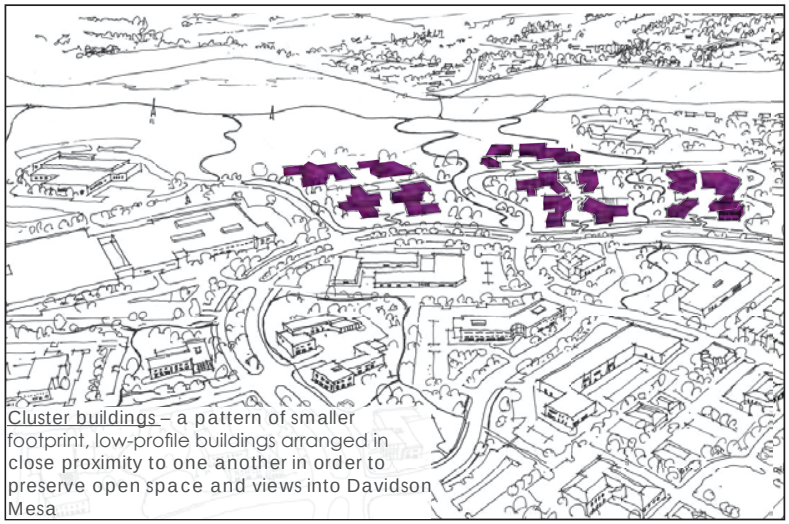
Placemaking Concepts - Corridor



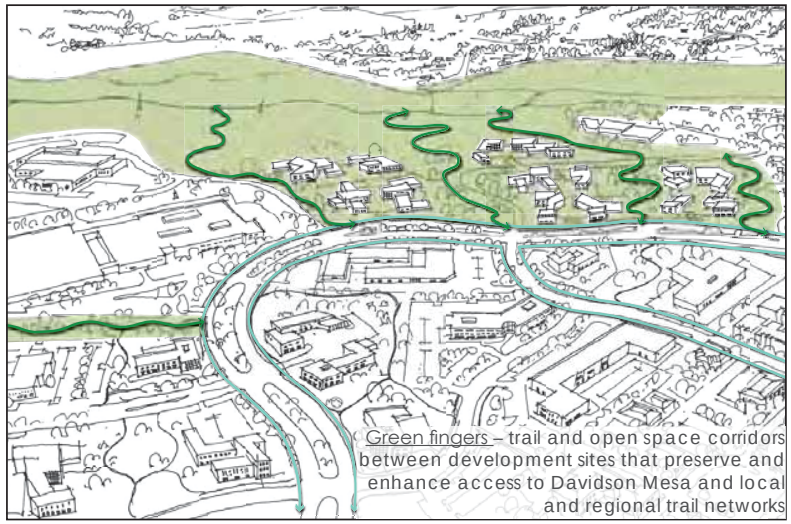




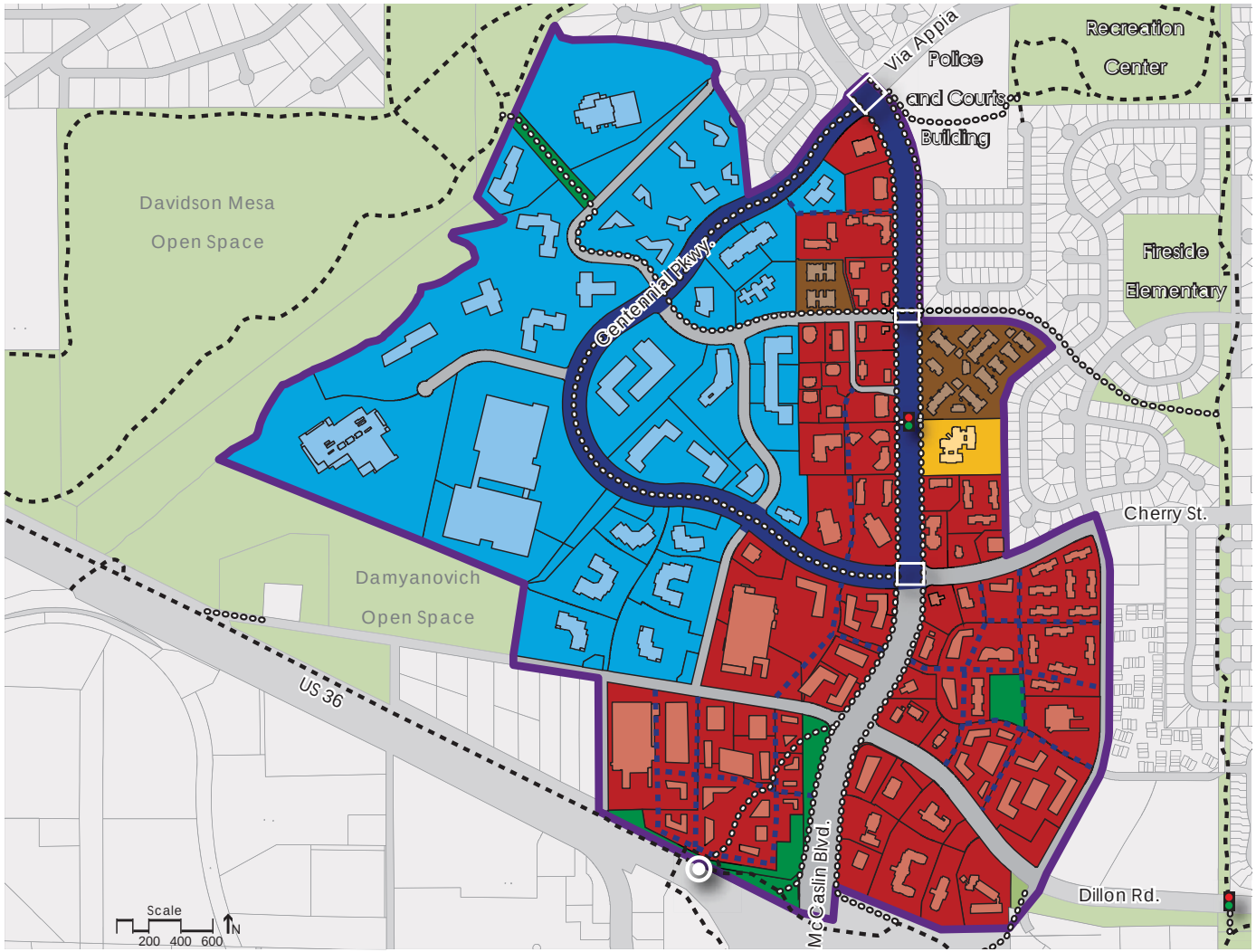
Placemaking Concepts - Edge



Cluster buildings – a pattern of smaller footprint, low-profile buildings arranged in close proximity to one another in order to preserve open space and views into Davidson Mesa



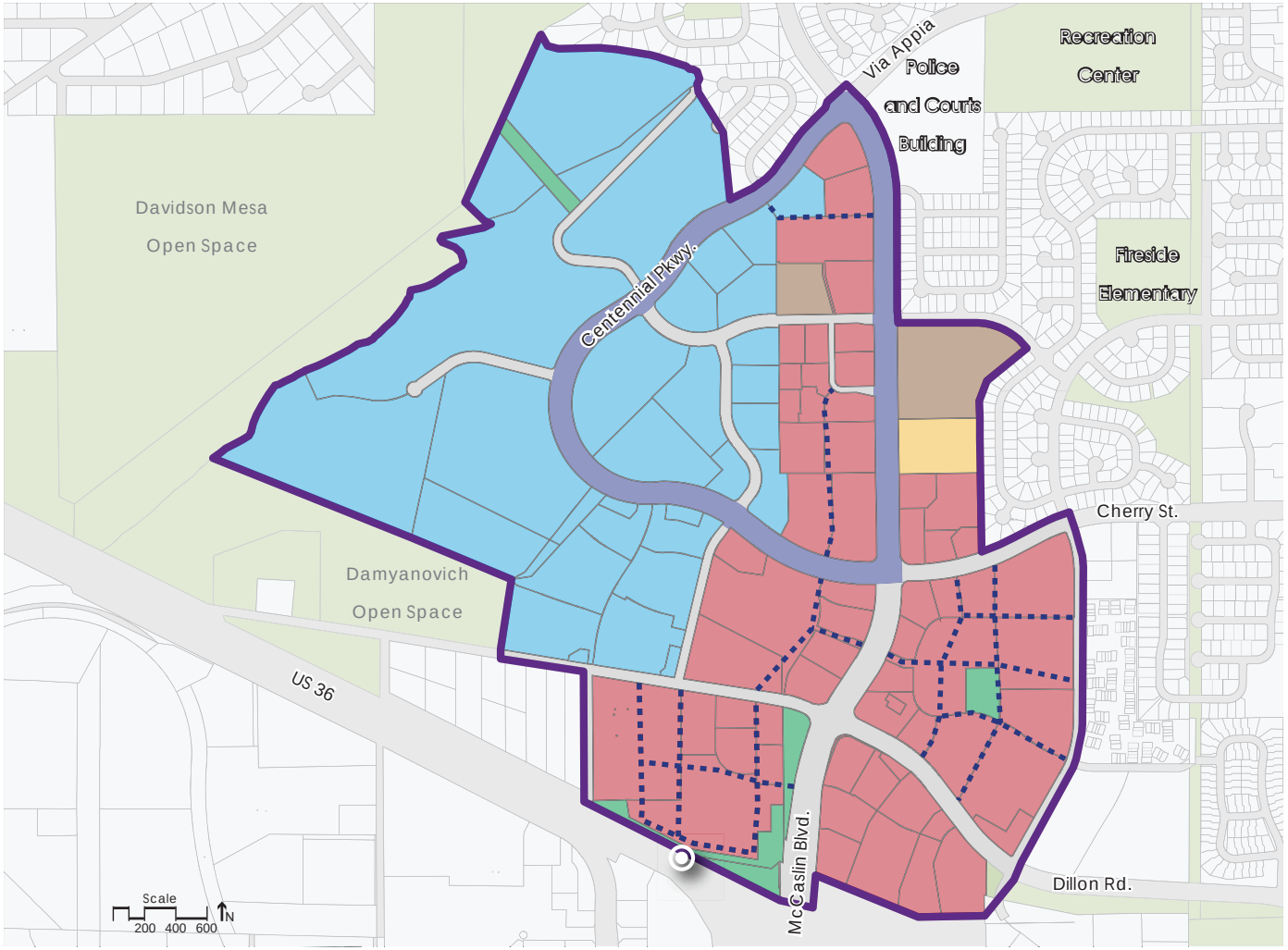
Green fingers – trail and open space corridors between development sites that preserve and enhance access to Davidson Mesa and local and regional trail networks



Urban Design Plan

The urban design plan is a conceptual illustration of how the corridor could develop under this plan. It includes allowed land uses as well as footprints for existing, planned, and conceptual future buildings. The most significant change in land use is the allowance of residential as a special review use along the east edge of the study area. The plan also includes transportation and pedestrian improvements further detailed on following pages. This map and the maps and illustrations that follow are conceptual and not intended to show the exact locations or designs of improvements. Some areas in the original study area, such as Hillsborogh West, have been removed from the plan area. It is recommended these areas be left mostly as they are, with detailed recommendations to come from the neighborhood planning process.

- Retail/Office
- Office
- Residential High Density
- Residential Medium Density
- Park
- Open Space



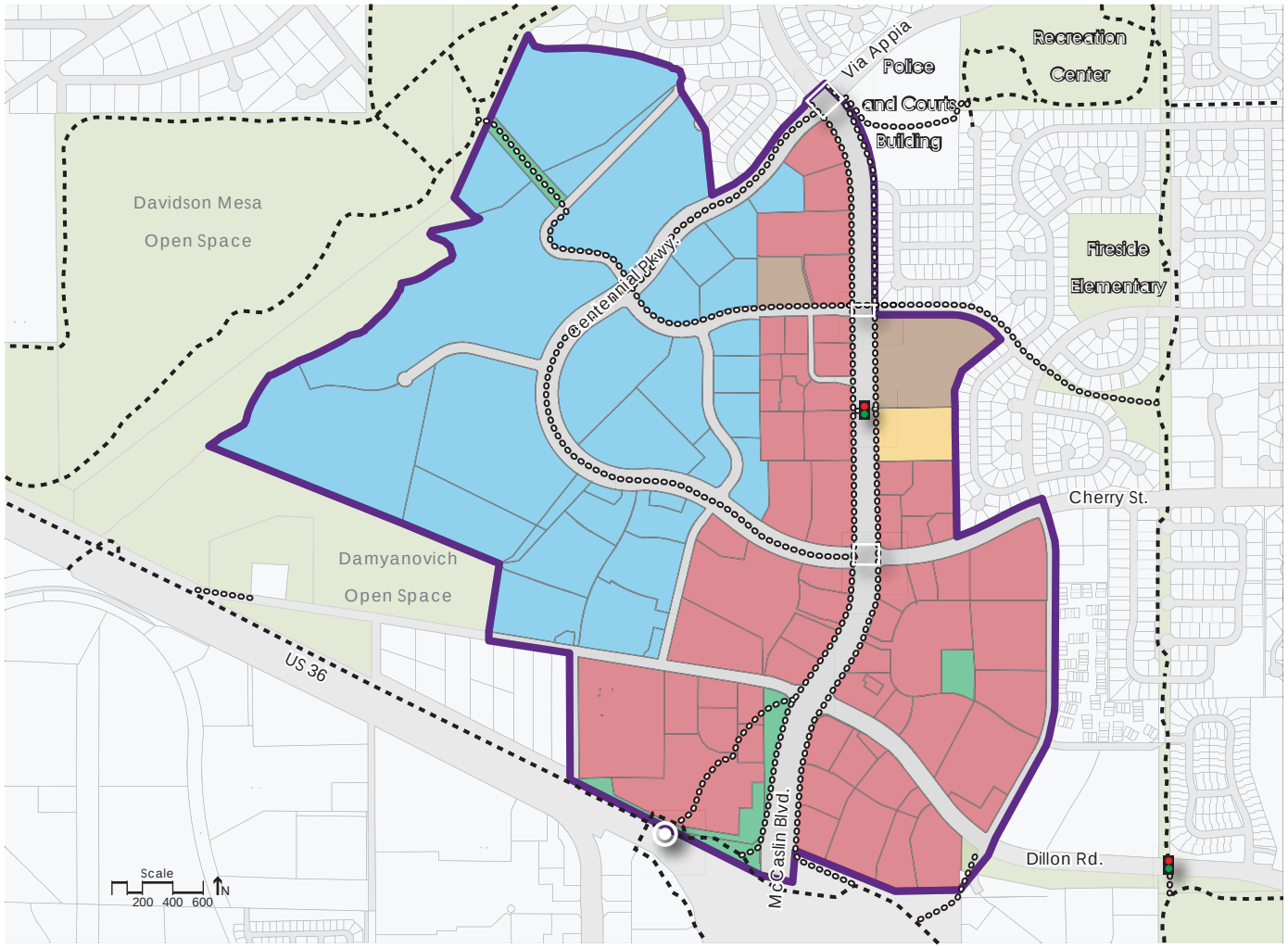
Street Improvement Plan

The street improvement plan shows where new automobile connections should be made. The plan does not call for any new public streets, but enhanced private connections between developments and the establishment of smaller street and block networks within larger superblocks. The streets and blocks shown on this plan are illustrative, with final locations and alignments to be determined as properties redevelop. The plan also calls for removing the outside lanes on Centennial Pkwy and McCaslin Blvd north of Cherry St. Additional roadway and streetscape improvements are detailed in the Roasway Plan and Traffic Improvement table below.

Internal streets/connections

Remove outside lane

McCaslin Park'n'Ride/Flatiron Flyer station



Trails Improvement Plan

The trail improvement plan includes proposed new trails in and around the corridor, including enhanced sidewalks/trails along McCaslin Blvd. The plan also shows recommended locations for new or enhanced crosswalks and or signalized pedestrian (HAWK) crossings. The proposal for McCaslin Blvd includes a widened sidewalk, multi-use trail, and two-way, on-street bike lanes in place of the outside vehicle lanes. The proposal for Centennial Pkwy is a soft-surface trail in the median.

- Existing trails
- New/enhanced trails/sidewalks
- New/enhanced crosswalks
- New HAWK signal

Roadway Improvements

Roadway Improvements

The roadway improvements map provides an illustration of the transportation and trail improvements. More specifically, this plan calls for modifications to McCaslin Blvd described by intersection in the table to the right. These improvements will in some places help traffic function more efficiently or provide additional vehicular access, and in others will increase pedestrian safety and accessibility without significant detrimental impacts on traffic operations.

In addition, as properties develop and redevelop, pedestrian connections from streets and sidewalks to destinations inside developments must be provided.

Transit

As the corridor develops, the City should continue to capitalize on the investment in enhanced bus service at at the McCaslin Park'n'Ride/Flatiron Flyer station. The recommendations in the First and Final Mile Study and other enhancements should be implemented to improve accessibility to and from the corridor and the rest of the City. The 228 route, which already serves the McCaslin Blvd corridor, should be periodically evaluated to ensure it is providing adequate service as development occurs. The City should continue to work with RTD and other partners to implement these enhancements.

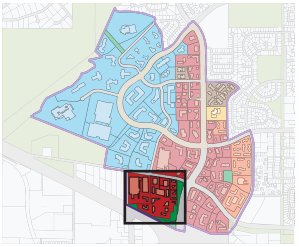
McCaslin Blvd Traffic Improvements by Intersection	
Via Appia	Reduce Centennial Parkway to one lane in each direction. Reduce McCaslin to two lanes in each direction. Provide acceleration and deceleration right turn lanes with raised tables to and from the south.
Centennial Pavilion (North Entrance)	Reconfigure to allow eastbound left from access road. Reduce McCaslin to two lanes in each direction.
Century Drive	Reduce McCaslin to two lanes in each direction. Extend medians to create pedestrian refuges.
Century Circle	Reduce McCaslin to two lanes in each direction.
Shops at Centennial Valley/Centennial Center Driveways	Eliminate westbound left. Re-design to allow independent left turns to each driveway. Reduce McCaslin to two lanes in each direction.
Cherry Street	Reduce Centennial Parkway to one lane in each direction. Reduce McCaslin to two lanes in each direction, with acceleration and deceleration right turn lanes, north of Cherry. Install raised tables in all channeled right turn lanes.
Parcel L/Parcel O Driveways	Install raised tables in all channeled right turn lanes.
Dillon Road	Construct third northbound through lane, new northbound right, and convert westbound right to yield condition.
Colony Square Access	Create new right-in, right-out access street on west side of McCaslin between Dillon Rd and US 36 to serve Colony Square.
Dahlia Drive and Cherry Street	Downtown size Cherry to one-lane in each direction east of Dahlia.

Parks and Open Space

The plan recommends a new green space and public plaza on the Parcel O (Sam's Club) site. The space can be acquired either through dedication or easement if and when the shopping center redevelops. The public space should provide a gathering spaces for residents, workers, and visitors in the corridor.

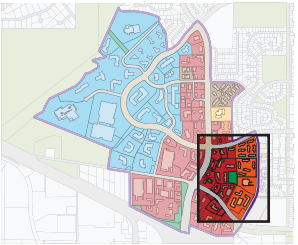
The plan also recommends acquiring land in the west of Centennial Valley to provide a new trailhead and connection to Davidson Mesa. The property can either be purchased, or acquired in conjunction with development, perhaps in exchange for zoning concessions.

Finally, the City should enhance the open space between McCaslin Blvd and Colony Square to create an attractive gateway instead of simply a landscape buffer.



Colony Square Concept Illustrative
Center Development Type

Parcel O Concept Illustrative
Center Development Type



1-2 story buildings along McCaslin

Mix of hard and soft landscaping

A variety of building styles

Not a consistent street wall

Wide sidewalks with landscaping

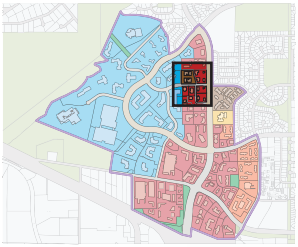
Design concepts do not preclude large-format retail

Public and private green spaces and plazas

Mix of surface and structured parking

Up to 3 stories within the development

Views into the development



Centennial Pavilions Concept Illustrative
Corridor Development Type

Centennial Valley Concept Illustrative
Edge Development Type

Smaller, clustered office buildings preserve open space and access to Davidson mesa

Larger setbacks

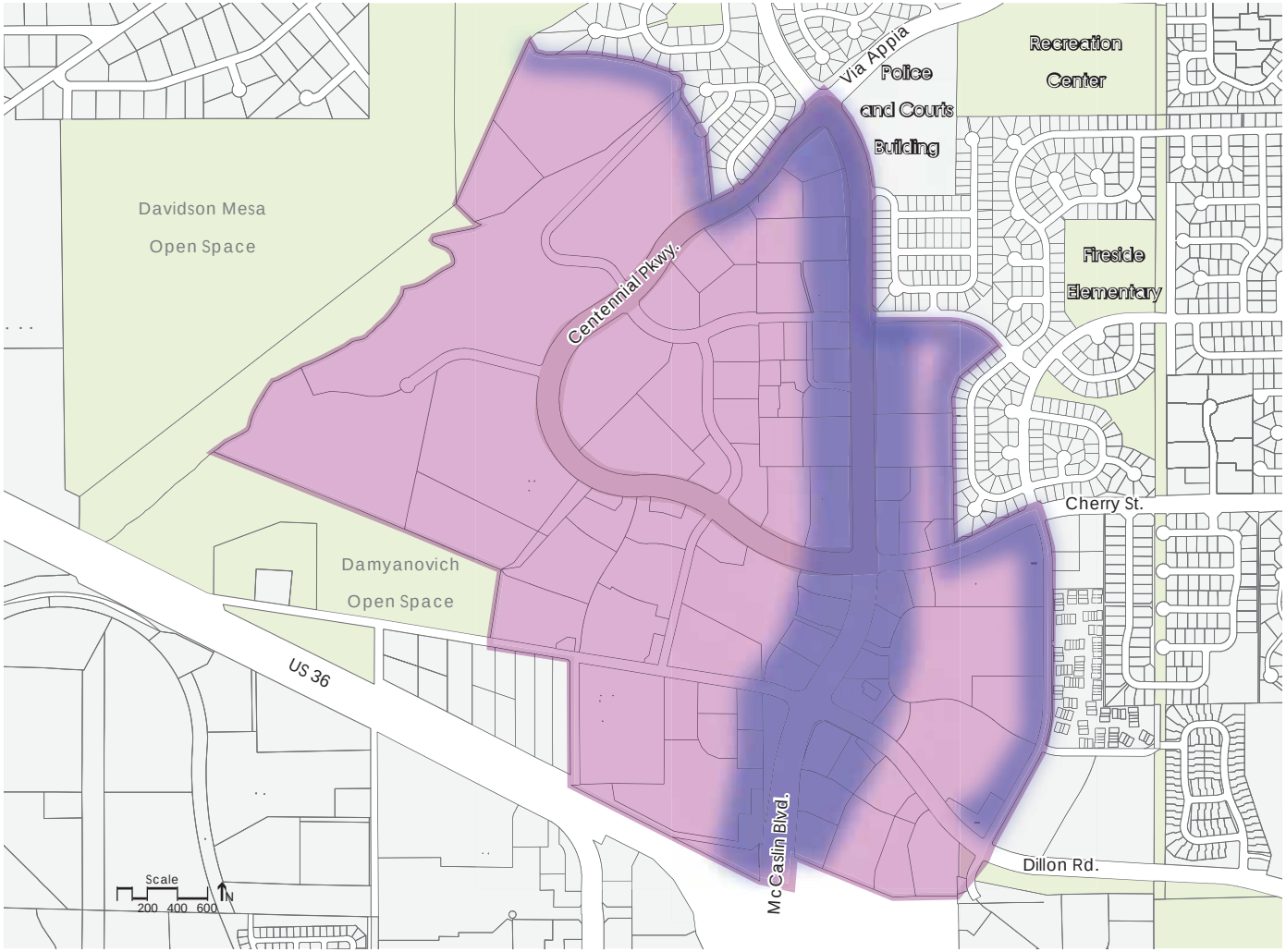
Natural landscaping

Buildings up to 3 stories

Trails connect to open space

Office grows from office

Mix of sidewalks and trails



Building Height Plan

The building height plan shows where different heights are allowed in the corridor. Buildings along McCaslin Blvd should be a mix of one and two stories. Further back from the corridor, buildings should be a mix of two and three stories. In addition, residential protection standards should be developed to ensure existing residential neighborhoods are not adversely impacted by the height of new development. These conditions and standards are to be further defined in the new design standards and guidelines for the corridor.

Maximum 2 stories

Maximum 3 stories

Development Impact

This plan modifies allowed land uses in the corridor and the amount of development allowed. The tables below show what development is currently in the study area and how much more development could occur under this plan at full buildout. The numbers below represent the preferred alternative land use plan, which is a combination of the popular elements of the three alternatives presented at the third Placemaking Workshop. The preferred alternative represents a reduction from what the existing zoning allows at the time of adoption, mostly because of the decreased height allowances.

Existing Development in Study Area		
Retail	897,781	Square feet
Office	1,769,692	Square feet
Residential	277	Units
Employees	7,993	People
Residents	333	People

Projected 20 year Increase under Current Regulations		
Retail	618,495	Square feet
Office	5,075,038	Square feet
Residential	5	Units
Employees	24,448	People
Residents	6	People

Projected 20 year Increase under Proposed Scenario		
Retail	398,889	Square feet
Office	2,570,864	Square feet
Residential	0	Units
Employees	10,611	People
Residents	0	People

Fiscal Impact

The table below shows the projected 20 year cumulative fiscal impact based on the projected maximum buildout and the City's 2015 fiscal model. This is the impact from new development, which will be in addition to the areas current positivie fiscal impacts. As required by the 2013 Comprehensive Plan update, the area will have a positive fiscal impact.

20 Year Cumulative Fiscal Impact	
Revenue by Fund	
General Fund	$44,700,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$6,200,000
Lottery Fund	$0
Historic Preservation Fund	$2,300,000
Capital Pojects Fund	$18,700,000
TOTAL REVENUE	$72,000,000
Expenditures by Fund	
General Fund	$21,500,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$100,000
Lottery Fund	$0
Historic Preservation Fund	$0
Capital Projects Fund	$9,400,000
TOTAL EXPENDITURES	$30,900,000
Net Fiscal Result by Fund	
General Fund	$23,200,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$6,200000
Lottery Fund	$0
Historic Preservation Fund	$2,300,000
Capital Projects Fund	$9,300,000
NET FISCAL IMPACT	$41,100,000

Schools Impact

Because there is no additional residential development allowed in the McCaslin Blvd area under this plan, there will be no impact on the schools.

Traffic Impact

The table below summarizes traffic impacts by using the amount of time it would take a car to travel the length of the McCaslin Blvd corridor during the morning and evening rush hours. The buildout of the corridor, particularly the substantial amount of potential office development in Centennial Valley, will significantly increase peak-hour traffic. Because the preferred alternative entails less total development than the current regulations allow, the buildout travel times presented below are faster than they would be under a no-change alternative. Most of the additional delay would occur at the Dillon Rd and McCaslin Blvd intersection and are mitigated to some extent by the proposed improvements to that intersection described above.

McCaslin Blvd Corridor		
Average Corridor Travel Time		
	Northbound	Southbound
Existing Network		
AM Peak	2 min 13 sec	2 min 30 sec
PM Peak	2 min 24 sec	2 min 27 sec
Buildout		
AM Peak	3 min 45 sec	6 min 40 sec
PM Peak	5 min 0 sec	5 min 0 sec

The McCaslin Blvd small area plan proposes allowing the rezoning of some parcels to allow residential as a special review use. This would happen if and when the properties in question redevelop, and at the request of the property owner. The major recommendations of the plan will be implemented through the adoption of new design standards and guidelines for the corridor. The design elements highlighted in the Plan section will serve as the basis for the new guidelines, which will need to be reviewed by Planning Commission and adopted by City Council. The new design standards and guidelines will ensure future private development in the corridor complies with the community's vision and this plan. Funding for this will come from the City's annual operating budget.

Public improvements in the corridor will be implemented either by City funding, contributions from private developers, or a combination. The City's annual capital improvement program budgeting process provides an opportunity for the City to fund and construct infrastructure. The capital improvements listed in the table below are recommended for inclusion in upcoming budgets to help meet the goals of the plan. The timeline is intended to guide requests as funding and opportunity allows.

Some public infrastructure may be built and paid for by private property owners in conjunction with development of their property. The City may require such improvements if the need for them is identified in an adopted plan, such as this one. Some of the capital improvements identified in this plan and listed below can be required from private development projects, and some may be funded or built jointly by the developer and the City.

Infrastructure design, whether built by the City or by private developers, must meet the applicable local, state, and federal construction standards. The construction standards control the design of streets, sidewalks, and public utilities. The standards will need to be updated along with the design standards and guidelines so public infrastructure conforms to the principles of this plan. In addition, most of the infrastructure improvements called for in this plan have not been engineered yet, so they will continue to be evaluated and modified as design work proceeds.

The plan also calls for additional public spaces, including plazas, parks, and open space. The Parcel O public space should be acquired when and if the shopping center redevelops. The Davidson Mesa trailhead should be acquired either through purchase or in conjunction with development.

Cost Estimates

Cost estimates in the table below use broad ranges because the improvements have not been designed yet and to account for changing construction costs. Estimates are categorized as follows:

$	Less than $100,000
$$	Between $100,000 and $500,000
$$$	Between $500,000 and $1 million
$$$$	More than $1 million

Recommended Public Improvements

Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
PLANNING (Operating Budget)					
McCaslin Blvd Design Guidelines	New design standards and guidelines for the study area based on this plan	$	•		
Rezonings	Rezone properties in accordance with this plan when they redevelop	$			
DESIGN AND CONSTRUCTION (Capital Budget)					
Parks and Public Spaces					
Davidson Mesa Trailhead	New trailhead off of Centennial Pkwy to access Davidson Mesa	$$$$		•	
Parcel O Public Space	Public plaza and green space in the Parcel O (Sam's Club) development				
Colony Square Improvements	Enhance open space between Colony Square and McCaslin Blvd to create gateway	$$$			•
Pedestrian and Bicycle Connections					
Pedestrian signal between Century and Cherry	New pedestrian crossing signal mid-block on McCaslin between Century and Cherry	$$		•	
Connection to Park'n'Ride	Create pedestrian/bike connection from McCaslin/Dillon intersection to bus station	$$		•	
Pedestrian signal on Dillon	New pedestrian crossing connecting Powerline Trail with Coal Creek Trail	$$	•		

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
Trails					
Multi-use path on McCaslin	Convert sidewalks to multi-use paths on both sides of McCaslin from US 36 to Via Appia	$$$			•
Mulit-use path on Centennial Pkwy	Create multi-use path in the median on Centennial Pkwy	$$$			•
Centennial Pkwy to Davidson Mesa	Create trail connection from Centennial Pkwy to new trailhead at Davidson Mesa	$$		•	
Century Dr West	Create multi-use path connection along Century between McCaslin and Centennial Pkwy	$		•	
Century Dr East	Create multi-use path connection along Century between McCaslin and Powerline Trail	$$		•	
Connection from 36 to Dillon	New trail connection from US 36 bikeway to Dillon Rd sidewalk near La Quinta Inn	$		•	
Connection accross Police property	New trail connection from trails on Rec Center property to McCaslin/Via Appia intersection	$		•	
Roadways (Private)					
Connection West of McCaslin	New vehicular access between Key Bank and McCaslin Plaza (Chipotle shopping center)				
Connection from McCaslin to Centennial Pkwy	New driveway connecting McCaslin to Centennial Pkwy north of Centennial Pavilions				
Colony Square Access	New right-in-right-out access from McCaslin to Colony Square				
Internal Street Network - Parcel O	Create internal street and block pattern within the development				
Internal Street Network - Parcel L1	Create internal street and block pattern within the development				
Internal Street Network - Colony Square	Create internal street and block pattern within the development				
Pedestrian Crossings/Traffic Calming					
McCaslin and Via Appia	Add speed table in right turn lanes	$			•
McCaslin and Century Drive	Extend McCaslin medians to create pedestrian refuges	$		•	
McCaslin and Cherry	Add speed table in right turn lanes	$			•
Parcel O/Parcel L1 Accesses	Add speed table in right turn lanes	$			•

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
Roadway					
McCaslin bike lane	Convert outside lanes of McCaslin to enhanced bike facilities between Cherry and Via Appia	$$$			•
Centennial Pkwy on-street parking	Convert outside lanes of Centennial Pkwy to parking, install curb bump-outs at intersections	$$$			•
Intersection Improvements					
Dillon and McCaslin	Add additional northbound through lane	$$$$			•
Cherry and McCaslin	Modify to accommodate reduced widths of Centennial and McCaslin	$$$			•
Century and McCaslin	Modify to accommodate reduced width of McCaslin	$$$			•
Via Appia and McCaslin	Modify to accommodate reduced widths of Centennial and McCaslin	$$$			•
Median Improvements					
Median north of Cherry	Modify center median to allow left turn into Key Bank/Starbucks shopping center	$			•
Median north of Centennial Pavilion	Modify center median to allow left turn onto McCaslin from drive north of Centennial Pavilion	$			•
Bike Lanes					
McCaslin Blvd	Enhance bike lanes on McCaslin between Cherry and Via Appia	$			•

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McCaslin Boulevard Planning Survey

2015

NRC

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Contents

Summary 1
Tables of Results 3
Complete Survey Responses 17
Responses to Open-ended Questions 27
Appendix A: Subgroup Comparisons for Selected Survey Questions 29
Appendix B: Survey Methodology 42
Appendix C: Survey Materials 47

Prepared by National Research Center, Inc.

Summary

- The City of Louisville and Cuningham Group Architecture, Inc. contracted with National Research Center, Inc. to develop and administer a topical survey to residents regarding future development of the McCaslin Boulevard area in northeast Louisville.
- The 2015 McCaslin Boulevard Planning Survey was mailed to a random sample of 1,200 households in the city.
- A total of 426 surveys were returned, providing a response rate of 36%.
- The margin of error is plus or minus five percentage points around any given percentage point for the entire sample.

Residents of Louisville enjoy a high overall quality of life.

- Nearly all residents (97%) rated the overall quality of life in Louisville as excellent or good. Respondents also gave high marks to many other aspects of community overall, with 9 in 10 residents giving positive ratings to the overall economic health, quality of parks, trails and open space, ease of travel by car, walking and bicycle and the sense of safety traveling throughout the city (Table 1).

Residents tended to give lower quality ratings to housing options in the McCaslin Boulevard study area, but did not consider housing a priority for the City.

- Many aspects of the McCaslin study area also were rated highly by at least 7 in 10 respondents, including safety while traveling through the corridor, ease of car travel, the physical condition of residential and commercial buildings and the quality of parks, trails and open space. However, the ease of travel by bus (49% excellent or good), variety of housing options (46%) and availability of affordable quality housing (23%) tended to be rated less positively (Table 2). In fact, 41% of respondents felt the availability of affordable quality house in the McCaslin Boulevard area was poor, which was on par with resident's perceptions of the community as a whole.
- The aspects that were cited as the most important features of the study area to improve included sense of safety traveling through the corridor, quality of parks, trails and open spaces and quality of shopping and dining opportunities, with about 8 in 10 reporting they were essential or very important (Table 3).
- About 4 in 10 respondents felt that the City should improve the variety of housing options or the availability of affordable quality housing (Table 3).

The McCaslin Boulevard area is highly traversed and visited.

- Nearly all residents (96%) had shopped or dined in the McCaslin Boulevard study area while 6 in 10 respondents had walked or biked and 4 in 10 have used medical or professional services in the area (Table 4).
- Businesses south of Dillion road and businesses between Dillion and Cherry both east and west of McCaslin were the most frequently locations in the study area, with about 9 in 10 respondents reporting that they visited these locations at least once in a typical month; between 36% and 49% of residents visited these businesses at least

Prepared by National Research Center, Inc.

once a week. A majority of residents had never visited the Centennial Valley office park or the RTD station/Park'n'Ride (59%, Table 5).

- About 8 in 10 respondents stated they travel through the study area in a car at least multiple times a week, with half driving through the McCaslin Boulevard area daily (Table 6). About three-quarters of residents had never traveled through the area in a bus (Table 6), but about one-quarter would like to use the bus more often (Table 7). Additionally, a little less than half had traveled by bicycle or by walking through the McCaslin Boulevard area, but at least half of respondents would like to do so more often than they do currently.

Residents' preferences for design elements favored lower building heights, natural open spaces, wider sidewalks and less visible parking.

- Respondents preferred 1- and 2- story buildings for commercial use (Table 8) with 15-20 foot or more than 20 foot setbacks (Table 9).
- Mixed-use buildings and 2-story townhouses were the most preferred multi-family residential building types (Table 10), with at least 6 in 10 respondents selecting 15-20 foot setbacks with porches or small yards or over 20 foot setbacks as an excellent or good fit for building placement (Table 11).
- A majority of residents were in favor of all park/plaza options, with 8 in 10 designating natural open space as an excellent or good fit and three-quarters of residents in favor of a town green or plaza. Half of respondents felt natural open space was an excellent fit for the McCaslin Boulevard area. About 6 in 10 would prefer a recreational park (Table 12).
- Respondents were open to a variety of streetscapes, with the exception of basic sidewalks, which was considered an excellent or good fit by only 2 in 10 residents (Table 13).
- Regarding the placement of parking, a majority of residents would choose either a parking lot on the side of the building or a parking ramp behind the buildings over parallel street parking or large parking lots in front of buildings (Table 14).
- At least 8 in 10 residents felt that a landscaped buffer or a fence and landscaped buffer with pedestrian amenities would be the best fit for parking edge designs (Table 15), followed by a landscaped buffer.
- Most respondents preferred an awning or projecting option for business signage (Table16).

Prepared by National Research Center, Inc.

Tables of Results

The following pages contain a complete set of responses to each question on the survey, excluding the "not familiar" responses.

Survey Results

Table 1: Question 1

Please rate each of the following for Louisville (City-wide):	Excellent	Good	Fair	Poor	Total
Overall quality of life	65%	32%	3%	0%	100%
Overall economic health	32%	57%	9%	3%	100%
Variety of housing options	11%	40%	34%	15%	100%
Availability of affordable quality housing	5%	16%	35%	44%	100%
Overall quality of shopping and dining opportunities	28%	52%	19%	1%	100%
Overall quality of parks, trails and open spaces	61%	35%	4%	1%	100%
Ease of travel by car	41%	49%	8%	3%	100%
Ease of travel walking	46%	43%	10%	1%	100%
Ease of travel by bicycle	47%	42%	9%	2%	100%
Ease of travel by bus	22%	36%	30%	11%	100%
Sense of safety traveling throughout the city	64%	32%	4%	0%	100%
Physical condition of commercial buildings	23%	61%	14%	1%	100%
Physical condition of residential buildings	20%	66%	13%	0%	100%

Table 2: Question 2 (Quality)

First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the McCaslin Boulevard study area.	Excellent	Good	Fair	Poor	Total
Variety of housing options	7%	39%	36%	18%	100%
Availability of affordable quality housing	3%	20%	35%	41%	100%
Overall quality of shopping and dining opportunities	13%	48%	30%	9%	100%
Overall quality of parks, trails and open space	36%	41%	12%	10%	100%
Ease of travel by car	29%	50%	16%	5%	100%
Ease of travel walking	24%	42%	24%	11%	100%
Ease of travel by bicycle	23%	45%	23%	10%	100%
Ease of travel by bus	13%	36%	37%	13%	100%
Sense of safety traveling through the corridor	37%	45%	14%	4%	100%
Physical condition of commercial buildings	14%	63%	19%	4%	100%
Physical condition of residential buildings	17%	62%	20%	1%	100%

Prepared by National Research Center, Inc.

Table 3: Question 2 (Importance)

First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the McCaslin Boulevard study area.	Essential	Very important	Somewhat important	Not at all important	Total
Variety of housing options	10%	33%	35%	21%	100%
Availability of affordable quality housing	16%	33%	32%	19%	100%
Overall quality of shopping and dining opportunities	27%	51%	18%	4%	100%
Overall quality of parks, trails and open space	39%	41%	16%	4%	100%
Ease of travel by car	28%	44%	20%	7%	100%
Ease of travel walking	30%	44%	21%	6%	100%
Ease of travel by bicycle	33%	39%	21%	6%	100%
Ease of travel by bus	19%	38%	31%	12%	100%
Sense of safety traveling through the corridor	49%	36%	11%	4%	100%
Physical condition of commercial buildings	17%	55%	23%	5%	100%
Physical condition of residential buildings	16%	52%	24%	8%	100%

Table 4: Question 3

Which, if any, of the following applies to you in relation to the McCaslin Boulevard study area? (Mark all that apply.)	Percent
I live in the area	35%
My child attends daycare/preschool	5%
I walk or bike in the area	59%
I shop/dine in the area	96%
I use medical/professional services in the area	42%
I only travel through the area	13%
I work in the area	4%
None of the above	0%

Total may exceed 100% as respondents could select more than one option.

Table 5: Question 4

In a typical month, how many times, if at all, do you visit each of the following?	Never	1-3 times a month	Once a week	Multiple times a week	Daily	Total
Centennial Valley office park	63%	31%	2%	2%	1%	100%
Businesses south of Dillon (Home Depot, Cinebarre, hotels)	6%	50%	30%	15%	0%	100%
Businesses between Dillon & Cherry, west of McCaslin (Lowes/Carrabbas)	5%	58%	22%	13%	1%	100%
Businesses between Dillon & Cherry, east of McCaslin (Albertsons/Kohl's)	8%	43%	25%	22%	2%	100%
Businesses north of Cherry (Walgreens, Via Toscana, Starbucks)	11%	47%	22%	16%	3%	100%
RTD station/Park'n'Ride	59%	29%	4%	6%	2%	100%
Davidson Mesa Open Space	29%	43%	11%	14%	4%	100%

Prepared by National Research Center, Inc.

Table 6: Question 5 (Actual Use)

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.	Never	1-3 times a month	Once a week	Multiple times a week	Daily	Total
In a car	1%	5%	9%	36%	48%	100%
In a bus	79%	16%	2%	2%	2%	100%
On a bicycle	48%	35%	8%	7%	2%	100%
Walking	42%	29%	14%	9%	6%	100%

Table 7: Question 5 (Preferred Use)

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.	Use more	Use the same	Use less	Total
In a car	7%	75%	18%	100%
In a bus	28%	62%	10%	100%
On a bicycle	57%	38%	5%	100%
Walking	52%	44%	5%	100%

Prepared by National Research Center, Inc.

Design Elements

Table 8: Design Element #1: Commercial Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	1-story	38%	34%	21%	6%	100%
	2-story	25%	48%	20%	7%	100%
	2 or 3-story	7%	22%	39%	32%	100%
	4-story	5%	9%	23%	63%	100%

Prepared by National Research Center, Inc.

Table 9: Design Element #2: Commercial Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	No setback	15%	24%	25%	37%	100%
	15-20 foot setback, oriented toward street	21%	46%	26%	7%	100%
	Setback 20+ feet, oriented toward parking	15%	44%	23%	18%	100%
	Parking lot in front	11%	28%	23%	38%	100%

Prepared by National Research Center, Inc.

Table 10: Design Element #3: Multi Family Residential Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	2-story townhouses	26%	47%	16%	11%	100%
	3-story apartment/condo building	4%	25%	27%	43%	100%
	Apartments/condos above retail/commercial (mixed-use building)	16%	36%	26%	22%	100%
	4-story apartment/condo building	5%	12%	24%	59%	100%

Prepared by National Research Center, Inc.

Table 11: Design Element #4: Multi Family Residential Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	5 - 10 foot setback with porches	8%	31%	29%	32%	100%
	15 - 20 foot setback with porches and small yards	25%	45%	19%	11%	100%
	20+ foot setback	21%	38%	25%	16%	100%
	20+ foot setback, oriented to parking lot	7%	22%	26%	46%	100%

Prepared by National Research Center, Inc.

Table 12: Design Element #5: Park/Plaza

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Recreational Park	24%	39%	22%	15%	100%
	Town Green	29%	46%	19%	6%	100%
	Natural open space	52%	29%	11%	7%	100%
	Plaza	33%	40%	16%	11%	100%

Prepared by National Research Center, Inc.

Table 13: Design Element #6: Streetscape

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Wide sidewalk/trail separated from street	44%	36%	14%	6%	100%
	Sidewalk buffered from street and parking with landscaping	17%	45%	26%	11%	100%
	Basic sidewalk	4%	18%	45%	34%	100%
	Wide sidewalk with many pedestrian amenities	31%	44%	17%	8%	100%

Prepared by National Research Center, Inc.

Table 14: Design Element #7: Parking Placement

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Parking lot on side of building	12%	54%	28%	7%	100%
	Parking ramp behind buildings	21%	43%	23%	13%	100%
	Parallel street parking	5%	28%	31%	36%	100%
	Large parking lot in front of building	5%	16%	22%	57%	100%

Prepared by National Research Center, Inc.

Table 15: Design Element #8: Parking Edge

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Large grass buffer	7%	31%	35%	27%	100%
	Landscaped buffer	13%	56%	25%	7%	100%
	Fence and landscaped buffer with pedestrian amenities	42%	40%	16%	3%	100%
	Low wall	4%	17%	37%	42%	100%

Prepared by National Research Center, Inc.

Table 16: Design Element #9: Business Signage

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.		Excellent fit	Good fit	Fair fit	Poor fit	Total
	Business directional sign	8%	24%	35%	33%	100%
	Internally-illuminated	8%	46%	35%	12%	100%
	Projecting	34%	42%	17%	7%	100%
	Awning	24%	47%	23%	6%	100%

Prepared by National Research Center, Inc.

Respondent Characteristics

Table 17: Question D1

Which best describes the building you live in?	Percent
One family house detached from any other houses	74%
Building with two or more homes (duplex, townhome, apartment or condominium)	26%
Mobile home	0%
Other	1%
Total	100%

Table 18: Question D2

Do you rent or own your home?	Percent
Rent	27%
Own	73%
Total	100%

Table 19: Question D3

How many people, including yourself, live in your household?	Percent
1	19%
2	30%
3	18%
4	26%
5	6%
6+	0%
Total	100%

Table 20: Question D4

What is your gender?	Percent
Female	51%
Male	49%
Total	100%

Table 21: Question D5

In which category is your age?	Percent
18-24 years	1%
25-34 years	21%
35-44 years	21%
45-54 years	24%
55-64 years	19%
65-74 years	8%
75 years or older	5%
Total	100%

Prepared by National Research Center, Inc.

Table 22: Question D6

Are you currently employed?	Percent
Yes	78%
No	22%
Total	100%

Table 23: Question D7

In which city do you work?	Percent
Boulder, Longmont, Niwot	35%
Broomfield, Westminster, Arvada, Lafayette, Superior	22%
Denver, Lakewood, Aurora	12%
Louisville	23%
Multiple areas	5%
Other	3%
Total	100%

Table 24: Question D8

About how much do you estimate your household's total income before taxes will be for the current year?	Percent
Less than $24,999	6%
$25,000 to $49,999	13%
$50,000 to $99,999	23%
$100,000 to $149,999	22%
$150,000 or more	21%
Prefer not to answer	15%
Total	100%

Prepared by National Research Center, Inc.

Complete Survey Responses

The following pages contain a complete set of responses to each question on the survey, including the "not familiar" responses. The percent of respondents giving a particular response is shown followed by the number of respondents.

Table 25: Question 1

Please rate each of the following for Louisville (City-wide):	Excellent		Good		Fair		Poor		Not familiar		Total	
Overall quality of life	65%	N=278	32%	N=135	3%	N=12	0%	N=0	0%	N=1	100%	N=425
Overall economic health	31%	N=132	55%	N=235	8%	N=36	3%	N=12	2%	N=10	100%	N=424
Variety of housing options	11%	N=46	38%	N=162	33%	N=139	14%	N=60	3%	N=15	100%	N=421
Availability of affordable quality housing	5%	N=19	14%	N=58	31%	N=129	38%	N=161	12%	N=51	100%	N=418
Overall quality of shopping and dining opportunities	28%	N=118	52%	N=221	19%	N=81	1%	N=6	0%	N=0	100%	N=425
Overall quality of parks, trails and open spaces	61%	N=258	34%	N=146	4%	N=16	1%	N=3	1%	N=2	100%	N=425
Ease of travel by car	40%	N=171	48%	N=205	8%	N=33	3%	N=12	0%	N=2	100%	N=423
Ease of travel walking	46%	N=195	42%	N=181	10%	N=42	1%	N=4	1%	N=5	100%	N=426
Ease of travel by bicycle	43%	N=180	39%	N=164	8%	N=36	2%	N=6	9%	N=36	100%	N=422
Ease of travel by bus	15%	N=62	24%	N=100	20%	N=84	7%	N=30	34%	N=143	100%	N=419
Sense of safety traveling throughout the city	64%	N=271	32%	N=134	4%	N=19	0%	N=1	0%	N=0	100%	N=425
Physical condition of commercial buildings	23%	N=98	60%	N=256	14%	N=59	1%	N=6	1%	N=5	100%	N=425
Physical condition of residential buildings	20%	N=83	66%	N=277	13%	N=56	0%	N=1	1%	N=5	100%	N=423

Table 26: Question 2 (Quality)

First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the McCaslin Boulevard study area.	Excellent		Good		Fair		Poor		Not familiar		Total	
Variety of housing options	6%	N=26	34%	N=140	31%	N=128	16%	N=64	13%	N=53	100%	N=411
Availability of affordable quality housing	3%	N=11	16%	N=65	29%	N=117	34%	N=137	19%	N=76	100%	N=407
Overall quality of shopping and dining opportunities	13%	N=51	48%	N=195	29%	N=119	9%	N=37	1%	N=5	100%	N=407
Overall quality of parks, trails and open space	34%	N=140	39%	N=162	12%	N=49	10%	N=40	5%	N=20	100%	N=411

Prepared by National Research Center, Inc.

First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the McCaslin Boulevard study area.	Excellent		Good		Fair		Poor		Not familiar		Total	
Ease of travel by car	29%	N=117	50%	N=202	15%	N=63	5%	N=21	1%	N=4	100%	N=407
Ease of travel walking	22%	N=92	40%	N=161	23%	N=92	10%	N=42	5%	N=21	100%	N=408
Ease of travel by bicycle	19%	N=79	38%	N=155	19%	N=80	8%	N=33	15%	N=62	100%	N=409
Ease of travel by bus	8%	N=31	21%	N=86	22%	N=89	8%	N=32	42%	N=170	100%	N=408
Sense of safety traveling through the corridor	36%	N=147	44%	N=180	14%	N=57	3%	N=14	2%	N=8	100%	N=406
Physical condition of commercial buildings	14%	N=57	61%	N=249	18%	N=74	4%	N=15	3%	N=11	100%	N=406
Physical condition of residential buildings	15%	N=63	56%	N=228	18%	N=72	1%	N=3	10%	N=40	100%	N=405

Table 27: Question 2 (Importance)

First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the McCaslin Boulevard study area.	Essential		Very important		Somewhat important		Not at all important		Not familiar		Total	
Variety of housing options	10%	N=36	31%	N=119	33%	N=126	20%	N=75	6%	N=22	100%	N=379
Availability of affordable quality housing	15%	N=57	31%	N=117	30%	N=114	18%	N=67	6%	N=23	100%	N=379
Overall quality of shopping and dining opportunities	27%	N=104	50%	N=192	18%	N=68	4%	N=15	1%	N=3	100%	N=382
Overall quality of parks, trails and open space	38%	N=147	40%	N=154	16%	N=60	4%	N=15	2%	N=6	100%	N=382
Ease of travel by car	28%	N=107	44%	N=169	20%	N=76	7%	N=28	1%	N=3	100%	N=383
Ease of travel walking	29%	N=112	43%	N=165	20%	N=78	5%	N=21	2%	N=9	100%	N=384
Ease of travel by bicycle	31%	N=116	36%	N=137	19%	N=73	6%	N=23	8%	N=32	100%	N=381
Ease of travel by bus	15%	N=56	30%	N=113	24%	N=93	9%	N=36	22%	N=83	100%	N=381
Sense of safety traveling through the corridor	48%	N=184	36%	N=137	11%	N=42	4%	N=16	1%	N=5	100%	N=384
Physical condition of commercial buildings	17%	N=65	54%	N=206	23%	N=86	5%	N=20	2%	N=7	100%	N=384
Physical condition of residential buildings	15%	N=59	50%	N=190	23%	N=87	8%	N=31	4%	N=16	100%	N=383

Prepared by National Research Center, Inc.

Table 28: Question 3

Which, if any, of the following applies to you in relation to the McCaslin Boulevard study area? (Mark all that apply.)	Percent	Number
I live in the area	35%	N=142
My child attends daycare/preschool	5%	N=19
I walk or bike in the area	59%	N=243
I shop/dine in the area	96%	N=393
I use medical/professional services in the area	42%	N=171
I only travel through the area	13%	N=54
I work in the area	4%	N=18
None of the above	0%	N=1

Total may exceed 100% as respondents could select more than one option.

Table 29: Question 4

In a typical month, how many times, if at all, do you visit each of the following?	Never		1-3 times a month		Once a week		Multiple times a week		Daily		Total	
Centennial Valley office park	63%	N=245	31%	N=121	2%	N=9	2%	N=9	1%	N=4	100%	N=387
Businesses south of Dillon (Home Depot, Cinebarre, hotels)	6%	N=24	50%	N=203	30%	N=121	15%	N=59	0%	N=1	100%	N=409
Businesses between Dillon & Cherry, west of McCaslin (Lowes/Carrabbas)	5%	N=22	58%	N=240	22%	N=92	13%	N=52	1%	N=4	100%	N=411
Businesses between Dillon & Cherry, east of McCaslin (Albertsons/Kohl's)	8%	N=34	43%	N=179	25%	N=102	22%	N=90	2%	N=10	100%	N=414
Businesses north of Cherry (Walgreens, Via Toscana, Starbucks)	11%	N=47	47%	N=193	22%	N=90	16%	N=68	3%	N=13	100%	N=411
RTD station/Park'n'Ride	59%	N=241	29%	N=119	4%	N=16	6%	N=26	2%	N=7	100%	N=409
Davidson Mesa Open Space	29%	N=118	43%	N=176	11%	N=46	14%	N=56	4%	N=16	100%	N=412

Prepared by National Research Center, Inc.

Table 30: Question 5 (Actual Use)

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.	Never		1-3 times a month		Once a week		Multiple times a week		Daily		Total	
In a car	1%	N=3	5%	N=22	9%	N=38	36%	N=151	48%	N=199	100%	N=413
In a bus	79%	N=323	16%	N=64	2%	N=7	2%	N=6	2%	N=7	100%	N=407
On a bicycle	48%	N=194	35%	N=144	8%	N=34	7%	N=28	2%	N=7	100%	N=408
Walking	42%	N=174	29%	N=117	14%	N=56	9%	N=37	6%	N=26	100%	N=410

Table 31: Question 5 (Preferred Use)

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.	Use more		Use the same		Use less		Total	
In a car	7%	N=27	75%	N=277	18%	N=67	100%	N=370
In a bus	28%	N=95	62%	N=213	10%	N=34	100%	N=342
On a bicycle	57%	N=206	38%	N=138	5%	N=17	100%	N=361
Walking	52%	N=186	44%	N=158	5%	N=17	100%	N=361

Table 32: Question D1

Which best describes the building you live in?	Percent	Number
One family house detached from any other houses	74%	N=307
Building with two or more homes (duplex, townhome, apartment or condominium)	26%	N=107
Mobile home	0%	N=0
Other	1%	N=2
Total	100%	N=416

Prepared by National Research Center, Inc.

Table 33: Question D2

Do you rent or own your home?	Percent	Number
Rent	27%	N=112
Own	73%	N=303
Total	100%	N=415

Table 34: Question D3

How many people, including yourself, live in your household?	Percent	Number
1	19%	N=81
2	30%	N=126
3	18%	N=74
4	26%	N=108
5	6%	N=25
6+	0%	N=0
Total	100%	N=415

Table 35: Question D4

What is your gender?	Percent	Number
Female	51%	N=210
Male	49%	N=200
Total	100%	N=410

Prepared by National Research Center, Inc.

Table 36: Question D5

In which category is your age?	Percent	Number
18-24 years	1%	N=5
25-34 years	21%	N=87
35-44 years	21%	N=88
45-54 years	24%	N=101
55-64 years	19%	N=78
65-74 years	8%	N=33
75 years or older	5%	N=20
Total	100%	N=413

Table 37: Question D6

Are you currently employed?	Percent	Number
Yes	78%	N=319
No	22%	N=89
Total	100%	N=408

Table 38: Question D7

In which city do you work?	Percent	Number
Boulder, Longmont, Niwot	35%	N=106
Broomfield, Westminster, Arvada, Lafayette, Superior	22%	N=66
Denver, Lakewood, Aurora	12%	N=37
Louisville	23%	N=69
Multiple areas	5%	N=16
Other	3%	N=10
Total	100%	N=304

Prepared by National Research Center, Inc.

Table 39: Question D8

About how much do you estimate your household's total income before taxes will be for the current year?	Percent	Number
Less than $24,999	6%	N=24
$25,000 to $49,999	13%	N=55
$50,000 to $99,999	23%	N=95
$100,000 to $149,999	22%	N=90
$150,000 or more	21%	N=87
Prefer not to answer	15%	N=61
Total	100%	N=411

Table 40: Design Element #1: Commercial Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
1-story	38%	N=127	34%	N=115	21%	N=71	6%	N=22	100%	N=334
2-story	25%	N=82	48%	N=160	20%	N=68	7%	N=23	100%	N=334
2 or 3-story	7%	N=22	22%	N=74	39%	N=131	32%	N=107	100%	N=334
4-story	5%	N=18	9%	N=30	23%	N=77	63%	N=212	100%	N=337

Table 41: Design Element #2: Commercial Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
No setback	15%	N=49	24%	N=80	25%	N=84	37%	N=122	100%	N=335
15-20 foot setback, oriented toward street	21%	N=70	46%	N=155	26%	N=86	7%	N=24	100%	N=335
Setback 20+ feet, oriented toward parking	15%	N=51	44%	N=149	23%	N=76	18%	N=59	100%	N=335
Parking lot in front	11%	N=38	28%	N=94	23%	N=76	38%	N=128	100%	N=335

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Table 42: Design Element #3: Multi Family Residential Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
2-story townhouses	26%	N=85	47%	N=155	16%	N=55	11%	N=38	100%	N=333
3-story apartment/condo building	4%	N=14	25%	N=84	27%	N=91	43%	N=145	100%	N=334
Apartments/condos above retail/commercial (mixed-use building)	16%	N=53	36%	N=122	26%	N=86	22%	N=74	100%	N=336
4-story apartment/condo building	5%	N=16	12%	N=39	24%	N=81	59%	N=199	100%	N=335

Table 43: Design Element #4: Multi Family Residential Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
5 - 10 foot setback with porches	8%	N=25	31%	N=101	29%	N=97	32%	N=107	100%	N=330
15 - 20 foot setback with porches and small yards	25%	N=84	45%	N=150	19%	N=64	11%	N=38	100%	N=336
20+ foot setback	21%	N=71	38%	N=126	25%	N=85	16%	N=54	100%	N=336
20+ foot setback, oriented to parking lot	7%	N=22	22%	N=74	26%	N=86	46%	N=154	100%	N=336

Table 44: Design Element #5: Park/Plaza

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Recreational Park	24%	N=81	39%	N=130	22%	N=75	15%	N=50	100%	N=335
Town Green	29%	N=97	46%	N=154	19%	N=64	6%	N=18	100%	N=334
Natural open space	52%	N=174	29%	N=98	11%	N=38	7%	N=24	100%	N=334
Plaza	33%	N=112	40%	N=135	16%	N=53	11%	N=36	100%	N=335

Prepared by National Research Center, Inc.

Table 45: Design Element #6: Streetscape

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Wide sidewalk/trail separated from street	44%	N=145	36%	N=121	14%	N=47	6%	N=20	100%	N=333
Sidewalk buffered from street and parking with landscaping	17%	N=58	45%	N=149	26%	N=88	11%	N=38	100%	N=334
Basic sidewalk	4%	N=12	18%	N=59	45%	N=149	34%	N=112	100%	N=333
Wide sidewalk with many pedestrian amenities	31%	N=102	44%	N=148	17%	N=59	8%	N=26	100%	N=335

Table 46: Design Element #7: Parking Placement

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Parking lot on side of building	12%	N=39	54%	N=179	28%	N=94	7%	N=22	100%	N=333
Parking ramp behind buildings	21%	N=72	43%	N=143	23%	N=77	13%	N=44	100%	N=336
Parallel street parking	5%	N=15	28%	N=94	31%	N=105	36%	N=121	100%	N=335
Large parking lot in front of building	5%	N=17	16%	N=53	22%	N=73	57%	N=193	100%	N=336

Table 47: Design Element #8: Parking Edge

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Large grass buffer	7%	N=23	31%	N=103	35%	N=115	27%	N=90	100%	N=331
Landscaped buffer	13%	N=42	56%	N=185	25%	N=83	7%	N=24	100%	N=333
Fence and landscaped buffer with pedestrian amenities	42%	N=138	40%	N=132	16%	N=54	3%	N=9	100%	N=332
Low wall	4%	N=12	17%	N=56	37%	N=124	42%	N=141	100%	N=333

Prepared by National Research Center, Inc.

Table 48: Design Element #9: Business Signage

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area.	Excellent fit		Good fit		Fair fit		Poor fit		Total	
Business directional sign	8%	N=26	24%	N=81	35%	N=116	33%	N=109	100%	N=333
Internally-illuminated	8%	N=26	46%	N=152	35%	N=116	12%	N=39	100%	N=333
Projecting	34%	N=114	42%	N=139	17%	N=55	7%	N=25	100%	N=332
Awning	24%	N=79	47%	N=154	23%	N=78	6%	N=20	100%	N=332

Prepared by National Research Center, Inc.

Responses to Open-ended Questions

Following are verbatim responses to the open-ended question on the survey, grouped by coded theme. The verbatim responses were not edited for grammar or punctuation.

Question D7: In which city do you work?

Boulder, Longmont, Niwot

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Broomfield, Westminster, Arvada, Lafayette, Superior

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Denver, Lakewood, Aurora

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- Lakewood

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- Louisville - from home

Multiple areas

- Boulder & Denver
- DENVER & LOUISVILLE
- DENVER/BOULDER
- DENVER/BOULDER
- LAFAYETTE/BOULDER
- LONGMONT/LOUISVILLE
- LOUISVILLE/BOULDER
- LOUISVILLE/BOULDER
- LOUISVILLE/BOULDER
- LOUISVILLE/DENVER
- LOUISVILLE/LONGMONT
- Louisville/home
- Louisville/home
- THORNTON/ARVADA/DENVER/LAKEWOOD

Other

- Centennial
- DIA
- ENGLEWOOD
- Erie
- Evergreen
- Golden
- Greeley
- GREELEY
- NORTHGLENN
- NORTHGLENN
- Remote, from home
- Self-employed
- THORNTON
- thornton
- Thornton
- THORNTON/ARVADA/DENVER/LAKEWOOD

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Appendix A: Subgroup Comparisons for Selected Survey Questions

Responses in the following tables show only the proportion of respondents giving a certain answer; for example, the percent of respondents who rated the quality of life as "excellent" or "good," or the percent of respondents who visited certain areas at least once a month. ANOVA and chi-square tests of significance were applied to these comparisons of survey questions. A "p-value" of 0.05 or less indicates that there is less than a 5% probability that differences observed between subgroups are due to chance; or in other words, a greater than 95% probability that the differences observed are "real." Where differences were statistically significant, they have been shaded grey.

Comparisons by Respondent Characteristics

- Homeowners tended to give higher ratings to aspects of living in Louisville as a whole than renters, including overall quality of life, overall economic health, various aspects of housing, shopping and dining opportunities and the physical condition of commercial and residential buildings (Table 49).
- Renters and those living in attached housing units tended to view aspects of housing in the McCaslin Boulevard area less favorably than their counterparts (Table 50). On the other hand, respondents who owned their own homes and lived in detached housing units gave less positive ratings to the overall quality of parks, trails and open space in the McCaslin Boulevard area than respondents who rented.
- The youngest residents (18-34), those who lived in attached housing units and renters were more likely to travel through the McCaslin Boulevard study area in a bus than other residents. Male respondents, those that were middle aged (aged 35 to 54), those who lived in detached housing and homeowners were more likely to traverse the area on a bicycle than were their counterparts (Table 53).
- Regarding preferences for design elements of the McCaslin Boulevard area, few differences were found based on gender or housing unit type. Among the differences found, many were by age and housing tenure. The youngest residents and renters preferred design options such as 5 to 20 foot setbacks with porches or small yards for multi-family residential building placement, parallel street parking and landscaped buffers; renters also preferred these design elements. Renters tended to prefer design options such as 4-story commercial buildings, 2- or 4-story multi-family residential buildings and 5 to 20 foot setbacks with porches for multi-family residential building placement and fence and landscaped buffers with pedestrian amenities (Table 55 to Table 63).

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Table 49: Question 1

Please rate each of the following for Louisville (City-wide) (Percent excellent or good):	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Overall quality of life	98%	96%	94%	100%	96%	97%	97%	93%	99%	97%
Overall economic health	94%	83%	80%	93%	87%	89%	87%	81%	91%	88%
Variety of housing options	49%	53%	43%	52%	55%	53%	46%	30%	59%	51%
Availability of affordable quality housing	21%	22%	20%	22%	23%	24%	14%	8%	26%	21%
Overall quality of shopping and dining opportunities	86%	72%	73%	83%	78%	80%	79%	72%	82%	80%
Overall quality of parks, trails and open spaces	97%	95%	100%	95%	94%	96%	96%	97%	95%	96%
Ease of travel by car	91%	87%	94%	88%	87%	89%	89%	90%	89%	89%
Ease of travel walking	89%	89%	94%	84%	93%	90%	87%	93%	88%	89%
Ease of travel by bicycle	89%	90%	96%	87%	89%	89%	93%	96%	87%	89%
Ease of travel by bus	63%	54%	58%	56%	64%	56%	64%	62%	57%	59%
Sense of safety traveling throughout the city	93%	98%	98%	96%	93%	95%	96%	97%	95%	95%
Physical condition of commercial buildings	81%	88%	77%	84%	91%	83%	89%	78%	87%	84%
Physical condition of residential buildings	88%	85%	82%	86%	90%	87%	84%	77%	90%	86%

Table 50: Question 2 (Quality)

First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). (Percent excellent or good)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Variety of housing options	52%	40%	39%	48%	49%	48%	41%	30%	53%	46%
Availability of affordable quality housing	23%	23%	27%	22%	21%	27%	14%	7%	30%	23%
Overall quality of shopping and dining opportunities	63%	60%	53%	64%	63%	57%	73%	67%	60%	61%
Overall quality of parks, trails and open space	77%	77%	81%	72%	81%	74%	86%	90%	72%	77%
Ease of travel by car	79%	79%	74%	80%	83%	81%	75%	72%	82%	79%
Ease of travel walking	63%	67%	60%	59%	78%	66%	64%	67%	65%	65%
Ease of travel by bicycle	65%	69%	64%	64%	75%	67%	68%	71%	67%	67%
Ease of travel by bus	54%	45%	44%	48%	55%	43%	64%	51%	49%	49%
Sense of safety traveling through the corridor	76%	89%	83%	83%	81%	82%	82%	84%	82%	82%

Prepared by National Research Center, Inc.

First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). (Percent excellent or good)	Gender		Age			Housing type		Housing tenure		
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	Overall
Physical condition of commercial buildings	70%	85%	71%	77%	82%	74%	88%	75%	79%	77%
Physical condition of residential buildings	80%	79%	57%	85%	86%	79%	81%	64%	86%	79%

Table 51: Question 2 (Importance)

Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the McCaslin Boulevard study area. (Percent essential or very important)	Gender		Age			Housing type		Housing tenure		
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	Overall
Variety of housing options	45%	41%	52%	33%	52%	34%	70%	68%	34%	44%
Availability of affordable quality housing	52%	44%	73%	36%	51%	40%	72%	82%	36%	49%
Overall quality of shopping and dining opportunities	81%	75%	83%	77%	77%	76%	86%	83%	77%	78%
Overall quality of parks, trails and open space	80%	79%	92%	76%	78%	76%	91%	86%	78%	80%
Ease of travel by car	74%	71%	61%	74%	79%	74%	71%	71%	74%	73%
Ease of travel walking	76%	70%	82%	70%	72%	73%	75%	78%	72%	74%
Ease of travel by bicycle	67%	78%	70%	76%	68%	76%	62%	67%	74%	73%
Ease of travel by bus	61%	51%	61%	52%	60%	53%	66%	59%	56%	57%
Sense of safety traveling through the corridor	86%	83%	89%	82%	86%	85%	84%	82%	86%	85%
Physical condition of commercial buildings	74%	69%	66%	73%	74%	73%	68%	64%	75%	72%
Physical condition of residential buildings	69%	66%	61%	67%	73%	67%	69%	64%	70%	68%

Prepared by National Research Center, Inc.

Table 52: Question 4

In a typical month, how many times, if at all, do you visit each of the following? (Percent at least once a month)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
Centennial Valley office park	34%	40%	35%	43%	31%	40%	29%	40%	36%	37%
Businesses south of Dillon (Home Depot, Cinebarre, hotels)	94%	95%	83%	98%	98%	98%	85%	90%	96%	94%
Businesses between Dillon & Cherry, west of McCaslin (Lowes/Carrabbas)	92%	97%	95%	94%	96%	96%	92%	95%	95%	95%
Businesses between Dillon & Cherry, east of McCaslin (Albertsons/Kohl's)	95%	90%	85%	93%	96%	94%	87%	91%	92%	92%
Businesses north of Cherry (Walgreens, Via Toscana, Starbucks)	91%	86%	81%	92%	90%	90%	86%	81%	92%	89%
RTD station/Park'n'Ride	40%	43%	48%	43%	33%	40%	44%	44%	40%	41%
Davidson Mesa Open Space	72%	70%	76%	76%	62%	74%	65%	67%	73%	71%

Table 53: Question 5 (Actual Use)

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. (Percent at least once a month)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
In a car	98%	100%	100%	99%	99%	100%	97%	97%	100%	99%
In a bus	21%	21%	39%	16%	14%	16%	35%	42%	13%	21%
On a bicycle	44%	61%	50%	62%	42%	60%	33%	38%	58%	52%
Walking	59%	56%	58%	56%	59%	58%	58%	58%	58%	58%

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Table 54: Question 5 (Preferred Use)

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.		Gender		Age			Housing type		Housing tenure		
		Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	Overall
In a car	Use more	6%	8%	15%	5%	4%	5%	13%	10%	6%	7%
	Use the same	70%	78%	64%	73%	85%	78%	67%	76%	74%	75%
	Use less	23%	13%	21%	22%	11%	17%	20%	14%	20%	18%
In a bus	Use more	32%	23%	27%	30%	23%	29%	25%	28%	27%	28%
	Use the same	58%	66%	59%	62%	67%	63%	60%	65%	61%	62%
	Use less	9%	11%	15%	7%	10%	8%	15%	7%	11%	10%
On a bicycle	Use more	54%	60%	66%	66%	35%	59%	51%	53%	59%	57%
	Use the same	41%	36%	22%	33%	61%	37%	40%	43%	37%	38%
	Use less	5%	4%	12%	1%	4%	3%	9%	5%	5%	5%
Walking	Use more	52%	51%	65%	56%	34%	51%	54%	51%	52%	52%
	Use the same	43%	44%	23%	43%	63%	46%	39%	44%	43%	44%
	Use less	4%	5%	12%	1%	4%	4%	7%	5%	5%	5%

Table 55: Design Element #1: Commercial Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	Overall
1-story	73%	72%	59%	74%	81%	75%	66%	63%	76%	72%
2-story	71%	75%	72%	77%	66%	73%	71%	73%	73%	73%
2 or 3-story	33%	25%	26%	33%	26%	30%	27%	27%	30%	29%
4-story	13%	16%	16%	18%	8%	12%	22%	25%	11%	14%

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Table 56: Design Element #2: Commercial Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
No setback	36%	41%	47%	40%	30%	39%	36%	43%	37%	38%
15-20 foot setback, oriented toward street	67%	68%	66%	70%	65%	71%	58%	63%	69%	67%
Setback 20+ feet, oriented toward parking	64%	55%	47%	59%	69%	58%	65%	59%	60%	60%
Parking lot in front	40%	38%	42%	32%	48%	37%	44%	46%	37%	39%

Table 57: Design Element #3: Multi Family Residential Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
2-story townhouses	78%	65%	78%	68%	76%	70%	79%	81%	69%	72%
3-story apartment/condo building	35%	23%	33%	30%	25%	24%	44%	44%	24%	29%
Apartments/condos above retail/commercial (mixed-use building)	53%	52%	42%	62%	44%	54%	48%	53%	52%	52%
4-story apartment/condo building	21%	12%	23%	16%	13%	13%	27%	31%	11%	17%

Table 58: Design Element #4: Multi Family Residential Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		Overall
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	
5 - 10 foot setback with porches	43%	33%	50%	39%	28%	35%	47%	53%	33%	38%
15 - 20 foot setback with porches and small yards	70%	70%	80%	70%	62%	69%	74%	81%	66%	70%
20+ foot setback	58%	60%	66%	57%	56%	60%	56%	65%	57%	59%
20+ foot setback, oriented to parking lot	28%	28%	38%	19%	35%	25%	37%	31%	28%	29%

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Table 59: Design Element #5: Park/Plaza

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	Overall
Recreational Park	69%	56%	73%	60%	59%	61%	66%	72%	60%	63%
Town Green	79%	72%	81%	77%	70%	76%	72%	79%	74%	75%
Natural open space	87%	75%	87%	81%	77%	82%	81%	88%	79%	81%
Plaza	80%	66%	75%	70%	79%	71%	81%	77%	73%	74%

Table 60: Design Element #6: Streetscape

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	Overall
Wide sidewalk/trail separated from street	78%	82%	82%	83%	75%	81%	77%	78%	81%	80%
Sidewalk buffered from street and parking with landscaping	65%	60%	61%	60%	68%	58%	75%	75%	58%	62%
Basic sidewalk	24%	19%	19%	20%	26%	21%	23%	22%	22%	22%
Wide sidewalk with many pedestrian amenities	74%	76%	73%	75%	76%	74%	78%	78%	74%	75%

Table 61: Design Element #7: Parking Placement

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	Overall
Parking lot on side of building	71%	59%	69%	65%	64%	63%	73%	65%	66%	65%
Parking ramp behind buildings	63%	65%	61%	69%	60%	65%	63%	67%	63%	64%
Parallel street parking	28%	39%	41%	36%	22%	32%	34%	44%	29%	33%
Large parking lot in front of building	18%	23%	15%	18%	28%	20%	22%	21%	21%	21%

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Table 62: Design Element #8: Parking Edge

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	Overall
Large grass buffer	37%	39%	47%	35%	36%	36%	44%	44%	37%	38%
Landscaped buffer	63%	74%	85%	62%	64%	65%	79%	79%	65%	68%
Fence and landscaped buffer with pedestrian amenities	87%	76%	81%	79%	86%	79%	89%	89%	79%	81%
Low wall	21%	18%	9%	20%	28%	18%	26%	22%	19%	20%

Table 63: Design Element #9: Business Signage

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Gender		Age			Housing type		Housing tenure		
	Female	Male	18 to 34	35 to 54	55 and over	Detached	Attached	Rent	Own	Overall
Business directional sign	34%	31%	23%	29%	44%	33%	29%	32%	32%	32%
Internally-illuminated	56%	51%	54%	48%	63%	53%	56%	56%	53%	53%
Projecting	77%	74%	82%	77%	70%	78%	71%	80%	75%	76%
Awning	71%	70%	64%	71%	73%	71%	68%	67%	71%	70%

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Comparisons by Proximity to McCaslin Boulevard Study Area

- Those living in the McCaslin Boulevard area tended to give higher ratings than those outside the area to aspects of city-wide quality of life (Table 64), as well as the aspects of the study area (Table 65).
- As may be expected, those living in the McCaslin Boulevard area tended to walk through the study area more often than those outside the area (Table 68), while those living outside the McCaslin Boulevard study area wanted to use the bus and their bicycles more (Table 69).
- Only a few differences were found between residents and non-residents of the McCaslin Boulevard study area when examining preferences for the nine design elements of the study area. Where differences were found, those who did not live in the area indicated stronger preferences for mixed-use buildings and 15-20 foot setbacks with porches and small yards (Table 72 and Table 73), while residents of the study area were more likely to prefer fence and landscaped buffers with pedestrian amenities, low walls to edge parking and business directional signs (Table 77 and Table 78).

Table 64: Question 1

Please rate each of the following for Louisville (City-wide) (Percent excellent or good):	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Overall quality of life	100%	95%	97%
Overall economic health	93%	86%	88%
Variety of housing options	52%	51%	51%
Availability of affordable quality housing	21%	22%	21%
Overall quality of shopping and dining opportunities	85%	77%	80%
Overall quality of parks, trails and open spaces	97%	95%	96%
Ease of travel by car	96%	86%	89%
Ease of travel walking	91%	88%	89%
Ease of travel by bicycle	95%	87%	89%
Ease of travel by bus	60%	58%	59%
Sense of safety traveling throughout the city	99%	93%	95%
Physical condition of commercial buildings	86%	83%	84%
Physical condition of residential buildings	88%	85%	86%

Table 65: Question 2 (Quality)

First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). (Percent excellent or good)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Variety of housing options	60%	39%	46%
Availability of affordable quality housing	24%	23%	23%
Overall quality of shopping and dining opportunities	72%	54%	61%

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First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). (Percent excellent or good)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Overall quality of parks, trails and open space	86%	72%	77%
Ease of travel by car	87%	75%	79%
Ease of travel walking	76%	59%	65%
Ease of travel by bicycle	85%	57%	67%
Ease of travel by bus	52%	49%	49%
Sense of safety traveling through the corridor	87%	79%	82%
Physical condition of commercial buildings	75%	78%	77%
Physical condition of residential buildings	83%	77%	79%

Table 66: Question 2 (Importance)

Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the McCaslin Boulevard study area. (Percent essential or very important)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Variety of housing options	50%	39%	44%
Availability of affordable quality housing	47%	49%	49%
Overall quality of shopping and dining opportunities	79%	78%	78%
Overall quality of parks, trails and open space	84%	78%	80%
Ease of travel by car	68%	75%	73%
Ease of travel walking	78%	71%	74%
Ease of travel by bicycle	69%	74%	73%
Ease of travel by bus	49%	60%	57%
Sense of safety traveling through the corridor	81%	87%	85%
Physical condition of commercial buildings	69%	73%	72%
Physical condition of residential buildings	73%	65%	68%

Table 67: Question 4

In a typical month, how many times, if at all, do you visit each of the following? (Percent at least once a month)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Centennial Valley office park	33%	38%	37%
Businesses south of Dillon (Home Depot, Cinebarre, hotels)	95%	94%	94%
Businesses between Dillon & Cherry, west of McCaslin (Lowes/Carrabbas)	94%	95%	95%
Businesses between Dillon & Cherry, east of McCaslin (Albertsons/Kohl's)	96%	90%	92%
Businesses north of Cherry (Walgreens, Via Toscana, Starbucks)	92%	86%	89%
RTD station/Park'n'Ride	39%	42%	41%
Davidson Mesa Open Space	76%	70%	71%

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Table 68: Question 5 (Actual Use)

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. (Percent at least once a month)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
In a car	100%	100%	99%
In a bus	20%	21%	21%
On a bicycle	59%	49%	52%
Walking	81%	45%	58%

Table 69: Question 5 (Preferred Use)

First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.		Proximity to MCB		Overall
		Live in area	Do NOT live in area	
In a car	Use more	5%	7%	7%
	Use the same	74%	75%	75%
	Use less	20%	17%	18%
In a bus	Use more	20%	31%	28%
	Use the same	64%	62%	62%
	Use less	15%	7%	10%
On a bicycle	Use more	45%	63%	57%
	Use the same	48%	33%	38%
	Use less	7%	3%	5%
Walking	Use more	44%	55%	52%
	Use the same	51%	40%	44%
	Use less	5%	4%	5%

Table 70: Design Element #1: Commercial Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
1-story	74%	72%	72%
2-story	71%	74%	73%
2 or 3-story	33%	27%	29%
4-story	10%	17%	14%

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Table 71: Design Element #2: Commercial Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
No setback	43%	35%	38%
15-20 foot setback, oriented toward street	65%	68%	67%
Setback 20+ feet, oriented toward parking	65%	57%	60%
Parking lot in front	40%	38%	39%

Table 72: Design Element #3: Multi Family Residential Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
2-story townhouses	74%	71%	72%
3-story apartment/condo building	34%	27%	29%
Apartments/condos above retail/commercial (mixed-use building)	42%	59%	52%
4-story apartment/condo building	15%	18%	17%

Table 73: Design Element #4: Multi Family Residential Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
5 - 10 foot setback with porches	33%	42%	38%
15 - 20 foot setback with porches and small yards	63%	74%	70%
20+ foot setback	63%	55%	59%
20+ foot setback, oriented to parking lot	27%	29%	29%

Table 74: Design Element #5: Park/Plaza

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Recreational Park	69%	59%	63%
Town Green	78%	74%	75%
Natural open space	80%	82%	81%
Plaza	78%	72%	74%

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Table 75: Design Element #6: Streetscape

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Wide sidewalk/trail separated from street	82%	79%	80%
Sidewalk buffered from street and parking with landscaping	60%	63%	62%
Basic sidewalk	22%	22%	22%
Wide sidewalk with many pedestrian amenities	72%	77%	75%

Table 76: Design Element #7: Parking Placement

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Parking lot on side of building	69%	64%	65%
Parking ramp behind buildings	66%	62%	64%
Parallel street parking	28%	35%	33%
Large parking lot in front of building	17%	22%	21%

Table 77: Design Element #8: Parking Edge

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Large grass buffer	37%	38%	38%
Landscaped buffer	69%	67%	68%
Fence and landscaped buffer with pedestrian amenities	89%	77%	81%
Low wall	27%	16%	20%

Table 78: Design Element #9: Business Signage

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Percent excellent or good fit)	Proximity to MCB		Overall
	Live in area	Do NOT live in area	
Business directional sign	39%	29%	32%
Internally-illuminated	57%	52%	53%
Projecting	75%	76%	76%
Awning	67%	72%	70%

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Appendix B: Survey Methodology

Survey Instrument Development

Louisville has conducted a general residential survey every two or three years for more than 20 years. The general residential surveys ask recipients about their perspectives on the quality of life in the city, use of city amenities, opinion on policy issues facing the city and assessment of City service delivery. This topical survey was developed to explore key issues related to the development of the McCaslin Boulevard area. The survey instrument development process began with a review of the topics to be explored. In an iterative process between City staff, Cuningham Group Architecture, Inc. and NRC staff, a final 11-page questionnaire was developed.

Selecting Survey Recipients

"Sampling" refers to the method by which survey recipients are chosen. The "sample" refers to all those who were given a chance to participate in the survey. All households located in the city boundaries were eligible for the survey. Because City governments generally do not have inclusive lists of all the residences in the jurisdiction (tax assessor and utility billing databases often omit rental units), lists from the United States Postal Service (USPS), updated every three months, usually provide the best representation of all households in a specific geographic location. NRC used USPS data to randomly select the sample of households.

A larger list than needed was selected so that a process referred to as "geocoding" could be used to eliminate addresses from the list that were outside the study boundaries. Geocoding is a computerized process in which addresses are compared to electronically mapped boundaries and coded as inside or outside desired boundaries. All addresses determined to be outside the study boundaries were eliminated from the list. A random selection was made of the remaining addresses to create a final list of 1,200 addresses. Attached household units were over-sampled because residents of this type of housing typically respond at lower rates to surveys than do those in detached housing units.

An individual within each household was randomly selected to complete the survey using the birthday method. The birthday method selects a person within the household by asking the "person whose birthday has most recently passed" to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys. This instruction was contained in the cover letter accompanying the questionnaire.

Survey Administration and Response

Two versions of the survey were created. The full 11-page version included two pages of questions and demographics, plus nine pages of photograph comparisons representing the potential design elements for respondents to evaluate. The shorter, two-page version included just the two pages of questions and demographics. Residents receiving

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the two-page version were then asked to go online (using a URL included on the survey) to complete the photograph comparison portion of the survey. Households selected to participate were randomly assigned the two- or 11-page version of the survey – 600 households received each version. All survey recipients were provided the option to complete the entire survey online. All surveys were given a unique identifier to access the online survey; this identifier also permitted the matching of responses from the two-page hard copies to the online photographic comparisons submitted via the Internet.

Each selected household was contacted three times. First, a prenotification announcement was sent, informing the household members that they had been selected to participate in the McCaslin Boulevard Planning Survey. Approximately one week after mailing the prenotification, each household was mailed a survey and a cover letter signed by the Mayor enlisting participation. The packet also contained a postage-paid return envelope in which the survey recipients could return the completed questionnaire to NRC. A reminder letter and survey, scheduled to arrive one week after the first survey, was the final contact. The second cover letter asked those who had not completed the survey to do so and those who had already done so to refrain from turning in another survey. The cover letters included a URL where respondents could go online to complete the survey.

The mailings were sent in June 2015 and completed surveys were collected over the following seven weeks. About 1% of the 1,200 surveys mailed were returned because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the remaining 1,191 households, 426 completed the survey (including 184 web responses), providing a response rate of 36%; average response rates for a mailed resident survey range from 25% to 40%.

95% Confidence Intervals

The 95% confidence interval (or “margin of error”) quantifies the “sampling error” or precision of the estimates made from the survey results. A 95% confidence interval can be calculated for any sample size, and indicates that in 95 of 100 surveys conducted like this one, for a particular item, a result would be found that is within plus or minus five percentage points of the result that would be found if everyone in the population of interest was surveyed. The practical difficulties of conducting any resident survey may introduce other sources of error in addition to sampling error. Despite best efforts to boost participation and ensure potential inclusion of all households, some selected households will decline participation in the survey (potentially introducing non-response error) and some eligible households may be unintentionally excluded from the listed sources for the sample (referred to as coverage error).

While the 95 percent confidence interval for the survey is generally no greater than plus or minus five percentage points around any given percent reported for the entire sample; results for subgroups will have wider confidence intervals. Where estimates are

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given for subgroups, they are less precise. For each subgroup from the survey, the margin of error rises to as much as plus or minus 10% for a sample size of 100 completed surveys.

Survey Processing (Data Entry)

Mailed surveys were submitted via postage-paid business reply envelopes. Each survey was reviewed and "cleaned" as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; staff would choose randomly two of the three selected items to be coded in the survey responses dataset.

All surveys are entered into an electronic dataset, which was subject to a data entry protocol of "key and verify." In this process, data were entered twice into an electronic dataset and then compared. Discrepancies were evaluated against the original survey form and corrected. Range checks as well as other forms of quality control were also performed.

Survey data collected via the web were automatically stored electronically. The web data were downloaded, cleaned as necessary and then merged with the mail data for analysis.

Weighting the Data

The primary objective of weighting survey data is to make the survey sample reflective of the larger population of of the larger population of the city. This is done by: 1) reviewing the sample demographics and comparing them to demographics and comparing them to the population norms from the most recent Census or other sources and 2) Census or other sources and 2) comparing the responses to different questions for demographic subgroups. The demographic subgroups. The demographic characteristics that are least similar to the Census and yield the most Census and yield the most different results are the best candidates for data weighting. Several different weighting Several different weighting "schemes" are tested to ensure the best fit for the data. The data were weighted by data were weighted by housing tenure (rent or own), housing type (attached or detached), age and gender. The detached), age and gender. The results of the weighting scheme are presented in

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Table 79 on the following page.

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Table 79: Weighting Table for the City of Louisville McCaslin Boulevard Planning Survey

	2010 Census*	Unweighted	Weighted
Rent	27%	10%	27%
Own	73%	90%	73%
Detached†	74%	82%	74%
Attached†	26%	18%	26%
Female	51%	55%	51%
Male	49%	45%	49%
Age 18-34	23%	7%	22%
Age 35-54	46%	46%	46%
Age 55 and over	31%	47%	32%
Female 18-34	11%	4%	12%
Female 35-54	24%	24%	23%
Female 55 and over	16%	26%	16%
Male 18-34	12%	3%	11%
Male 35-54	22%	22%	23%
Male 55 and over	15%	21%	15%

* Population in households
† ACS 2011 5-year estimates

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Analyzing the Data

The surveys were analyzed using IBM's Statistical Package for the Social Sciences (SPSS). Frequency distributions are presented in the body of the report. Chi-square and ANOVA tests of significance were applied to breakdowns of selected survey questions by respondent characteristics. A "p-value" of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of our sample represent "real" differences among those populations. Where differences between subgroups are statistically significant, they are marked with grey shading in the appendices.

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Appendix C: Survey Materials

The pages that follow display the survey materials that were mailed to residents.

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City of Louisville, CO

2016 Citizen Survey

Report of Results

June 2016

NRC
National Research Center Inc

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Contents

Executive Summary **1**

Survey Background **4**

Survey Results **6**

Quality of Life and Community *6*
- Quality of Life 6
- Community Characteristics 8
- Safety in Louisville 10

City Services and Departments *12*
- Quality of Services 12
- Government Performance 13
- Public Safety Services 14
- Planning and Building Safety Department 16
- Parks and Recreation 18
- Public Library 20
- Public Works 21

City Employees *23*

Information Sources *25*
- Frequency of Use 25
- Quality and Reliability 26
- Social Media Use 28

Resident Participation *29*

Planning and Policy Topics *30*
- Funding Priorities 30
- Changes to Trash Service 33
- Priorities for Redevelopment 34
- Historic Preservation Tax Extension 36

Appendix A: Complete Set of Frequencies **37**

Appendix B: Comparison of Responses by Respondent Demographics **67**

Appendix C: Verbatim Responses to Open-ended Survey Questions **104**

Appendix D: Benchmark Comparisons **116**

Appendix E: Survey Methodology **130**

Appendix F: Survey Instrument **134**

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List of Figures

Figure 1: Overall Quality of Life in Louisville 6
Figure 2: Overall Quality of Life Compared by Year 6
Figure 3: Aspects of Quality of Life Compared by Year 7
Figure 4: Community Characteristics Compared by Year 9
Figure 5: Ratings of Safety from Crime and in Public Areas Compared by Year 11
Figure 6: Overall Quality of City Services 12
Figure 7: Overall Quality of Services Compared by Year 12
Figure 8: Government Performance Compared by Year 13
Figure 9: Ratings for the Louisville Police Department Compared by Year 15
Figure 10: Ratings for the Louisville Planning and Building Safety Department Compared by Year 17
Figure 11: Ratings for the Louisville Parks and Recreation Department Compared by Year 19
Figure 12: Ratings for the Louisville Public Library and Historical Museum Compared by Year 20
Figure 13: Ratings for Public Works Department Compared by Year 22
Figure 14: Ratings for the Louisville Employees Compared by Year 23
Figure 15: Department Contacted 24
Figure 16: Frequency of Use of Information Sources Compared by Year 25
Figure 17: Quality and Reliability of Information Sources Compared by Year 26
Figure 18: Other Information Sources 27
Figure 19: Likelihood of Social Media Use 28
Figure 20: Resident Participation in Louisville Activities Compared by Year 29
Figure 21: City Funding Priorities 31
Figure 22: Top Three City Funding Priorities 32
Figure 23: Level of Support for Decreasing Frequency of Trash Pick-up 33
Figure 24: Level of Support for Housing Options for Former Sam's Club Area 34
Figure 25: Level of Support for Housing Options for US36/McCaslin Area 35
Figure 26: Level of Support for Historic Preservation Tax Options 36

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Executive Summary

Survey Background and Methods

The Louisville Citizen Survey gives residents the opportunity to rate their satisfaction with the quality of life in the city, the community's amenities and satisfaction with local government. The survey gathers community-wide feedback on what is working well and what is not and helps map out residents' priorities for community planning and resource allocation. It serves as a consumer report card for Louisville; providing a check-in with residents to make sure the City policies and services are on course. This is the fourth time National Research Center, Inc. (NRC) conducted the Louisville Citizen Survey and the seventh iteration in a series of citizen survey projects completed by the City of Louisville since 1990.

The Louisville Citizen Survey was administered by mail to 2,000 randomly selected households within the city. Of those households receiving the survey, 790 residents responded to the mailed questionnaire, giving a high response rate of 40%. The margin of error is plus or minus three percentage points around any given percentage for all survey respondents. Survey results were weighted so that the characteristics of gender, age, tenure (rent versus own), housing unit type (attached versus detached) and Council Ward are represented in proportions reflective of the entire city.

Comparisons are made between 2016 responses and those from prior years, when possible. Louisville's results also are compared to those of other jurisdictions around the nation as well as to those of other Front Range jurisdictions. These comparisons were made possible through NRC's national benchmark database. This database contains resident perspectives gathered in citizen surveys from approximately 500 jurisdictions.

Key Findings

Louisville residents continue to enjoy a high quality of life.

- Almost all respondents felt that the overall quality of life in Louisville was excellent or good (97%), which was similar to previous years. Compared to other jurisdictions across the nation and in Colorado's Front Range, Louisville's overall quality of life ratings were much higher than both benchmarks.
- Over 9 in 10 participants gave high marks to Louisville as a place to live and to raise children and three-quarters or more rated the community as a place to retire and to work as excellent or good. Evaluations of Louisville as place to retire decreased from 2012 to 2016, while all other ratings remained stable over time.
- Ratings for aspects of quality of life were much higher in Louisville than in national and Front Range comparison communities.
- Regarding community characteristics of Louisville, at least 9 in 10 respondents rated the overall image or reputation of Louisville, ease of walking, quality of overall natural environment and Louisville's overall appearance as excellent or good. Additionally, 8 in 10 highly rated opportunities to participate in special events, ease of bike travel, the sense of community, recreational opportunities, opportunities to participate in community matters and ease of car travel in the city.
- While most evaluations of characteristics of the community remained stable from 2012 to 2016, several changes were observed. Lower ratings were given in 2016 compared to 2012 to recreational opportunities, ease of car travel, openness and acceptance of the community, traffic flow on major streets, ease of bus travel, variety of housing options and availability of affordable quality housing. Opportunities to participate in community matters increased from 2012 to 2016.

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- Most ratings for community characteristics were much higher when compared to the national and Front Range benchmarks. Only ratings for the variety of housing options and availability of affordable quality housing were much lower than jurisdictions elsewhere in the country and the Front Range.

Residents feel safe in their community.

- Almost all Louisville residents indicated they felt safe in and around the community during the day and a similar proportion felt safe from violent crime and in the downtown area and in their neighborhoods at night. At least 8 in 10 also reported they felt safe from property crimes and in Louisville's parks after dark.
- Compared to ratings in 2012, fewer residents felt safe in Louisville's parks after dark and from property crimes in 2016. Ratings for all other perceptions of safety were similar to 2012.
- All safety ratings were much higher those given by residents in other communities across the nation and in the Front Range.

The performance of the City of Louisville government performance is viewed favorably by residents.

- Three-quarters or more of participants felt that information about City Council, Planning Commission and other official City meetings, overall performance of the City government, the City's website, information about City plans and programs and availability of City government employees as excellent or good. About two-thirds rated the City's response to citizen complaints or concerns highly.
- Residents who had contact with a City employee gave positive reviews to their interactions, with at least 8 in 10 saying the employees' courtesy, knowledge, availability, responsiveness/promptness and their overall impression of the employee were excellent or good. Compared to 2012 evaluations, only the responsiveness/promptness of employees decreased in 2016, while all other ratings remained similar.
- Almost all evaluations of employee characteristics were higher or much higher than comparisons to both the nation and Front Range. Ratings for the courtesy of Louisville employees were similar to other jurisdictions in the Front Range.

Respondents think highly of City government services.

- About 9 in 10 Louisville residents rated the overall quality of City services as excellent or good, which was similar to ratings given in 2012 and 2008. Compared to other jurisdictions across the U.S. and compared to jurisdictions in Colorado's Front Range, Louisville's quality of services rating was much higher than both benchmarks.
- Most safety services were given favorable assessments, with the highest ratings given to 911 service, the overall performance of the police department and the visibility of patrol cars. When comparisons could be made, all ratings of police services were much higher than the national and Front Range benchmarks.
- Many services provided by the Parks and Recreation Department were given high marks by most respondents, including the adequacy of parks, bike paths, playing fields and playgrounds, maintenance of parks, maintenance of the trail system and the overall performance of the Parks and Recreation department. Current recreation programs for youth, maintenance and cleanliness of the Louisville Recreation Center and maintenance of the trail system were evaluated much higher than national comparisons.

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- However, some declines in ratings of parks and recreation services were seen from 2012 to 2016, including maintenance and cleanliness of the Louisville Recreation Center, overall quality of the Senior Center, current recreation programs for adults and overall quality of the community Recreation Center.
- Of those who had an opinion about the Library and Museum, nearly all respondents gave favorable ratings to library programs, services, the building and the overall performance of the Public Library. Nine in 10 awarded high marks to Historical Museum programs and the overall performance of the museum.
- A number of services provided by the Louisville Public Works Department received favorable ratings, with about 9 in 10 respondents rating wastewater, quality of City water, storm drainage and the overall performance of the department as excellent or good.

Respondents prioritize maintaining streets and the appearance of Louisville.

- When asked to rate the importance of the City funding several projects in Louisville, about 9 in 10 indicated that maintaining, repairing and paving streets was essential or very important, while 8 in 10 prioritized maintaining the City's appearance/attractiveness. Less of a priority for residents were providing new outdoor multi-purpose turf fields or expanding the Historical Museum.
- When asked to select their top three priorities from the list of 15, maintaining, repairing and paving streets topped the list by far, with almost 6 in 10 residents selecting as one of their top three priorities. Maintaining the City's appearance/attractiveness, subsidizing affordable housing, encouraging sustainability, providing additional recreation facilities and amenities and using incentives to create business and employment opportunities were each selected as one of the three top priorities by about one-quarter of respondents.

Most Louisville residents support extending the Historical Preservation Tax, are on the fence about rezoning for housing and oppose to changing their trash service.

- Three-quarters of residents supported continuing the Historic Preservation sales tax until 2028 and over two-thirds supported extending the tax and dedicating a portion of the proceeds for operation costs for the Louisville Historical Museum.
- When asked about their level of support for rezoning the former Sam's Club for different types of residential housing. Six in 10 strongly or somewhat supported senior housing and about half supported subsidized or multifamily housing; however, about 4 in 10 were strongly opposed to subsidized or multifamily housing options.
- Respondents were also asked a similar question about different housing types in the US36/McCaslin area. While just over half supported each of the three housing options, about one-third were strongly opposed to each.
- When asked to indicate their level of support for decreasing the frequency of trash pickup from once a week to once every two weeks and increasing the frequency of compost pickup from every two weeks to once a week, over half of respondents were strongly opposed to decreasing trash service; only one-quarter of participant strongly or somewhat supported the change.

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Survey Background

Survey Purpose

The Louisville Citizen Survey gives residents the opportunity to rate their satisfaction with the quality of life in the city, the community's amenities and satisfaction with local government. The survey gathers community-wide feedback on what is working well and what is not and helps map out residents priorities for community planning and resource allocation. It serves as a consumer report card for Louisville; providing a check-in with residents to make sure the City policies and services are on course.

This is the fourth time National Research Center, Inc. (NRC) conducted the Louisville Citizen Survey and the seventh iteration in a series of citizen survey projects completed by the City of Louisville since 1990.

Survey Methods

The Louisville Citizen Survey was administered by mail beginning in March 2016 to 2,000 randomly selected households within the City of Louisville. Each household received three mailings. Completed surveys were collected over the following seven weeks. The first mailing was a prenotification postcard announcing the upcoming survey. Over the following two weeks, two survey mailings were sent to residents; each contained a letter from the Mayor inviting the household to participate in the 2016 Louisville Citizen Survey, a five-page questionnaire and a pre-addressed, postage-paid return envelope. The survey instrument itself appears in *Appendix F: Survey Instrument.*

Of those households receiving the survey, 790 residents responded to the questionnaire either by mail or Web, giving a response rate of 40%. Survey results were weighted so that the characteristics of gender, age, tenure (rent versus own), housing unit type (attached versus detached) and Ward were represented in the proportions reflective of the entire city. (For more information see *Appendix E: Survey Methodology*.)

Understanding the Results

Precision of Estimates

It is customary to describe the precision of estimates made from surveys by a "level of confidence" (or margin of error). The 95% confidence level for this survey is generally no greater than plus or minus three percentage points around any given percent reported for all respondents (790 completed surveys).

"Don't Know" Responses and Rounding

On many of the questions in the survey, respondents gave an answer of "don't know." The proportion of respondents giving this reply is shown in the full set of responses included in *Appendix A: Complete Set of Frequencies* and is discussed in the body of this report if it is 30% or greater. However, these responses have been removed from the analyses presented in the body of the report, unless otherwise indicated. In other words, the majority of the tables and graphs in the body of the report display the responses from respondents who had an opinion about a specific item.

When a table for a question that permitted only a single response does not total to exactly 100%, it is due to the customary practice of rounding percentages to the nearest whole number.

Comparing to Past Years

Because this survey was the seventh in a series of citizen surveys, the 2016 results are presented along with past ratings when available. Differences between 2016 and 2012 can be considered "statistically significant" if they are greater than five percentage points. Trend data for Louisville represent important comparisons and

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should be examined for improvements or declines. Deviations from stable trends over time especially represent opportunities for understanding how local policies, programs or public information may have affected residents' opinions.

In 2004, substantial changes were made to the survey instrument and implementation methodology. The surveys conducted in 2004, 2008, 2012 and 2016 used similar survey instruments and survey methodologies. Comparisons across these more recent years are more robust than comparisons to results from the surveys conducted in 1990, 1994 and 1999. In those first three survey iterations, the question wording and the response scales were often different than question wording and response scales used starting in 2004.

The report body notes any differences between the 2012 and 2016 survey instruments. These are minor changes in wording to clarify a question or note a change in a department name. Previous reports contain detailed notes on the more substantial differences between the 2008 and 2004 survey instruments compared to the 1990, 1994 and 1999 survey instruments. Most of the trend lines did not change markedly with the 2004 change in methods and question wording (about 60% of the ratings were similar, 10% went up and 30% went down). However, caution should be used in comparing the newer trend line (2004 to 2016) to the 1990, 1994 and 1999 results. The differences in ratings may be due to real change in practice or policy but also may be affected by the changes in how they were measured (the methods and question wording).

Comparing by Respondent Subgroups

Selected survey results were compared to certain demographic characteristics of survey respondents as well as by Ward. These crosstabulations are presented in *Appendix B: Comparison of Responses by Respondent Demographics*.

Comparing to Other Jurisdictions

NRC's database of comparative resident opinion is comprised of resident perspectives gathered in citizen surveys from approximately 500 jurisdictions whose residents evaluated local government services. Conducted with typically no fewer than 400 residents in each jurisdiction, opinions are intended to represent over 30 million Americans.

National and Front Range benchmark comparisons have been provided when similar questions on the Louisville survey are included in NRC's database and there are at least five jurisdictions in which the question was asked, though most questions are compared to more than five other cities across the country or in the Front Range. Additional information on NRC's benchmarking database as well as jurisdictions to which Louisville is compared can be found in *Appendix D: Benchmark Comparisons*.

Where comparisons for quality ratings were available, the City of Louisville's results were generally noted as being "above" the benchmark, "below" the benchmark or "similar" to the benchmark and are discussed throughout the body of the report, when applicable. In instances where ratings are considerably higher or lower than the benchmark, these ratings have been further demarcated by the attribute of "much," (for example, "much less" or "much above"). These labels come from a statistical comparison of Louisville's rating to the benchmark where a rating is considered "similar" if it is within the margin of error (less than two points on the 100-point scale); "above" or "below" if the difference between Louisville's rating and the benchmark is greater than the margin of error (greater than two points but less than six points); and "much above" or "much below" if the difference between Louisville's rating and the benchmark is more than twice the margin of error (four points or greater). Comparison data for a number of items on the survey is not available in the benchmark database (e.g., some of the city services or aspects of government performance). These items are excluded from the benchmark tables.

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Survey Results

Quality of Life and Community

The 2016 City of Louisville Citizen Survey included a number of questions that can be used to paint a picture of how residents view their community. Answers to questions about overall quality of life, specific community characteristics and feelings of safety, are the brush strokes that contribute to a picture of a vibrant community.

Quality of Life

Residents of Louisville continue to enjoy a high quality of life. Almost all respondents felt that the overall quality of life in Louisville was excellent or good (97%), a rating that was similar to previous years. Compared to other jurisdictions across the nation and communities in the Front Range, Louisville's overall quality of life ratings were much higher than both benchmarks (please see *Appendix D: Benchmark Comparisons* for a complete list of comparisons).

Survey results were compared by respondent demographic characteristics as well as geographic area of residence (Council Ward). Homeowners and those living in detached units were more likely to give positive ratings to the overall quality of life in the city than were renters and those living in attached units (see *Appendix B: Comparison of Responses by Respondent Demographics*). No differences were observed by ward.

Figure 1: Overall Quality of Life in Louisville

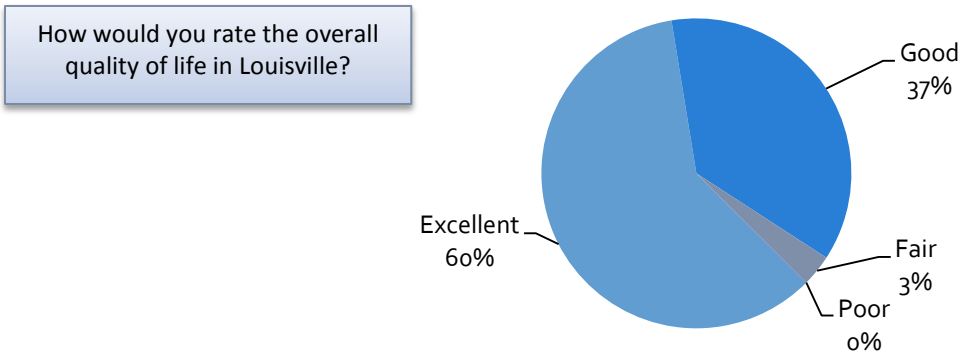
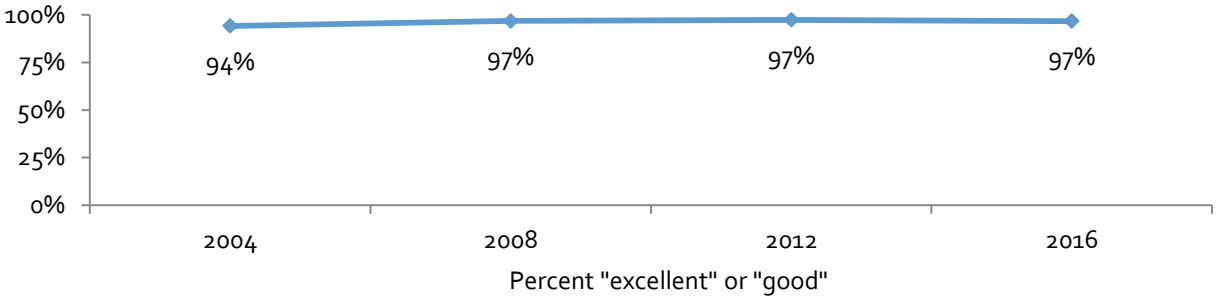


Figure 2: Overall Quality of Life Compared by Year



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Regarding other aspects that contribute to a high quality of life, over 9 in 10 participants gave high marks to Louisville as a place to live and to raise children. At least three-quarters of respondents rated the community as a place to retire and to work as excellent or good. Evaluations of Louisville as place to retire decreased from 2012 to 2016, while all other ratings remained stable over time.

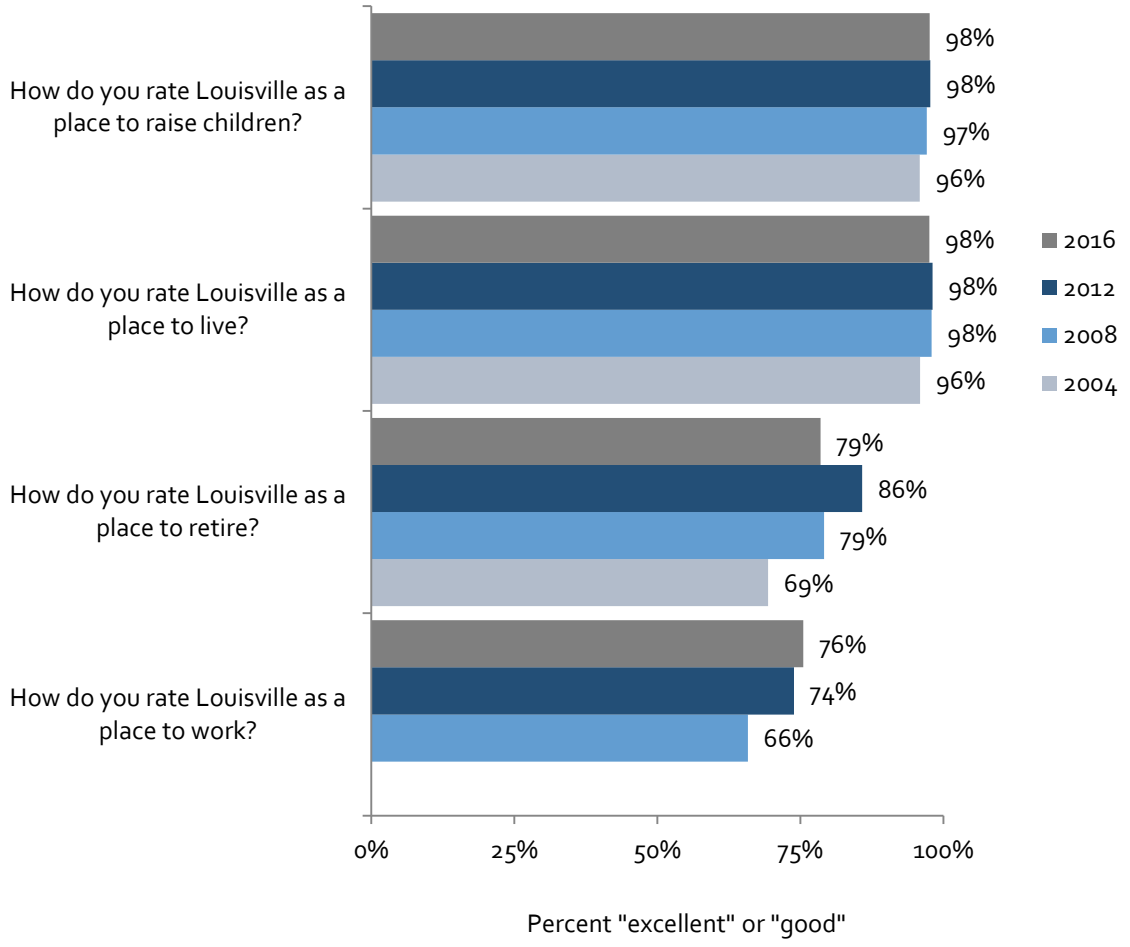
It should be noted that about one-third of respondents selected "don't know" when rating Louisville as a place to work. Ratings shown in the body of the report are for those who had an opinion. (For a full set of responses, including "don't know," see *Appendix A: Complete Set of Frequencies.*)

Ratings for these measures were much higher in Louisville than in national and Front Range comparison communities (see *Appendix D: Benchmark Comparisons*).

When ratings of aspects of quality of life were compared by respondent demographics, homeowners were more likely to give positive evaluations to the city as a place to live and as a place to raise children than were their counterparts, while those living in Ward 1 tended to give less positive ratings to these aspects than did those living in the other wards (see *Appendix B: Comparison of Responses by Respondent Demographics* for more details).

Figure 3: Aspects of Quality of Life Compared by Year

Please circle the number that comes closest to your opinion about the quality of life in Louisville:



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Community Characteristics

A wide variety of characteristics contribute to how residents view and experience their community. In the Louisville survey, respondents were asked to evaluate the quality of 18 specific characteristics of their city.

Overall, residents gave high marks to many of the 18 characteristics of Louisville. At least 9 in 10 respondents rated the overall image or reputation of Louisville (96%), ease of walking (91%), quality of overall natural environment (90%) and Louisville's overall appearance (90%) as excellent or good (see the table on the following page.) Additionally, 8 in 10 highly rated opportunities to participate in special events, the sense of community, recreational opportunities, opportunities to participate in community matters and ease of car travel in the city. Two-thirds or more evaluated opportunities to attend cultural activities, traffic flow and openness and acceptance of the community as excellent or good and less than 6 in 10 awarded high marks to shopping opportunities (58%), variety of housing options (42%), employment opportunities (41%) and availability of affordable quality housing (17%).

About half of the ratings for community characteristics were similar to those given in 2012; however, ratings for recreational opportunities, ease of car travel, openness and acceptance of the community, traffic flow on major streets, ease of bus travel, variety of housing options and availability of affordable quality housing were lower in 2016 compared to 2012. Positive evaluations for opportunities to participate in community matters increased from 2012 to 2016.

At least one-third of respondents selected "don't know" when rating the quality of employment opportunities and ease of bus travel (see *Appendix A: Complete Set of Frequencies* for a full set of responses, including "don't know").

Most ratings for community characteristics were much higher when compared to the national and Front Range benchmarks. Evaluations of shopping opportunities were similar to communities across the nation as well as the Front Range and ratings for the variety of housing options and availability of affordable quality housing were much lower than jurisdictions elsewhere in the country and the Front Range (see *Appendix D: Benchmark Comparisons*).

Younger respondents (18-34) were more likely to give excellent or good ratings to shopping opportunities and ease of car travel than older residents. Middle-aged residents (35-54) tended to give lower quality evaluations to shopping opportunities, the variety of housing options and ease of bus travel in Louisville. Renters were more likely than homeowners to give positive assessments to ease of bus travel. Overall, those living in detached housing units tended to give higher marks to most community characteristics than did those living in attached units. Residents from Ward 2 were more likely to give excellent or good assessments to the sense of community, ease of bicycle travel and ease of walking in the city than were those from other wards (see *Appendix B: Comparison of Responses by Respondent Demographics*).

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Figure 4: Community Characteristics Compared by Year

Please rate Louisville as a community on each of the items listed below: (Percent excellent or good)	2016	2012	2008	2004	1999	1994	1990
Overall image or reputation of Louisville	96%	98%	95%	NA	NA	NA	NA
Ease of walking in Louisville	91%	92%	90%	88%	NA	NA	NA
Quality of overall natural environment in Louisville	90%	92%	87%	NA	NA	NA	NA
Overall appearance of Louisville	90%	89%	89%	85%	NA	NA	NA
Ease of bicycle travel in Louisville	89%	88%	89%	79%	NA	NA	NA
Opportunities to participate in special events and community activities	87%	87%	73%	NA	NA	79%	NA
Sense of community	87%	92%	82%	76%	NA	NA	NA
Recreational opportunities	84%	90%	85%	80%	NA	NA	NA
Opportunities to participate in community matters	84%	78%	75%	NA	NA	40%	NA
Ease of car travel in Louisville	82%	88%	88%	76%	NA	NA	NA
Openness and acceptance of the community towards people of diverse backgrounds	70%	81%	67%	68%	NA	NA	NA
Traffic flow on major streets	69%	80%	78%	61%	NA	NA	NA
Opportunities to attend cultural activities	68%	69%	60%	49%	NA	41%	NA
Ease of bus travel in Louisville	60%	67%	67%	62%	NA	NA	NA
Shopping opportunities	58%	53%	46%	60%	NA	NA	NA
Variety of housing options	42%	68%	61%	NA	NA	NA	NA
Employment opportunities	41%	39%	33%	25%	NA	NA	NA
Availability of affordable quality housing	17%	42%	39%	30%	NA	32%	NA

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Safety in Louisville

Almost all Louisville residents indicated they felt safe in the downtown area, parks and in their neighborhoods during the day and a similar proportion felt safe from violent crime, in the downtown area and in their neighborhoods at night. At least 8 in 10 also reported they felt safe from property crimes and in Louisville's parks after dark.

Compared to ratings in 2012, fewer residents felt safe in Louisville's parks after dark and from property crimes in 2016. All other ratings of perceptions of safety were similar to 2012.

All safety ratings were much higher those given by residents in other communities across the nation and in the Front Range (see *Appendix D: Benchmark Comparisons*).

Few differences in safety ratings were observed by respondent demographics. Feelings of safety in Louisville's downtown after dark tended to decrease with age and length of residency. Those living in detached units felt safer in Louisville's parks after dark than did those living in attached units. No differences were observed by ward (see *Appendix B: Comparison of Responses by Respondent Demographics*).

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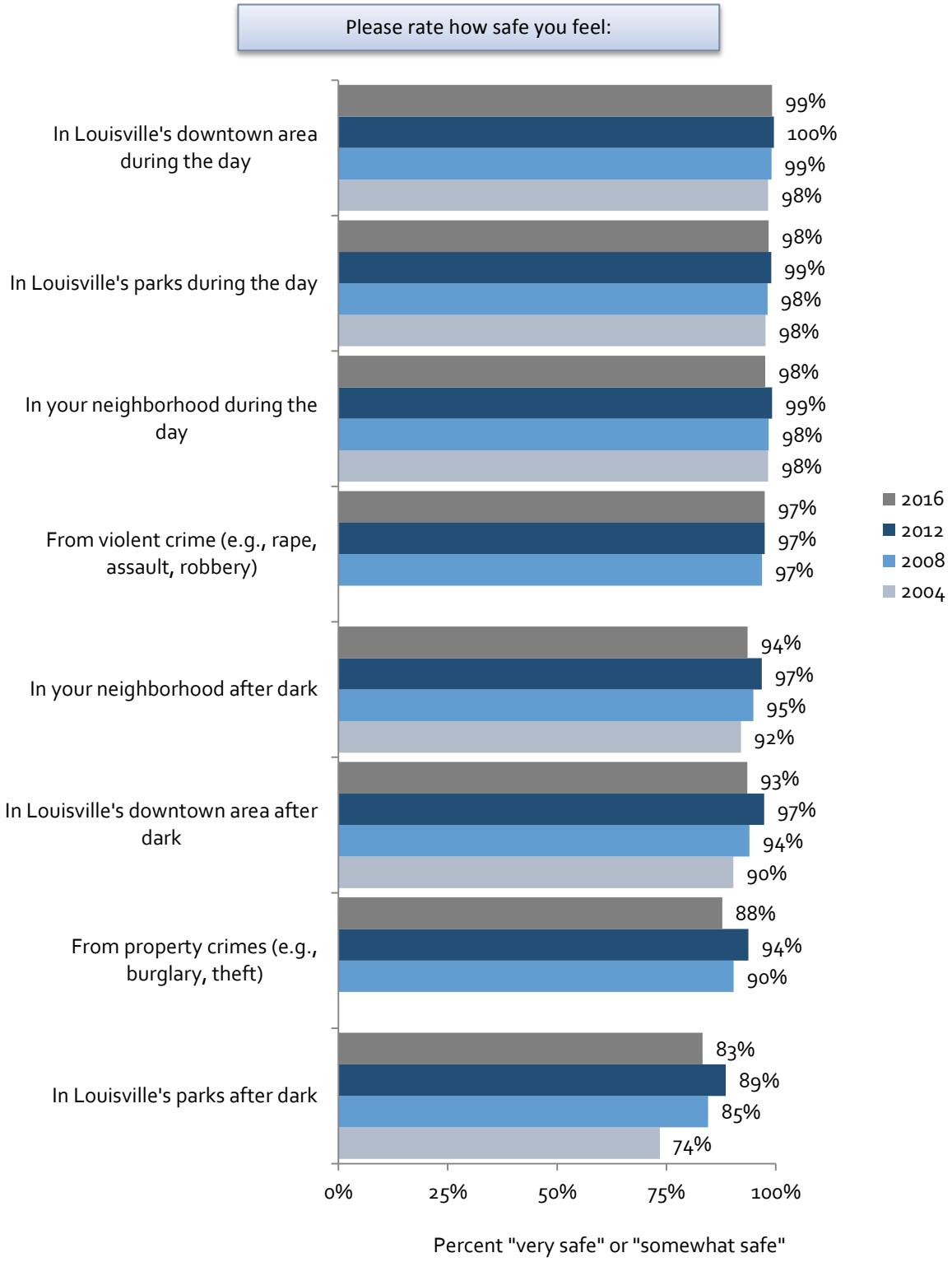
Figure 5: Ratings of Safety from Crime and in Public Areas Compared by Year



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City Services and Departments

Gauging residents' perceptions about the quality of City services and the job City departments are doing can be invaluable for local governments to set budget priorities and determine which, if any, specific services and departments offer opportunities for improvement.

Quality of Services

About 9 in 10 Louisville residents rated the overall quality of City services as excellent or good, which was similar to ratings awarded in 2012 and 2008.

Compared to other jurisdictions across the U.S. and those in Colorado's Front Range, Louisville's overall quality of services rating was much higher than both benchmarks (see *Appendix D: Benchmark Comparisons*).

When looking at ratings compared by respondent demographics, younger residents (18-34), newer residents (lived in the city five years or less) and renters tended to award higher marks to the overall quality of City services than did their counterparts (see *Appendix B: Comparison of Responses by Respondent Demographics)*. No differences were observed by ward.

Figure 6: Overall Quality of City Services

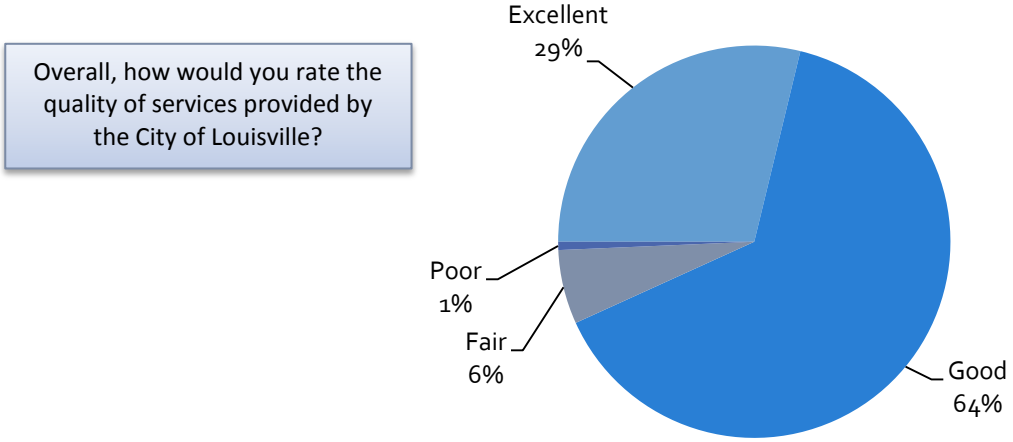
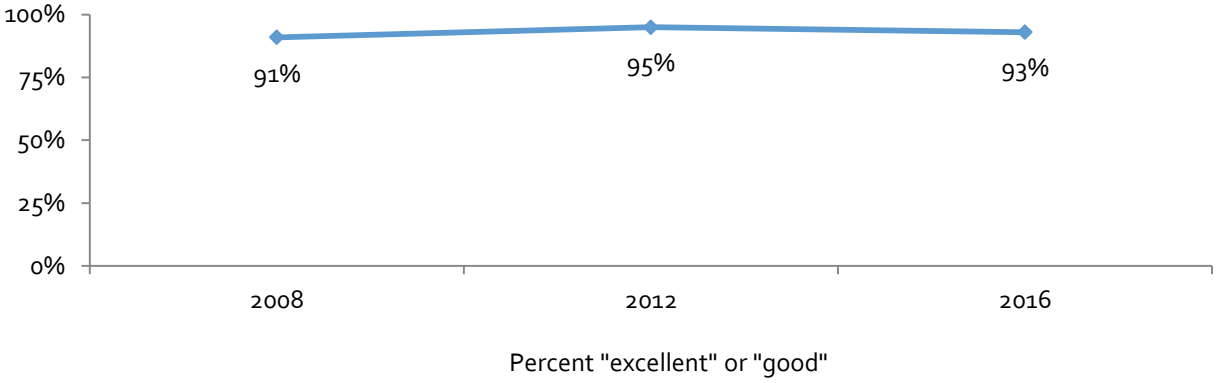


Figure 7: Overall Quality of Services Compared by Year



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Government Performance

Three-quarters or more of participants said that information about City Council, Planning Commission and other official City meetings, overall performance of the City government, the City's website, information about City plans and programs and availability of City employees was excellent or good. About two-thirds rated the City's response to citizen complaints or concerns highly and over half awarded high marks to programming on Louisville cable TV.

In 2016, most ratings for government performance were similar to those given in previous years. Evaluations of overall performance, City response to citizen complaints or concerns and programming on cable TV decreased since 2012.

At least 4 in 10 respondents said "don't know" when evaluating the city's response to citizen complaints or concerns, the availability of city employees and programming on Louisville cable TV, municipal channel 8 (see *Appendix A: Complete Set of Frequencies)*.

Of the four items that could be compared to the national and Front Range benchmarks, ratings for information about City plans and programs, the City website and overall performance of Louisville government were higher or much higher than the averages. Programming on Louisville cable TV was rated lower than other communities across the nation (a comparison to the Front Range was not available, see *Appendix D: Benchmark Comparisons*).

Females, those living in detached units and those living in the community for 11 to 15 years tended to give more positive reviews to the information provided about City plans and programs than did their counterparts. Males and younger respondents (less than 55 years old) tended to give less favorable ratings to the programming on Louisville cable TV (Channel 8) than did females and older respondents (see *Appendix B: Comparison of Responses by Respondent Demographics*). No differences were observed by ward.

Figure 8: Government Performance Compared by Year

Please circle the number that comes closest to your opinion about the performance of the following areas of the City of Louisville: (Percent excellent or good)	2016	2012	2008	2004
Information about City Council, Planning Commission and other official City meetings	80%	78%	73%	74%
Overall performance of Louisville City government	78%	84%	76%	75%
Louisville Web site (www.louisvilleco.gov)	78%	78%	71%	75%
Information about City plans and programs	75%	74%	67%	69%
Availability of City Employees	75%	79%	74%	66%
City response to citizen complaints or concerns	67%	74%	66%	65%
Programming on Louisville cable TV, municipal channel 8	57%	66%	66%	60%

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Public Safety Services

Survey participants were also asked to evaluate the Louisville Police Department (see the figure on the following page). About 9 in 10 rated 911 service, overall performance of the department and the visibility of patrol cars highly. Close to 8 in 10 awarded excellent or good ratings for enforcement of traffic regulations and two-thirds evaluated municipal code enforcement positively. While ratings for enforcement of traffic regulations decreased since 2012, all other ratings remained stable over time.

About 6 in 10 respondents said "don't know" when rating the quality of 911 services (see *Appendix A: Complete Set of Frequencies*).

When comparisons could be made, all ratings for police were much higher than the national and Front Range benchmarks (see *Appendix D: Benchmark Comparisons* for all comparisons).

When comparing results by demographics, younger residents (18-34) gave more positive marks to the visibility of patrol cars than older residents. Those living in detached housing units were more likely to give excellent or good ratings to the enforcement of traffic regulations than were those living in attached units (see *Appendix B: Comparison of Responses by Respondent Demographics*). No differences were observed by ward.

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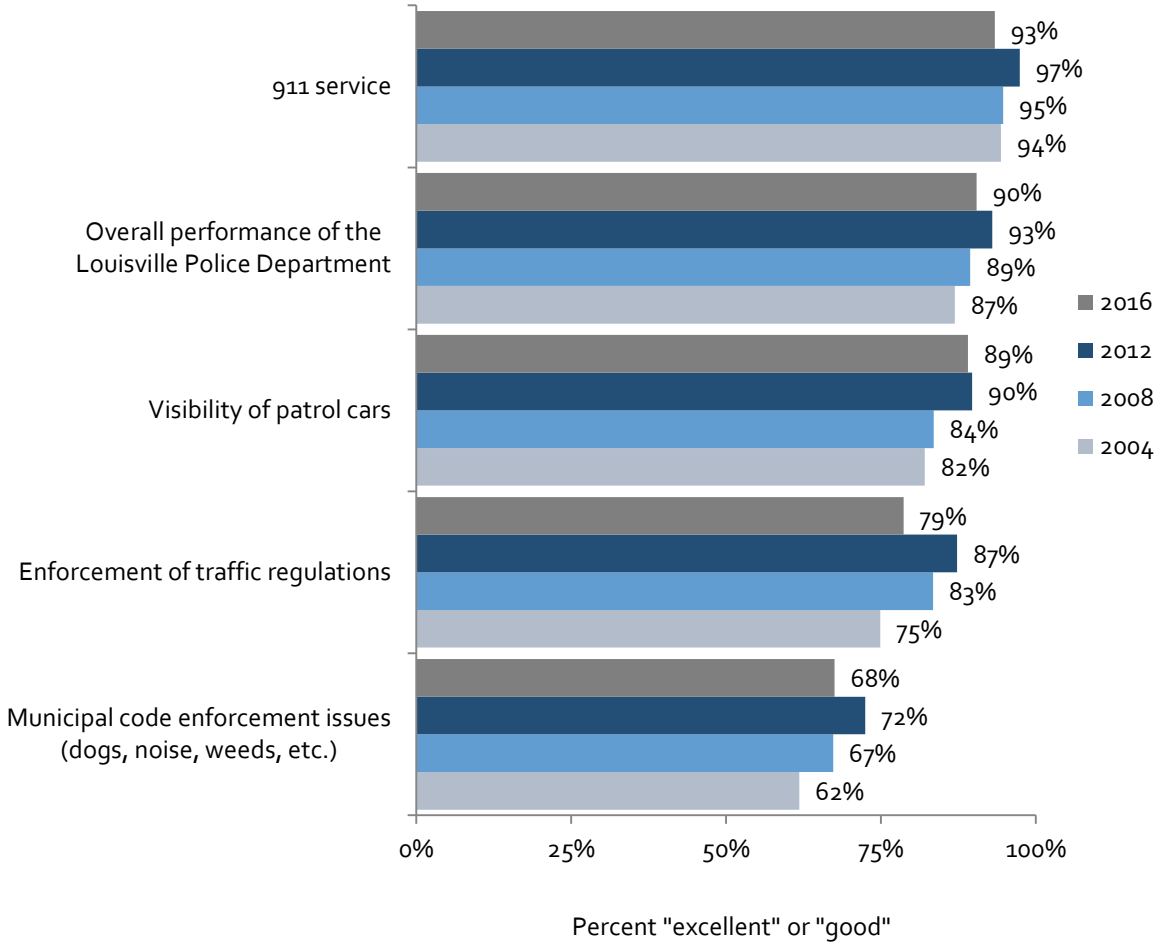
Figure 9: Ratings for the Louisville Police Department Compared by Year

Please circle the number that comes closest to your opinion about the following areas related to the Louisville Police Department:



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Planning and Building Safety Department

Between 60% and 71% of those with an opinion rated the aspects of the Louisville Planning and Building Safety Department as excellent or good. Public input on planning issues was rated most positively, while the building permit process received less favorable ratings (see the figure on the following page).

It should be noted that at least 40% of respondents selected "don't know" when assessing the quality of each of the planning and building safety services (see *Appendix A: Complete Set of Frequencies* for a full set of responses, including "don't know").

Ratings for the Planning and Building Safety Department tended to decrease since the last survey iteration, including building/construction inspection process (77% excellent or good in 2012 vs %65 in 2016), planning review process for new development (from 71% to 63%) and overall performance of the department (76% to 63%). Some of the difference in opinions could be at least partially attributable to changes in question wording.

The only item that could be compared to the benchmark database was the overall performance of the Louisville Planning Department. This rating was much higher the national benchmark (see *Appendix D: Benchmark Comparisons*). A Front Range comparison was not available.

Males, those living in attached units and households without children tended to give lower quality ratings to the public input process on City planning issues than did females, those living in detached units and households with children (see *Appendix B: Comparison of Responses by Respondent Demographics).* No differences were observed by ward.

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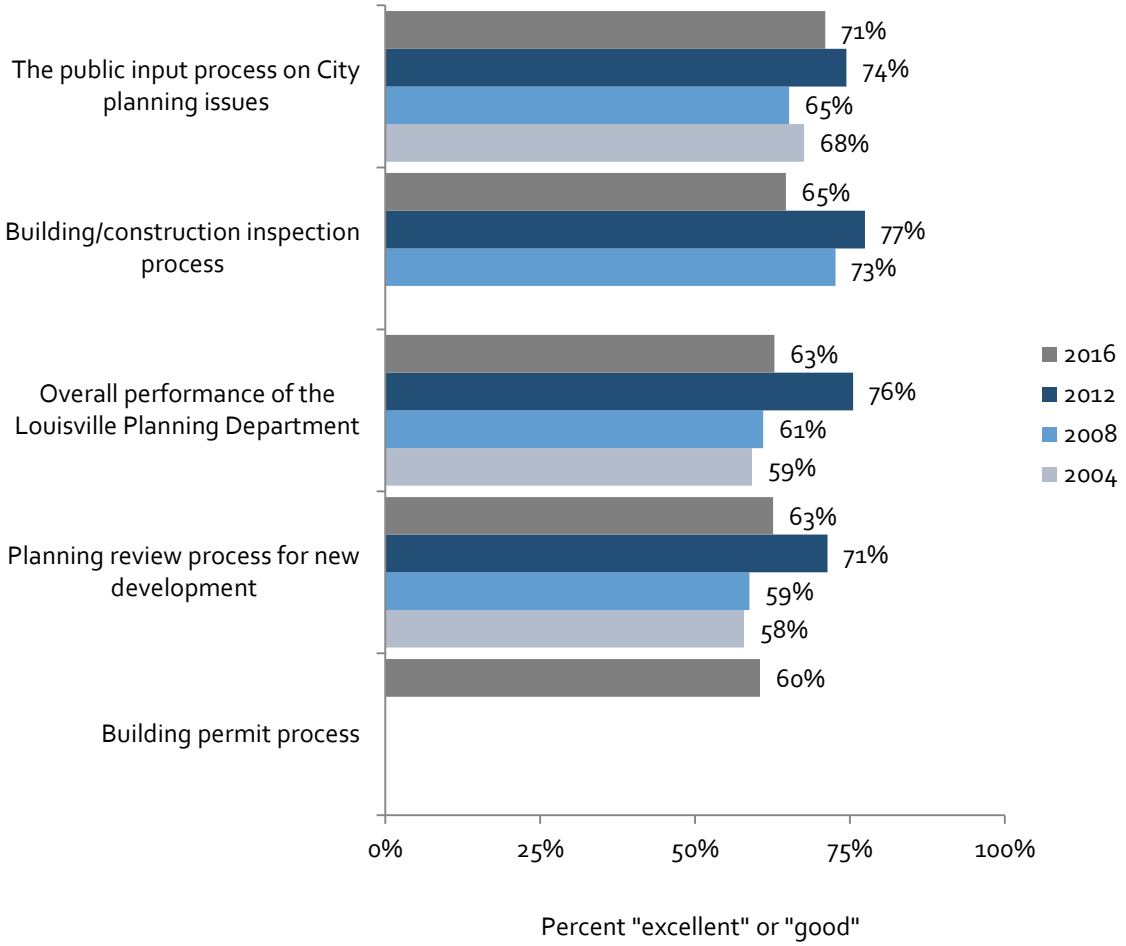
Figure 10: Ratings for the Louisville Planning and Building Safety Department Compared by Year

Please circle the number that comes closest to your opinion about the following areas related to the Louisville Planning and Building Safety Department:



In 2012, "building/construction inspection process" was worded "building inspection."

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Parks and Recreation

The Parks and Recreation Department is responsible for a variety of programs and amenities that contribute to the overall health and wellbeing of the community. Their services provide opportunities for things such as exercise, alternatives to using automobiles for commuting, connections to nature and to other community members.

Survey respondents were asked to rate the quality of 14 services provided by the Parks and Recreation Department and at least two-thirds gave positive reviews to all aspects (ranging from 67% to 91% excellent or good). About 9 in 10 scored the adequacy of parks, bike paths, playing fields and playgrounds, maintenance of parks and maintenance of the trail system as excellent or good. Eight in 10 gave high marks to the following services: overall performance of the department, current programs for seniors and youth, maintenance of open space and medians and street landscaping, the maintenance and cleanliness of the Recreation Center, the overall quality of the Senior Center and the quality of the Coal Creek Golf Course.

Four services were rated lower in 2016 than in 2012: maintenance and cleanliness of the Louisville Recreation Center, overall quality of the Senior Center, current recreation programs for adults and overall quality of the community Recreation Center. All other 2016 ratings for the Parks and Recreation Department were similar to those given in 2012.

At least 40% of respondents said "don't know" when rating the quality of the following parks and recreation services: current recreation programs for youth, current programs and services for seniors, overall quality of the Louisville Senior Center and overall quality of the Coal Creek Golf Course (see *Appendix A: Complete Set of Frequencies*).

Six of the 14 Parks and Recreation Department services could be compared to national benchmarks (see *Appendix D: Benchmark Comparisons*). Current recreation programs for youth, maintenance and cleanliness of the Louisville Recreation Center and maintenance of the trail system were evaluated much higher and the overall quality of the Louisville Recreation Center, Senior Center and Coal Creek Golf Course were each rated lower or much lower than communities elsewhere. Of the two comparisons that could be made to other Front Range communities, ratings for the maintenance of the trail system was similar to other jurisdictions, while the overall quality of the Recreation Center was much lower.

Ratings of parks and recreation services were compared by respondent demographics and Council Ward. Respondents age 55 years or older tended to give more positive evaluations to current recreation programs for adults and the overall quality of the recreation center, while those 18 to 34 gave more positive assessments to the maintenance of parks, maintenance of open space and maintenance of medians and street landscaping. Residents living in the city for more than 15 years, households without children and households with older adults were less likely to give excellent or good ratings to the maintenance of parks, open space, trails and street landscaping than were their counterparts (see *Appendix B: Comparison of Responses by Respondent Demographics*). No differences were observed by ward.

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Figure 11: Ratings for the Louisville Parks and Recreation Department Compared by Year

Please circle the number that comes closest to your opinion about the following areas related to the Louisville Parks and Recreation Department: (Percent excellent or good)	2016	2012	2008	2004
Adequacy of parks, bike paths, playing fields and playgrounds	91%	94%	91%	86%
Maintenance of parks (e.g., landscaping, turf areas, playgrounds, picnic areas, etc.)	90%	NA	NA	NA
Maintenance of the trail system	90%	90%	92%	85%
Overall performance of the Louisville Parks and Recreation Department	89%	91%	88%	84%
Current programs and services for seniors	87%	91%	89%	86%
Maintenance of open space	87%	87%	87%	85%
Current recreation programs for youth	85%	88%	88%	86%
Maintenance of medians and street landscaping	84%	NA	NA	NA
Maintenance and cleanliness of the Louisville Recreation Center	83%	91%	88%	85%
Overall quality of the Louisville Senior Center	81%	87%	89%	86%
Overall quality of the Coal Creek Golf Course	80%	76%	75%	71%
Current recreation programs for adults	77%	87%	79%	77%
Recreation fees in Louisville	75%	73%	64%	55%
Overall quality of the Louisville Recreation Center	67%	87%	82%	82%

In 2012, "overall quality" for the Recreation Center, Senior Center and Coal Creek Golf Course was worded "overall performance."

Prepared by National Research Center, Inc.

Public Library

Of those who had an opinion, nearly all Louisville residents gave favorable ratings to library programs, services, the building and the overall performance of the Public Library. Nine in 10 awarded high marks to library services online, Internet and computer services, Historical Museum programs and the overall performance of the museum. At least 8 in 10 also gave positive scores to the Historical Museum campus and library materials and collections. All of these ratings remained stable over time.

Most aspects of the library or museum received "don't know" responses from between 40% and 65% of respondents (see *Appendix A: Complete Set of Frequencies* for a full set of responses, including "don't know").

National benchmark comparisons were available for three of the seven (services at the library, materials and collections and overall performance) and each were higher or much higher than other communities. The overall performance of the Louisville Public Library was compared to the Front Range benchmark and was evaluated much higher (see *Appendix D: Benchmark Comparisons*).

Several differences were found when looking at evaluations of the library and museum by respondent demographics. Older respondents (35 years or older), females and those living in detached housing units were more likely to give positive evaluations to the to the internet and computer services at the library than were others. Females tended to give higher marks to the library's online services and the Louisville Historical Museum campus than did males. Residents living in Ward 2 gave more positive reviews to the services at the library than those living in Wards 1 and 3 (see *Appendix B: Comparison of Responses by Respondent Demographics*).

Figure 12: Ratings for the Louisville Public Library and Historical Museum Compared by Year

Please circle the number that comes closest to your opinion about the following areas related to the Louisville Public Library and Historical Museum and their services: (Percent excellent or good)	2016	2012	2008	2004
Louisville Public Library programs (e.g., story time, One Book program, etc.)	98%	96%	93%	83%
Services at the Louisville Public Library (e.g., reference desk check out, etc.)	98%	97%	92%	83%
Louisville Public Library building	97%	97%	96%	NA
Overall performance of the Louisville Public Library	96%	96%	94%	80%
Louisville Public Library services online at www.louisville-library.org accessed from home or elsewhere (e.g., book holds, access databases, research, etc.)	93%	93%	NA	NA
Internet and computer services at the Louisville Public Library	92%	93%	90%	76%
Louisville Historical Museum programs (e.g., lectures, walking tours, newsletters)	90%	NA	NA	NA
Overall performance of the Louisville Historical Museum	89%	NA	NA	NA
Louisville Historical Museum campus	88%	NA	NA	NA
Louisville Public Library materials and collections	85%	84%	77%	62%

In 2016, the word "building" was added to the item "Louisville Public Library."

Prepared by National Research Center, Inc.

Public Works

Most services offered by the Louisville Public Works Department received favorable ratings from a majority of residents. About 9 in 10 residents rated wastewater, quality of City water, storm drainage and the overall performance of the department as excellent or good. Most respondents also awarded positive marks for street lighting (82%), access on sidewalks/crosswalks for disabled persons (82%), bike lanes (71%), street sweeping (71%) and street maintenance in Louisville (70%). Half of participants evaluated snow removal/street sanding highly.

Most ratings for public works services remained stable from 2012 to 2016, except for street sweeping, street maintenance in Louisville, street maintenance in neighborhoods and snow removal/street sanding, which decreased since the last survey was conducted.

One-third of respondents selected "don't know" when rating the quality of access on sidewalks/crosswalks for disabled persons (see *Appendix A: Complete Set of Frequencies* for a full set of responses, including "don't know").

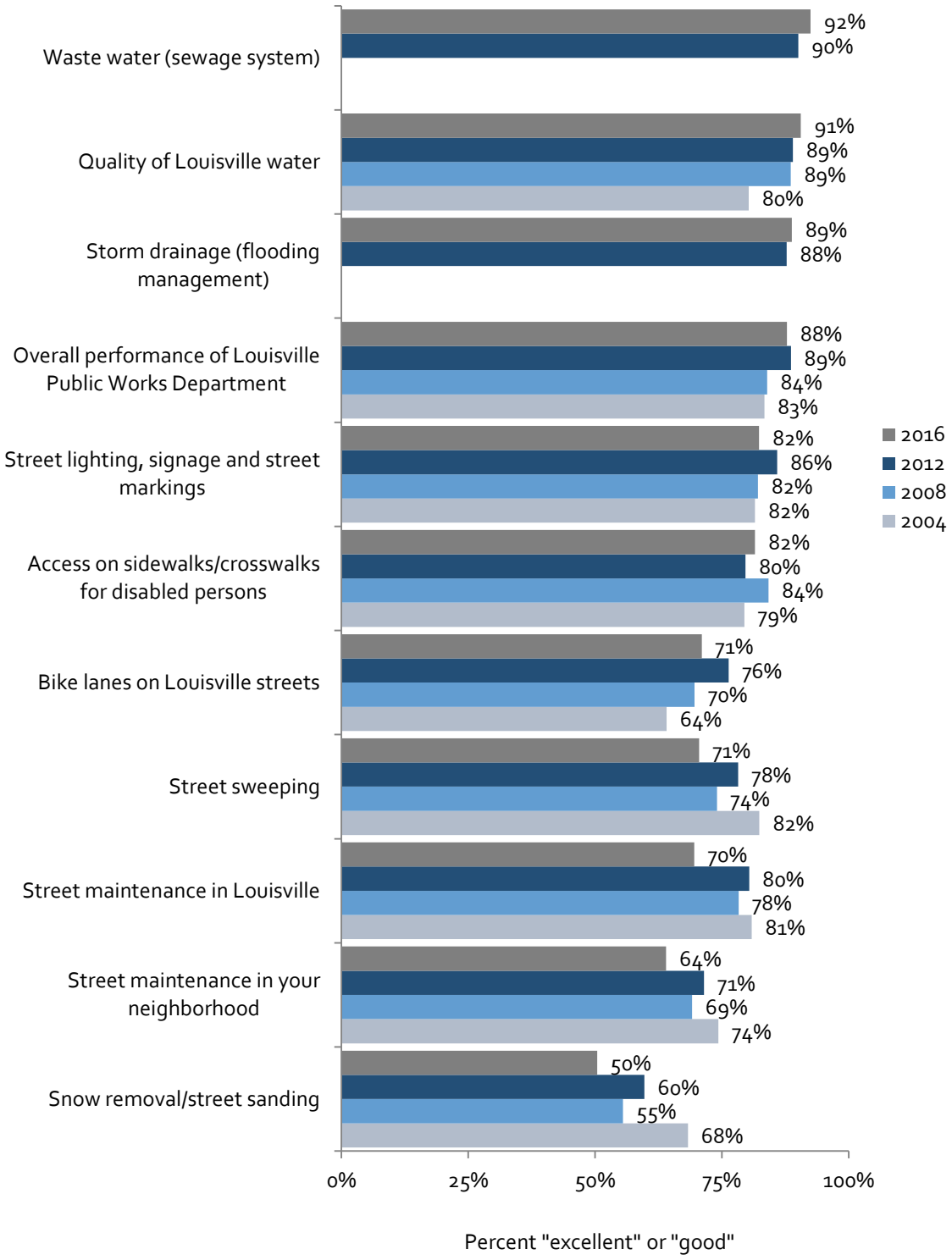
Eight of the 11 services could be compared to the national benchmark and five could be compared to the Front Range benchmark. Most of these services received ratings much higher than the national and Front Range benchmarks, except for snow removal/sanding, which was given a rating much lower than both the benchmarks and the quality of bike lanes, which was similar to the national benchmark. Comparisons to Front Range communities for bike lanes could not be made (see *Appendix D: Benchmark Comparisons*).

In general, ratings of street maintenance (in neighborhoods and in the City), street sweeping and storm drainage decreased as length of residency increased. Younger respondents (18-34) and renters tended to give more positive marks to street sweeping than did older respondents. Residents from Ward 1 tended to give lower ratings to snow removal and street sanding than did those from other wards (see *Appendix B: Comparison of Responses by Respondent Demographics*).

Prepared by National Research Center, Inc.

Figure 13: Ratings for Public Works Department Compared by Year

Please circle the number that comes closest to your opinion about the performance of the following areas of Louisville Public Works Department:



Prepared by National Research Center, Inc.

City Employees

At least 8 in 10 Louisville residents gave favorable scores to their interactions with City employees, including the employees' courtesy, knowledge, availability, responsiveness/promptness and their overall impression of the employee they contacted. Compared to 2012 evaluations, only the responsiveness/promptness of employees decreased in 2016, while all other ratings remained similar. However, this could be due, in part, to changes in question wording from 2012 to 2016.

About 4 in 10 respondents selected "don't know" when asked to evaluate the characteristics of City employees (see *Appendix A: Complete Set of Frequencies*) for a full set of responses, including "don't know"). However, it is likely that a large proportion of those selecting "don't know" did not have contact with a City employee.

While ratings for the availability of City employees could not be compared to the benchmarks, almost all other evaluation of employee characteristics were higher or much higher than comparisons to both the nation and Front Range. Ratings for the courtesy of Louisville employees were similar to other jurisdictions in the Front Range (see *Appendix D: Benchmark Comparisons)*.

A few differences were seen in ratings of employee characteristics by respondent demographics. Females and households with older adults were more likely to give positive assessments to the courtesy of the employee with whom they interacted than did males and households without older adults. Households with children and homeowners tended to give lower ratings to the availability of the employee in their most recent contact than did their counterparts. Ward 3 residents were more likely to give favorable reviews to the employee's knowledge and courtesy than were those living in other wards (see *Appendix B: Comparison of Responses by Respondent Demographics*).

Figure 14: Ratings for the Louisville Employees Compared by Year

If you have had any email, in-person or phone contact with a City of Louisville employee in the last 12 months, what was your impression of the employee in your most recent contact? (Percent excellent or good.)	2016	2012	2008	2004
Courtesy	90%	92%	86%	88%
Knowledge	89%	92%	89%	88%
Overall impression	85%	89%	84%	87%
Availability	84%	NA	NA	NA
Responsiveness/promptness	83%	89%	84%	86%

In 2016, a question asking if respondents had contact with a City employee in the 12 months prior the survey preceded this question. Therefore, ratings of employee characteristics were asked only of those who had contact. The wording for this question in 2012 was "What was your impression of the employee in your most recent contact?" In 2012, the item "responsiveness/promptness" was worded "responsiveness."

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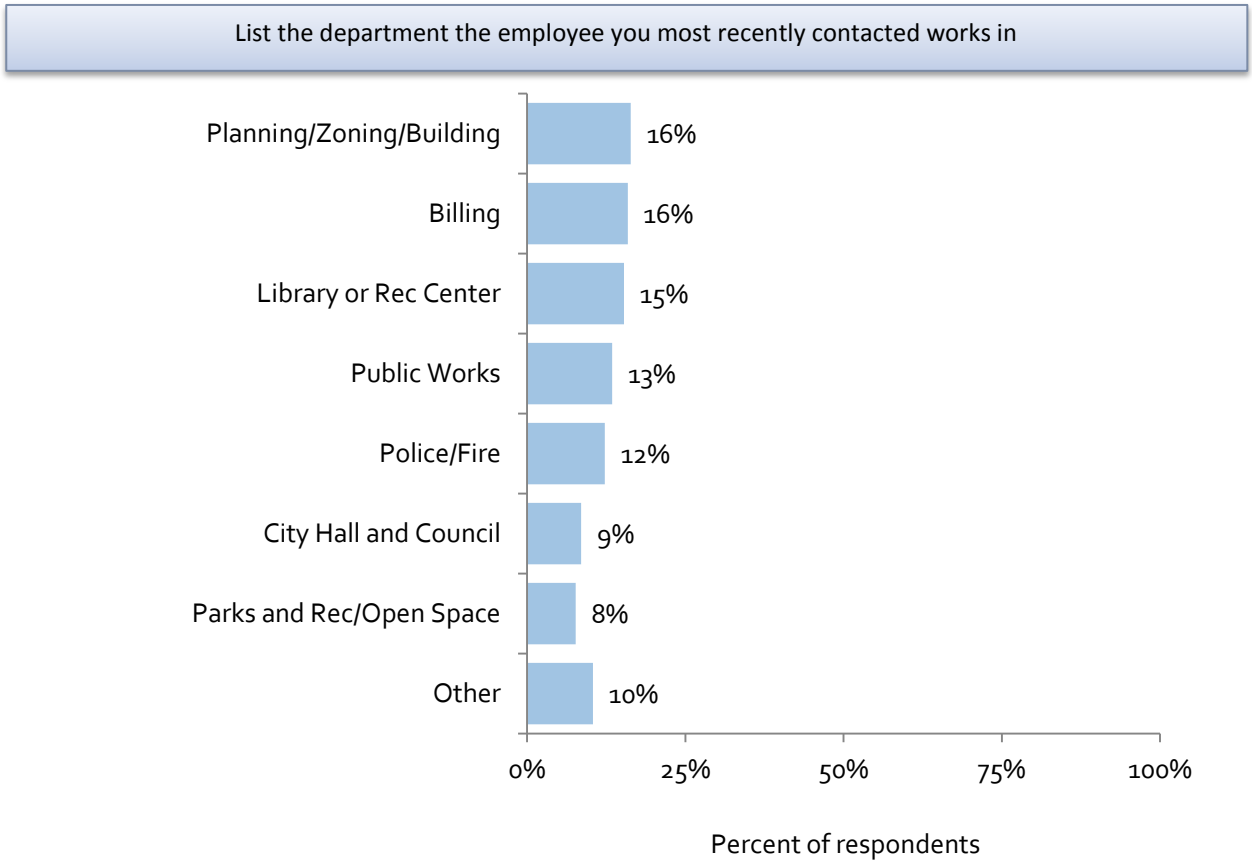
Residents who had reported they had contacted a City of Louisville employee were asked to write in their own words the department with which they had contact. Responses were grouped into themes and categorized. The most frequently contacted departments as reported by respondents were planning/zoning/building, billing, the library or recreation center and public works. About 12% had contacted the police or fire department, while less than 1 in 10 had interacted with City Hall and Council or the parks and recreation/open space department. A list of the "other" departments contacted can be found in *Appendix C: Verbatim Responses to Open-ended Survey Questions*.

Figure 15: Department Contacted



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Information Sources

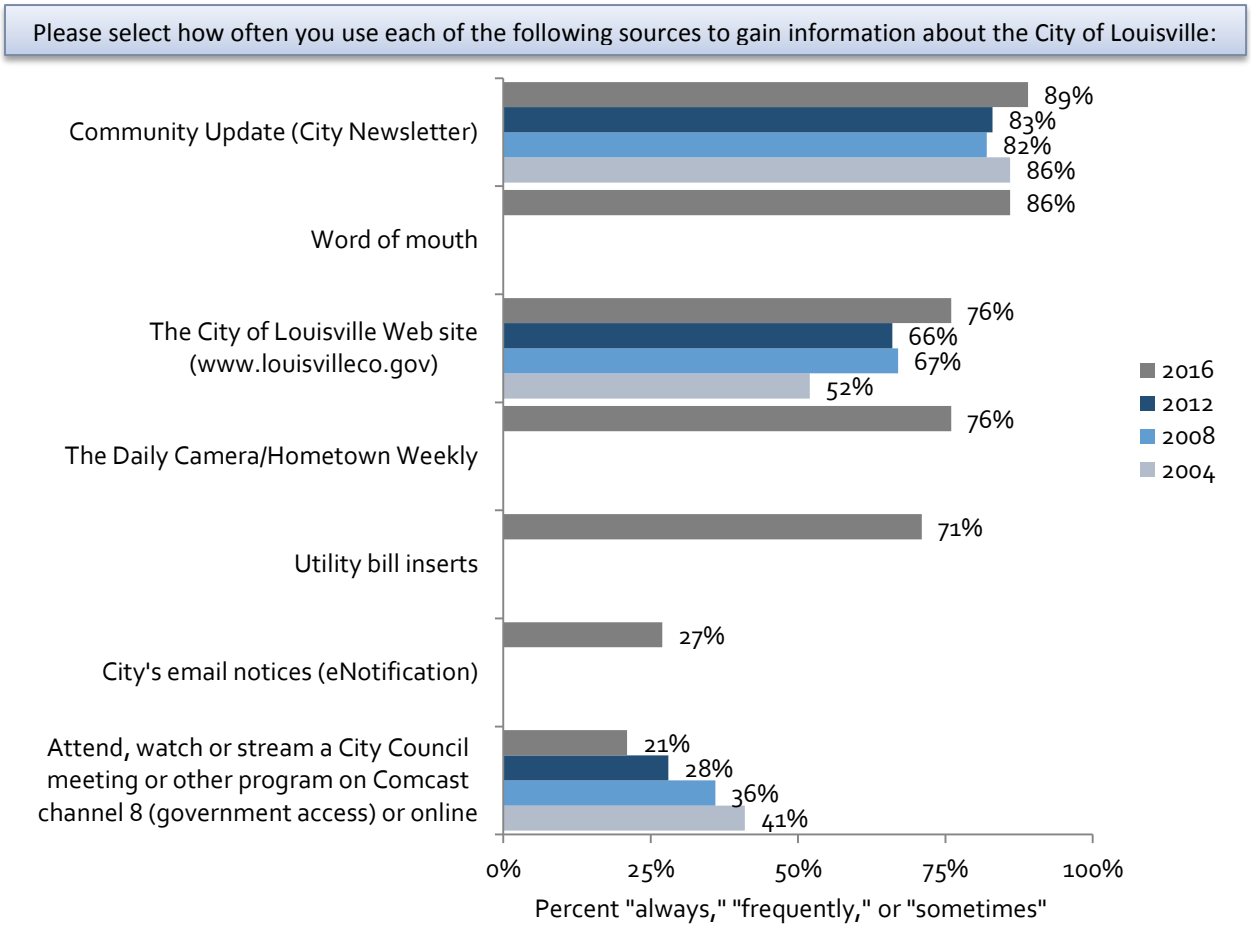
Frequency of Use

Survey respondents were asked how frequently they used a variety of sources to gain information about the City of Louisville. Almost 9 in 10 reported they used *Community Update*, the City newsletter, at least sometimes and 8 in 10 relied on word of mouth. At least 7 in 10 had accessed the City's website, the *Daily Camera/Hometown Weekly* or utility inserts to gain information. One-quarter or less reported that they sometimes, frequently or always used the Louisville's email notices or attended, watched or streamed a City Council meeting.

Fewer residents reported using City Council meetings on Channel 8 or online to get City information in 2016 than in 2012, but more residents indicated they had used the City's website or *Community Update* to gain information in 2016 than in 2012.

Use of information sources varied by respondent subgroups. Overall, use of the various sources for information about the City was higher as age increased, among homeowners, those who lived in detached housing units, those who had lived in the city for a longer period of time and households with older adults. Respondents from Ward 2 were more likely to have used each source than were those in Wards 1 and 3 (see *Appendix B: Comparison of Responses by Respondent Demographics).*

Figure 16: Frequency of Use of Information Sources Compared by Year



In 2016, the wording "streaming through the City's website" was added to "Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access). In 2012, "The Daily Camera/Hometown Weekly" was separated into two items.

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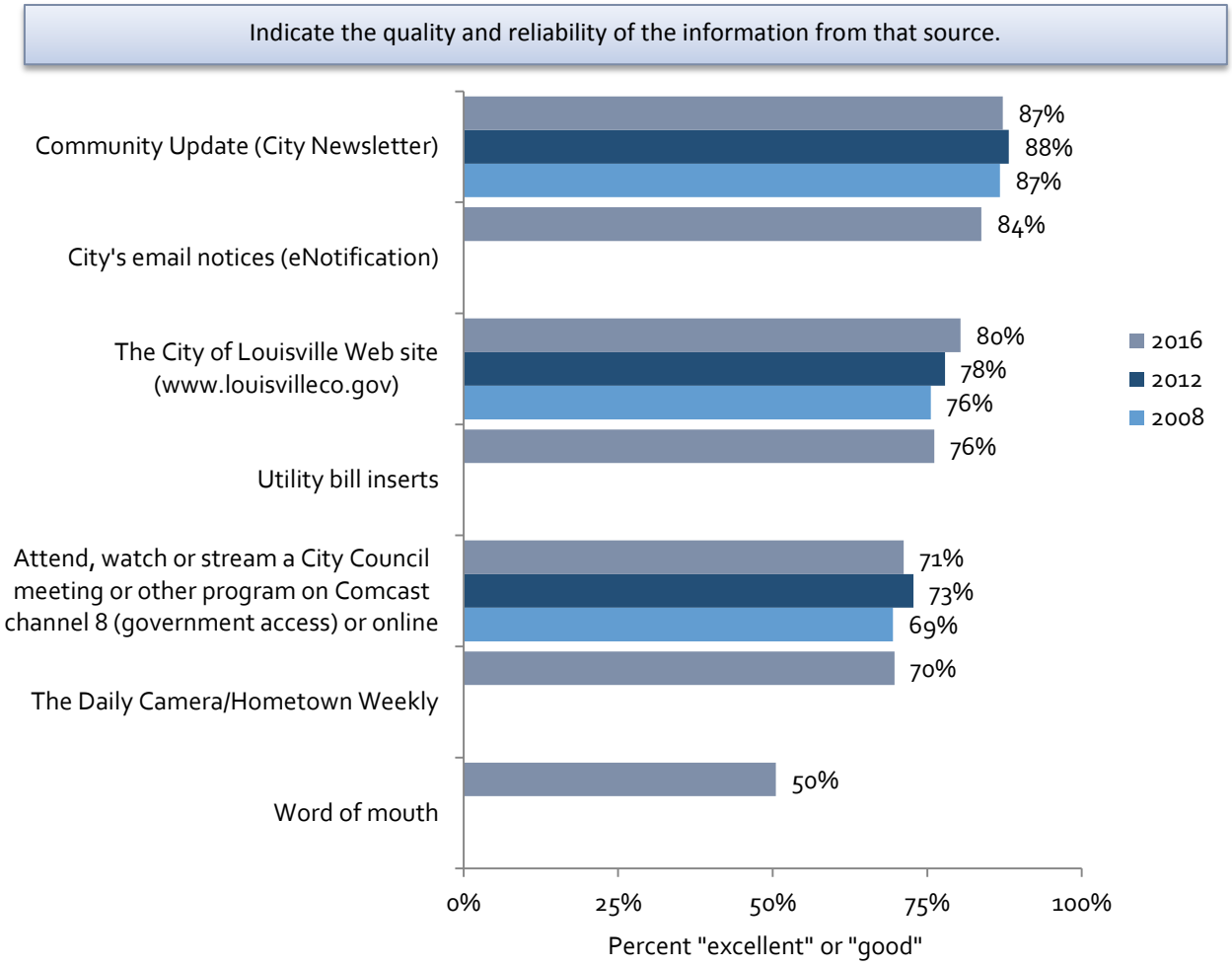
Quality and Reliability

Respondents were also asked to rate the quality and reliability of the information from each source. The City newsletter, *Community Update*, was thought to be an excellent or good source of information about the City by 87% and about 8 in 10 or more awarded high marks to the City's email notices and website. Only about half of residents rated word of mouth as at least good in terms or quality and reliability. All ratings for these items were similar to 2012 evaluations.

When evaluating the quality of the various information sources, at least 7 in 10 residents selected "don't know" for attending, watching or streaming a City Council meeting on Channel 8 and City email notices (see *Appendix A: Complete Set of Frequencies* for a full set of responses, including "don't know"). However, it is likely that a large proportion of those selecting "don't know" do not use the source to get information about the City.

Figure 17: Quality and Reliability of Information Sources Compared by Year



In 2016, the wording "streaming through the City's website" was added to "Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access). In 2012, "The Daily Camera/Hometown Weekly" was separated into two items.

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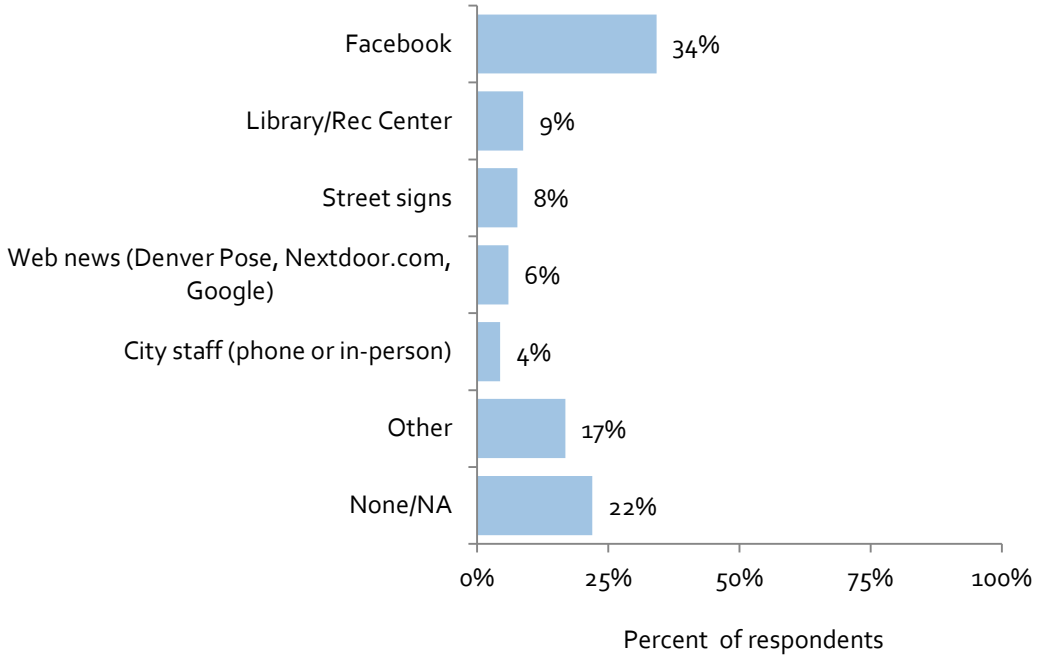
When asked to write in any other sources of information they used to gain information about the City, about one-third of those providing a response reported that they used Facebook, while less than 1 in 10 utilized other sources (all responses to open-ended questions can be found in *Appendix C: Verbatim Responses to Open-ended Survey Questions*).

Figure 18: Other Information Sources

What sources, other than those listed above, would you or do you use to get information about the City of Louisville?



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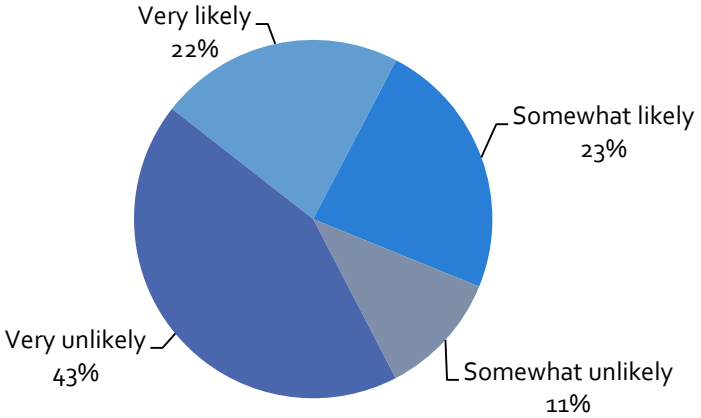
Social Media Use

On the 2016 survey, participants were asked how likely they would be to use social media to look for official City information. About half of resident indicated they would be at least somewhat likely to use Facebook, Twitter or Instagram to gain information; 4 in 10 reported being very unlikely.

The likelihood of use of social media websites to look for official City information decreased as age increased. Females, renters, residents with a shorter tenure in the city (five years or less), households with three or four members, households with children and households without older adults were more likely to say they would look for City information on social media websites (see *Appendix B: Comparison of Responses by Respondent Demographics*).

Figure 19: Likelihood of Social Media Use

How likely, if at all, would you be to look for official City information on social media websites (e.g., Facebook, Twitter, Instagram, etc.) if the City were to increase its presence or activity?



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Resident Participation

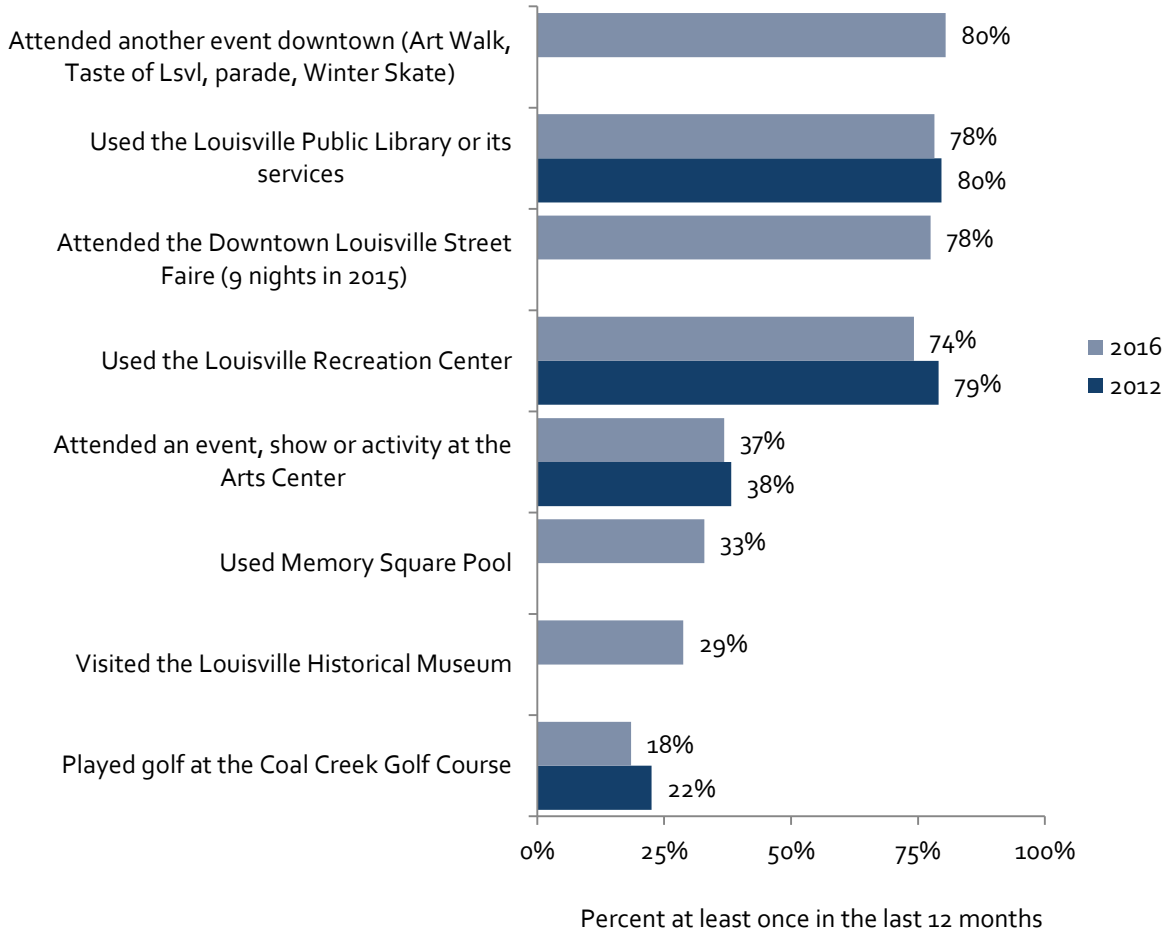
Survey respondents were active in their community, with at least three-quarter saying that they had attended an event downtown (such as Art Walk, Taste of Louisville or a parade), used the public library or its services and attended the Downtown Louisville Street Faire. About one-third or less had attended an event, show or activity at the Arts Center, used Memory Square Pool, visited the Historical Museum or played golf at the golf course at least once in the past 12 months prior to the survey. These rates of participation were similar to rates reported in 2012.

When comparing rates of resident participation, Louisville residents reported much higher use of the public library and the recreation center compared to residents across the nation and the Front Range.

Overall, those 35 to 54, homeowners, households with five or more members, households with children, and those who had lived in the community for 11 to 15 years participated at higher rates than did their counterparts. Residents living in Ward 2 were more likely to use the recreation center, while residents living in Ward 1 were least likely (see *Appendix B: Comparison of Responses by Respondent Demographics*).

Figure 20: Resident Participation in Louisville Activities Compared by Year

In the last 12 months, about how many times, if ever, have you or other household members participated in the following activities in Louisville?



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Planning and Policy Topics

Funding Priorities

To help the City prioritize potential projects, in 2016, residents were asked to rate the importance of funding several projects in Louisville (see the figure on the following page). About 9 in 10 indicated that maintaining, repairing and paving streets was essential or very important, while 8 in 10 prioritized maintaining the City's appearance/attractiveness. Two-thirds of participants rated encouraging sustainability as a priority for the City. Less than 2 in 10 thought that providing new outdoor multi-purpose turf fields or expanding the Historical Museum were essential or very important priorities. About half of respondents said that expanding the Historical Museum was not at all important.

The importance of the various funding priorities varied by respondent demographic characteristics and Ward of residence. Older residents (55 or older), those who had lived in the city for more than 15 years, smaller households (1-2 members), households without children and households with older adults were more likely to indicate that additional parking Downtown was essential or very important. Middle-aged residents (35-54), females, homeowners, those living in detached units, larger households and households with children were more likely to feel that providing additional recreation facilities and amenities was a priority for the city. Ward 3 residents tended to give higher importance ratings to outdoor community gathering spaces, incentives to create businesses and employment opportunities, providing financial incentives for redevelopment of the former Sam's Club and subsidizing affordable housing than residents from other wards (see *Appendix B: Comparison of Responses by Respondent Demographics* for more information).

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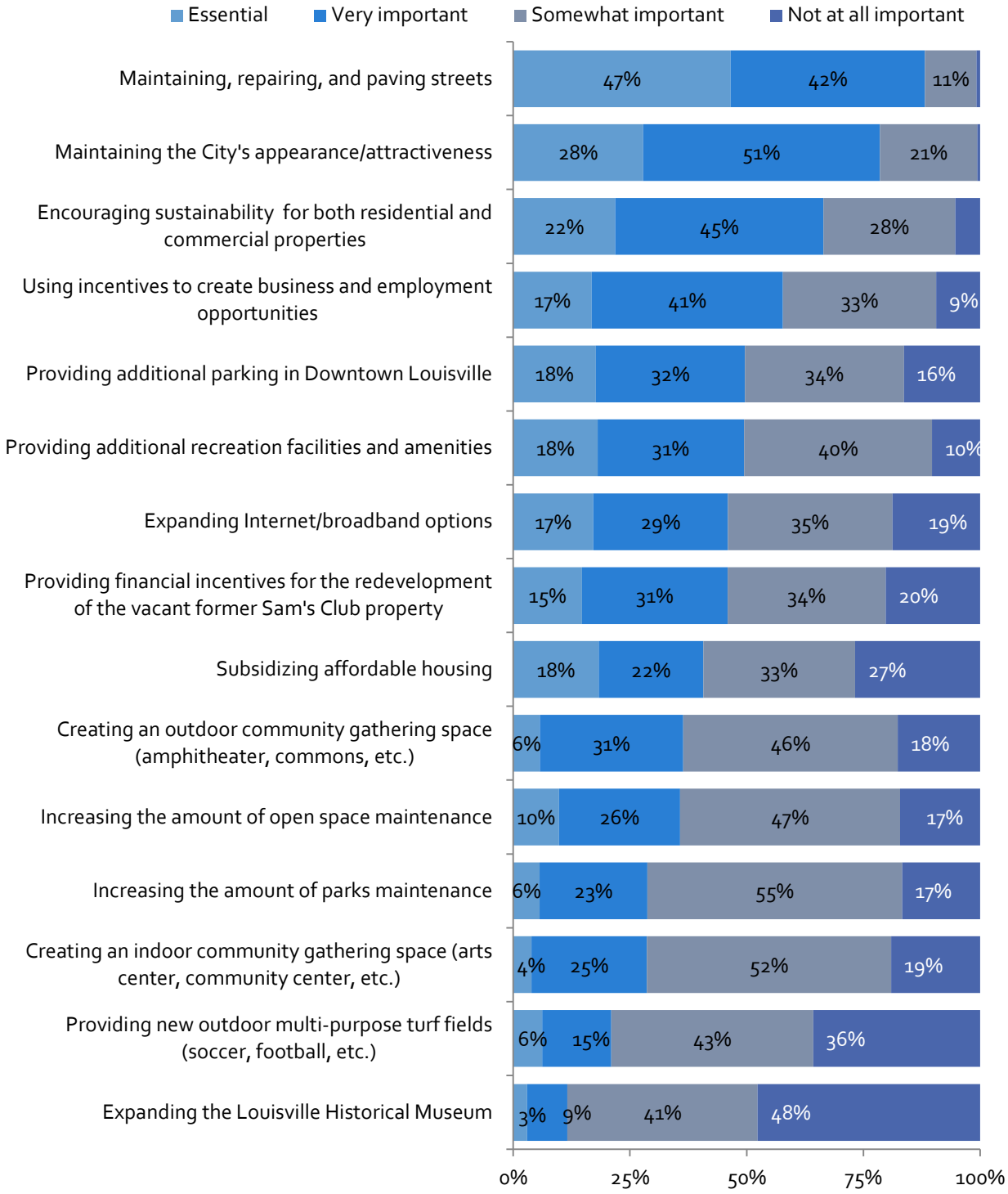
Figure 21: City Funding Priorities

Beyond basic City services (police, water, sewer, etc.), the City has limited resources and must make hard decisions about funding priorities. Indicate how important to you each of the following areas are as the City considers residents' current and future needs.



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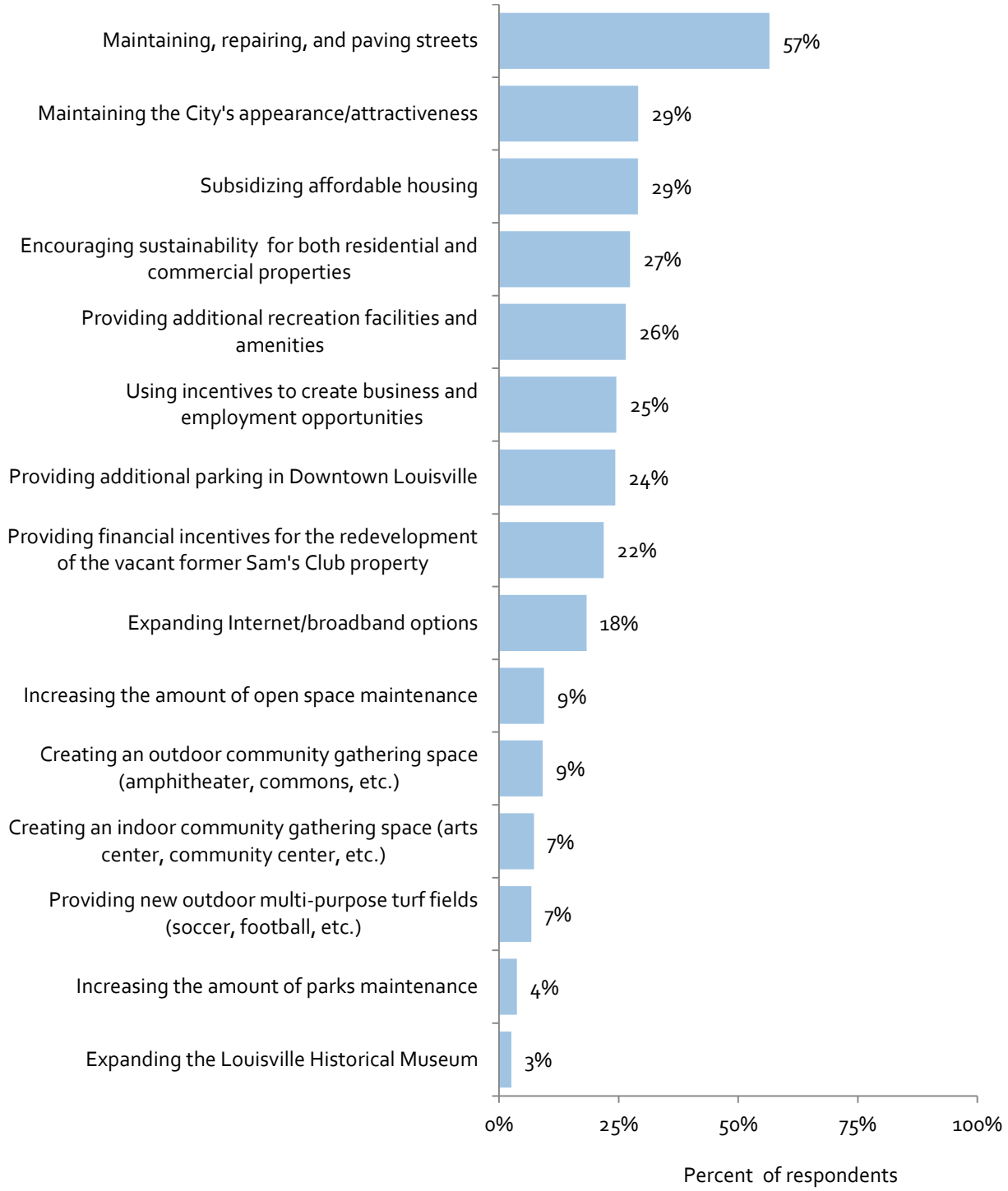
In addition to rating the importance of each potential priority, respondents were asked to select their top three from the list of 15 projects provided. Of all of the potential projects for the City of Louisville to fund, maintaining, repairing and paving streets was indicated to be one of respondents' top three priorities by almost 6 in 10 residents, while about one-quarter or more chose maintaining the City's appearance/attractiveness, subsidizing affordable housing, encouraging sustainability, providing additional recreation facilities and amenities and using incentives to create business and employment opportunities.

Figure 22: Top Three City Funding Priorities



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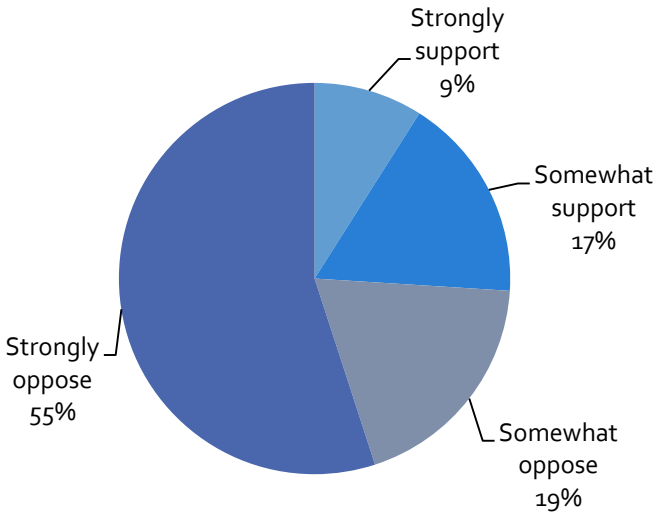
Changes to Trash Service

Residents of Louisville were also asked to indicate their level of support for decreasing the frequency of trash pickup from once a week to once every two weeks while increasing the frequency of compost pickup from every two weeks to once a week. Over half of respondents indicated they were strongly opposed to decreasing trash service and only one-quarter of participant strongly or somewhat supported the change.

Respondents who were most likely to support the changes to the City's trash service were female, renters, those living in attached units, households with one or two members, households without children and Ward 3 residents (see *Appendix B: Comparison of Responses by Respondent Demographics*).

Figure 23: Level of Support for Decreasing Frequency of Trash Pick-up

Currently, the City's trash service (through Western Disposal) provides once per week trash pickup and compost and recycling pickup every two weeks. To what extent would you support or oppose changing the service to once per week compost pickup and trash pickup every two weeks (leaving recycling pickup every two weeks)?



Prepared by National Research Center, Inc.

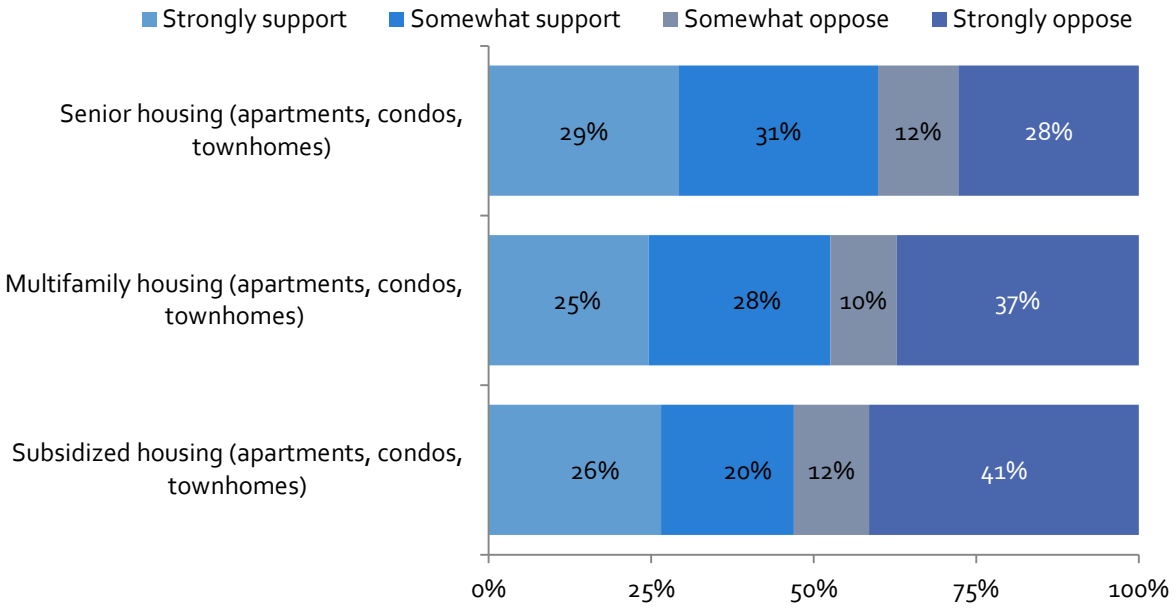
Priorities for Redevelopment

Louisville residents were asked to rate their level of support for or opposition to rezoning the former Sam's Club for different types of residential housing. Six in 10 indicated they would strongly or somewhat support senior housing and about half would support subsidized or multifamily housing; however, about 4 in 10 were strongly opposed to subsidized or multifamily housing options.

Levels of support for the various types of housing at the former Sam's Club site differed by respondent characteristics. Younger residents (18-34), renters, shorter-term residents, households with fewer members and those without children were more supportive of including multifamily and subsidized housing at the former Sam's Club site than were their counterparts. Older residents (55 or older), females, those living in attached units, households with one or two members, households with children and those with older adults were more in favor of including senior housing at the former Sam's Club. No differences were observed by ward (see *Appendix B: Comparison of Responses by Respondent Demographics*).

Figure 24: Level of Support for Housing Options for Former Sam's Club Area

Most of the land zoned for residential uses in Louisville has been built out. In the former Sam's Club shopping area residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?



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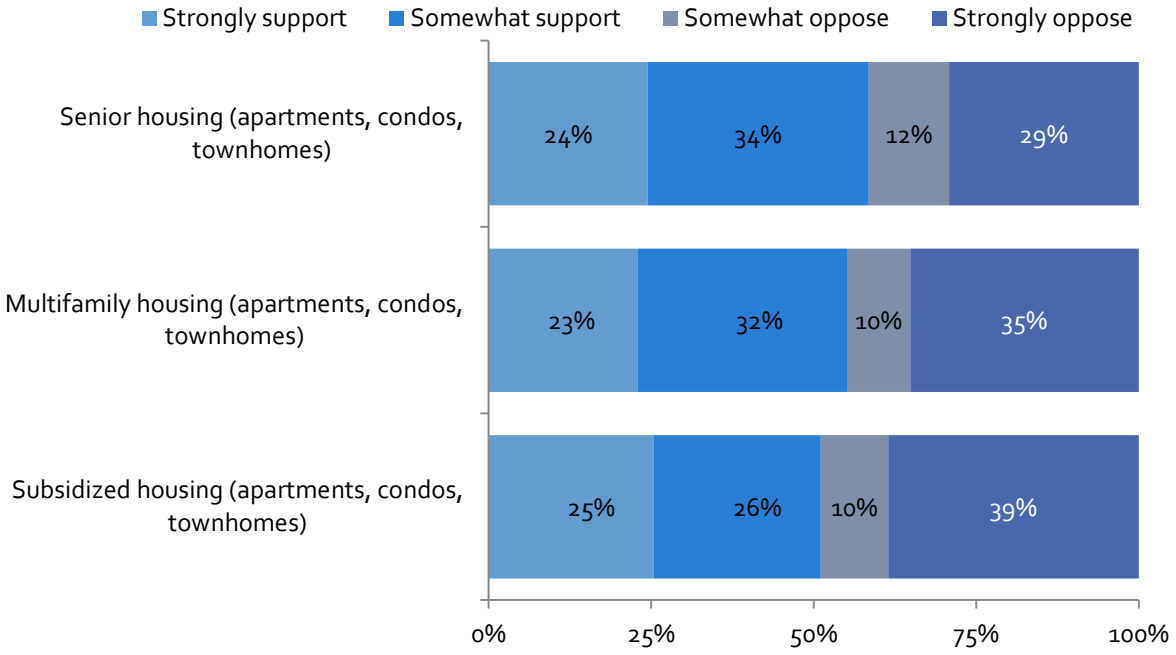
Respondents were also asked if they would support or oppose different housing types in the US36/McCaslin area. The largest amount of support was for senior housing in the US36/McCaslin area, with 58% saying they would strongly or somewhat support this type of housing, followed by multifamily housing (55%). However, about one-quarter of residents voiced strongly support senior, subsidized or multifamily housing near the transit/bus station, but about one-third were strongly opposed to each of the three housing options.

The respondent subgroups that were more supportive of including the various types of housing at the former Sam's Club site also were supportive of the same types of development at the US 36/McCaslin transit station (see *Appendix B: Comparison of Responses by Respondent Demographics).*

Figure 25: Level of Support for Housing Options for US36/McCaslin Area

In the area near the US36/McCaslin transit/bus station residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?



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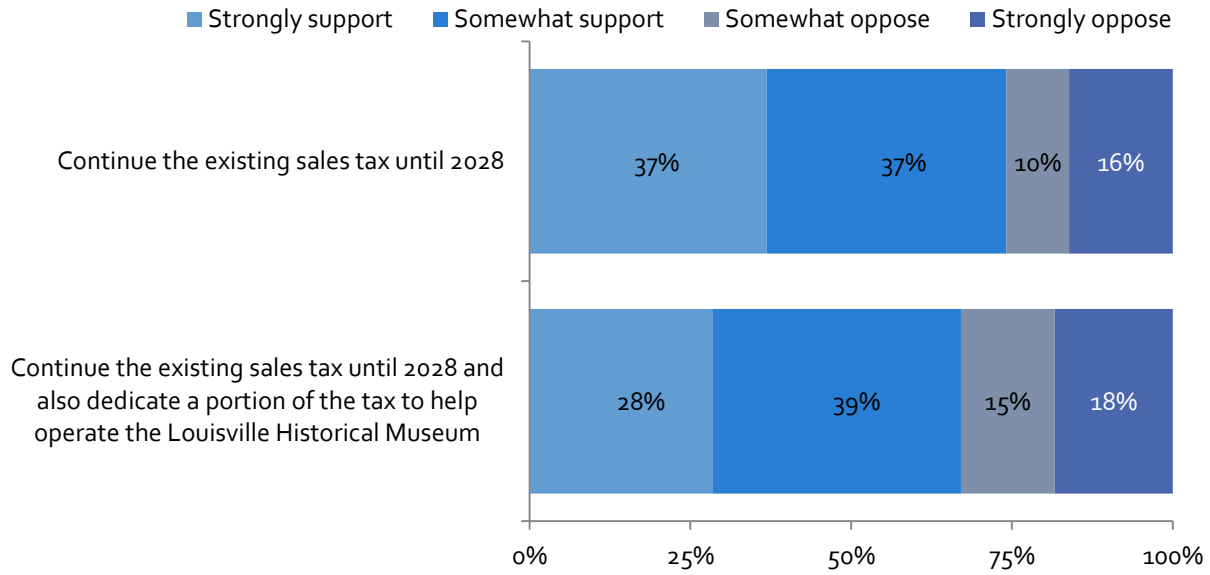
Historic Preservation Tax Extension

Survey participants were asked if they would support extending the Historic Preservation Tax for another 10 years, which is set to expire in 2018. Over one-third strongly supported continuing the sales tax until 2028 and another 37% would somewhat support the measure; less than 2 in 10 strongly opposed it. Similarly, over two-thirds of respondents would at least somewhat support extending the tax and dedicating a portion of the proceeds for operation costs for the Louisville Historical Museum; only 2 in 10 were strongly opposed to this option.

Female residents, renters and households with fewer members were more likely to support the continuation of the existing historic preservation tax and the continuing the tax while dedicating a portion of it to help operate the museum (see *Appendix B: Comparison of Responses by Respondent Demographics)*.

Figure 26: Level of Support for Historic Preservation Tax Options

The City of Louisville currently has a Historic Preservation Tax, which is a dedicated sales tax (0.125 cents on every dollar spent). Revenue from this tax is used to help property owners rehabilitate and preserve historic landmarks which contribute to the character of Historic Old Town Louisville. This tax was approved by voters in 2008 and is set to expire in 2018. To what extent would you support or oppose each of the following options to continue the tax?



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Appendix A: Complete Set of Frequencies

Frequencies Excluding "Don't Know" Responses

The following pages contain a complete set of responses to each question on the survey excluding the "don't know" responses.

Table 1: Question 1

Please circle the number that comes closest to your opinion about the quality of life in Louisville:	Excellent		Good		Fair		Poor		Total	
How do you rate Louisville as a place to live?	69%	N=544	28%	N=222	2%	N=19	0%	N=1	100%	N=785
How do you rate Louisville as a place to raise children?	75%	N=495	22%	N=146	2%	N=15	0%	N=1	100%	N=657
How do you rate Louisville as a place to retire?	43%	N=242	36%	N=201	17%	N=96	4%	N=25	100%	N=565
How do you rate Louisville as a place to work?	36%	N=179	40%	N=200	20%	N=98	5%	N=24	100%	N=501
How do you rate the overall quality of life in Louisville?	60%	N=466	37%	N=285	3%	N=25	0%	N=1	100%	N=777

Table 2: Question 2

Please rate Louisville as a community on each of the items listed below:	Excellent		Good		Fair		Poor		Total	
Sense of community	42%	N=322	45%	N=346	12%	N=89	2%	N=12	100%	N=769
Openness and acceptance of the community towards people of diverse backgrounds	25%	N=174	45%	N=312	24%	N=167	5%	N=36	100%	N=689
Overall appearance of Louisville	34%	N=263	56%	N=439	9%	N=71	1%	N=7	100%	N=780
Opportunities to attend cultural activities	20%	N=150	47%	N=345	26%	N=192	6%	N=46	100%	N=733
Shopping opportunities	12%	N=95	45%	N=351	35%	N=274	7%	N=55	100%	N=774
Opportunities to participate in special events and community activities	36%	N=269	51%	N=381	11%	N=83	2%	N=14	100%	N=747
Opportunities to participate in community matters	32%	N=227	52%	N=369	14%	N=103	2%	N=13	100%	N=712
Recreational opportunities	41%	N=313	44%	N=339	13%	N=101	2%	N=19	100%	N=772
Employment opportunities	10%	N=49	31%	N=155	45%	N=224	14%	N=71	100%	N=499
Variety of housing options	9%	N=65	33%	N=239	38%	N=277	20%	N=144	100%	N=726
Availability of affordable quality housing	4%	N=27	13%	N=89	36%	N=242	47%	N=319	100%	N=677
Ease of car travel in Louisville	30%	N=237	52%	N=404	14%	N=112	3%	N=25	100%	N=778
Ease of bus travel in Louisville	20%	N=99	40%	N=202	29%	N=147	12%	N=59	100%	N=507

Prepared by National Research Center, Inc.

Please rate Louisville as a community on each of the items listed below:	Excellent		Good		Fair		Poor		Total	
Ease of bicycle travel in Louisville	46%	N=323	44%	N=307	9%	N=64	1%	N=10	100%	N=705
Ease of walking in Louisville	50%	N=387	41%	N=317	7%	N=57	2%	N=12	100%	N=773
Traffic flow on major streets	20%	N=156	49%	N=383	25%	N=197	6%	N=48	100%	N=784
Quality of overall natural environment in Louisville	35%	N=274	55%	N=425	9%	N=70	1%	N=7	100%	N=777
Overall image or reputation of Louisville	61%	N=476	35%	N=269	4%	N=31	0%	N=1	100%	N=777

Table 3: Question 3

Please rate how safe you feel:	Very safe		Somewhat safe		Neither safe nor unsafe		Somewhat unsafe		Very unsafe		Total	
From violent crime (e.g., rape, assault, robbery)	81%	N=636	16%	N=128	2%	N=14	0%	N=4	0%	N=2	100%	N=783
From property crimes (e.g., burglary, theft)	43%	N=339	44%	N=348	8%	N=59	4%	N=29	1%	N=7	100%	N=782
In your neighborhood during the day	86%	N=671	12%	N=94	2%	N=14	0%	N=2	0%	N=2	100%	N=784
In your neighborhood after dark	63%	N=493	30%	N=237	5%	N=35	2%	N=13	0%	N=2	100%	N=780
In Louisville's downtown area during the day	89%	N=688	10%	N=80	1%	N=4	0%	N=0	0%	N=2	100%	N=774
In Louisville's downtown area after dark	65%	N=478	29%	N=214	6%	N=41	1%	N=6	0%	N=1	100%	N=740
In Louisville's parks during the day	85%	N=648	14%	N=106	1%	N=9	0%	N=0	1%	N=4	100%	N=766
In Louisville's parks after dark	42%	N=276	41%	N=271	12%	N=78	4%	N=28	1%	N=3	100%	N=657

Prepared by National Research Center, Inc.

Table 4: Question 4

Please circle the number that comes closest to your opinion about the performance of the following areas of the City of Louisville Administration:	Excellent		Good		Fair		Poor		Total	
City response to citizen complaints or concerns	20%	N=89	47%	N=210	25%	N=109	8%	N=35	100%	N=444
Information about City Council, Planning Commission and other official City meetings	24%	N=151	56%	N=356	16%	N=101	4%	N=26	100%	N=634
Information about City plans and programs	22%	N=147	53%	N=354	19%	N=126	6%	N=42	100%	N=668
Availability of City Employees	25%	N=107	50%	N=215	22%	N=93	4%	N=17	100%	N=432
Programming on Louisville cable TV, municipal channel 8	15%	N=25	42%	N=72	32%	N=55	12%	N=20	100%	N=172
Louisville Web site (www.louisvilleco.gov)	17%	N=95	61%	N=340	18%	N=101	4%	N=24	100%	N=559
Overall performance of Louisville City government	14%	N=92	64%	N=425	20%	N=130	2%	N=12	100%	N=659

Table 5: Question 5

Please circle the number that comes closest to your opinion about the following areas related to the Louisville Police Department:	Excellent		Good		Fair		Poor		Total	
Visibility of patrol cars	40%	N=303	49%	N=373	8%	N=60	3%	N=24	100%	N=759
911 service	56%	N=178	37%	N=117	6%	N=19	1%	N=2	100%	N=315
Enforcement of traffic regulations	29%	N=179	50%	N=306	16%	N=101	5%	N=30	100%	N=616
Municipal code enforcement issues (dogs, noise, weeds, etc.)	21%	N=117	47%	N=260	23%	N=126	10%	N=55	100%	N=557
Overall performance of the Louisville Police Department	38%	N=268	52%	N=366	8%	N=57	1%	N=10	100%	N=701

Prepared by National Research Center, Inc.

Table 6: Question 6

Please circle the number that comes closest to your opinion about the following areas of Louisville Planning and Building Safety Department:	Excellent		Good		Fair		Poor		Total	
The public input process on City planning issues	21%	N=99	50%	N=230	23%	N=108	6%	N=26	100%	N=462
Planning review process for new development	19%	N=76	44%	N=179	24%	N=99	13%	N=54	100%	N=407
Overall performance of the Louisville Planning Department	16%	N=68	47%	N=199	25%	N=108	12%	N=50	100%	N=426
Building permit process	18%	N=53	43%	N=127	28%	N=84	11%	N=34	100%	N=298
Building/construction inspection process	20%	N=58	45%	N=133	26%	N=75	10%	N=29	100%	N=295

Table 7: Question 7

Please circle the number that comes closest to your opinion about the following areas of the Louisville Parks and Recreation Department:	Excellent		Good		Fair		Poor		Total	
Current recreation programs for youth	31%	N=145	54%	N=251	13%	N=59	2%	N=11	100%	N=467
Current recreation programs for adults	25%	N=142	51%	N=289	20%	N=113	3%	N=19	100%	N=563
Current programs and services for seniors	36%	N=130	51%	N=183	11%	N=39	2%	N=6	100%	N=358
Recreation fees in Louisville	26%	N=163	49%	N=303	21%	N=130	4%	N=25	100%	N=621
Overall quality of the Louisville Recreation Center	19%	N=127	47%	N=308	27%	N=176	6%	N=41	100%	N=652
Overall quality of the Louisville Senior Center	29%	N=77	51%	N=135	16%	N=43	3%	N=8	100%	N=264
Overall quality of the Coal Creek Golf Course	22%	N=63	57%	N=162	17%	N=49	3%	N=8	100%	N=281
Maintenance and cleanliness of the Louisville Recreation Center	32%	N=204	51%	N=320	15%	N=91	2%	N=14	100%	N=629
Adequacy of parks, bike paths, playing fields and playgrounds	44%	N=329	47%	N=350	8%	N=56	1%	N=7	100%	N=743
Maintenance of parks (e.g., landscaping, turf areas, playgrounds, picnic areas, etc.)	41%	N=305	49%	N=367	8%	N=60	1%	N=11	100%	N=744
Maintenance of open space	40%	N=298	47%	N=346	10%	N=77	3%	N=19	100%	N=739
Maintenance of the trail system	44%	N=319	46%	N=336	9%	N=64	1%	N=7	100%	N=725
Maintenance of medians and street landscaping	29%	N=221	55%	N=413	14%	N=104	3%	N=19	100%	N=757
Overall performance of the Louisville Parks and Recreation Department	33%	N=246	56%	N=422	10%	N=76	1%	N=9	100%	N=753

Prepared by National Research Center, Inc.

Table 8: Question 8

Please circle the number that comes closest to your opinion about the Louisville Public Library and Historical Museum and their services:	Excellent		Good		Fair		Poor		Total	
Louisville Public Library programs (e.g., story time, One Book program, etc.)	59%	N=247	39%	N=164	2%	N=10	0%	N=0	100%	N=420
Services at the Louisville Public Library (e.g., reference desk check out, etc.)	64%	N=363	34%	N=192	2%	N=13	0%	N=2	100%	N=569
Internet and computer services at the Louisville Public Library	44%	N=178	48%	N=192	8%	N=30	0%	N=1	100%	N=401
Louisville Public Library services online at www.louisville-library.org accessed from home or elsewhere (e.g., book holds, access databases, research, etc.)	55%	N=251	38%	N=173	7%	N=33	0%	N=0	100%	N=457
Louisville Public Library materials and collections	33%	N=181	51%	N=278	14%	N=79	1%	N=5	100%	N=544
Louisville Public Library building	63%	N=380	35%	N=212	3%	N=16	0%	N=0	100%	N=607
Overall performance of the Louisville Public Library	56%	N=325	40%	N=232	3%	N=19	0%	N=1	100%	N=577
Louisville Historical Museum programs (e.g., lectures, walking tours, newsletters)	40%	N=109	49%	N=132	10%	N=26	1%	N=2	100%	N=269
Louisville Historical Museum campus	37%	N=102	51%	N=141	11%	N=29	1%	N=3	100%	N=275
Overall performance of the Louisville Historical Museum	41%	N=117	48%	N=139	11%	N=31	0%	N=1	100%	N=288

Prepared by National Research Center, Inc.

Table 9: Question 9

Please circle the number that comes closest to your opinion about the performance of the following areas of Louisville Public Works Department:	Excellent		Good		Fair		Poor		Total	
Street maintenance in your neighborhood	17%	N=132	47%	N=354	26%	N=200	10%	N=72	100%	N=758
Street maintenance in Louisville	16%	N=120	54%	N=405	25%	N=188	6%	N=42	100%	N=754
Street sweeping	17%	N=121	53%	N=369	24%	N=164	6%	N=41	100%	N=694
Snow removal/street sanding	12%	N=90	38%	N=290	31%	N=237	18%	N=137	100%	N=754
Street lighting, signage and street markings	22%	N=162	61%	N=457	16%	N=118	2%	N=14	100%	N=752
Waste water (sewage system)	29%	N=187	63%	N=398	7%	N=42	1%	N=6	100%	N=632
Storm drainage (flooding management)	26%	N=171	63%	N=413	10%	N=67	1%	N=6	100%	N=657
Bike lanes on Louisville streets	22%	N=153	49%	N=345	25%	N=177	4%	N=26	100%	N=701
Access on sidewalks/crosswalks for disabled persons	24%	N=122	57%	N=290	15%	N=76	3%	N=17	100%	N=505
Quality of Louisville water	42%	N=312	48%	N=357	8%	N=56	2%	N=13	100%	N=738
Overall performance of Louisville Public Works Department	22%	N=162	66%	N=487	12%	N=86	1%	N=4	100%	N=738

Table 10: Question 10

Overall, how do you rate the quality of services provided by the City of Louisville?	Excellent		Good		Fair		Poor		Total	
Overall, how do you rate the quality of services provided by the City of Louisville?	29%	N=213	64%	N=476	6%	N=45	1%	N=5	100%	N=739

Table 11: Question 11

If you have had any email, in-person or phone contact with a City of Louisville employee in the last 12 months, what was your impression of the employee in your most recent contact? (Rate each characteristic below.)	Excellent		Good		Fair		Poor		Total	
Knowledge	46%	N=180	43%	N=170	6%	N=24	5%	N=21	100%	N=395
Responsiveness/promptness	47%	N=188	36%	N=142	9%	N=37	8%	N=30	100%	N=397
Availability	47%	N=187	37%	N=144	9%	N=34	7%	N=28	100%	N=394
Courtesy	57%	N=226	33%	N=133	5%	N=21	5%	N=19	100%	N=399
Overall impression	49%	N=194	36%	N=145	9%	N=35	6%	N=23	100%	N=397

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Table 12: Question 11a

List the department the employee you most recently contacted works in	Percent	Number
City Hall and Council	9%	N=25
Library or Rec Center	15%	N=45
Billing	16%	N=47
Planning/Zoning/Building	16%	N=48
Parks and Rec/Open Space	8%	N=23
Police/Fire	12%	N=36
Public Works	13%	N=40
Other	10%	N=31
Total	100%	N=294

Table 13: Question 12

In the last 12 months, about how many times, if ever, have you or other household members participated in the following activities in Louisville?	Never		Once or twice		3 to 12 times		13 to 26 times		More than 26 times		Total	
Played golf at the Coal Creek Golf Course	82%	N=621	11%	N=81	5%	N=41	1%	N=8	1%	N=10	100%	N=762
Used the Louisville Public Library or its services	22%	N=166	15%	N=113	28%	N=213	18%	N=136	18%	N=136	100%	N=763
Used the Louisville Recreation Center	26%	N=197	16%	N=126	22%	N=164	13%	N=99	23%	N=177	100%	N=762
Used Memory Square Pool	67%	N=509	14%	N=107	13%	N=100	3%	N=24	2%	N=18	100%	N=760
Visited the Louisville Historical Museum	71%	N=541	23%	N=178	4%	N=31	1%	N=4	1%	N=6	100%	N=759
Attended the Downtown Louisville Street Faire (9 nights in 2015)	22%	N=171	35%	N=264	40%	N=307	1%	N=9	1%	N=10	100%	N=761
Attended an event, show or activity at the Arts Center	63%	N=482	28%	N=217	7%	N=54	0%	N=4	1%	N=6	100%	N=763
Attended another event downtown (Art Walk, Taste of Lsvl, parade, Winter Skate)	20%	N=149	37%	N=283	40%	N=303	3%	N=23	1%	N=5	100%	N=763

Prepared by National Research Center, Inc.

Table 14: Question 13

Beyond basic City services (police, water, sewer, etc.), the City has limited resources and must make hard decisions about funding priorities. Indicate how important to you each of the following areas are as the City considers residents' current and future needs.	Essential		Very important		Somewhat important		Not at all important		Total	
Maintaining, repairing, and paving streets	47%	N=349	42%	N=312	11%	N=83	1%	N=6	100%	N=750
Encouraging sustainability (in buildings, energy and water use, recycling, etc.) for both residential and commercial properties	22%	N=160	45%	N=327	28%	N=207	5%	N=39	100%	N=733
Creating an indoor community gathering space (arts center, community center, etc.)	4%	N=29	25%	N=181	52%	N=384	19%	N=140	100%	N=735
Creating an outdoor community gathering space (amphitheater, commons, etc.)	6%	N=42	31%	N=226	46%	N=338	18%	N=130	100%	N=735
Providing additional recreation facilities and amenities	18%	N=133	31%	N=230	40%	N=295	10%	N=76	100%	N=734
Expanding Internet/broadband options	17%	N=125	29%	N=211	35%	N=258	19%	N=137	100%	N=731
Using incentives to create business and employment opportunities	17%	N=124	41%	N=301	33%	N=241	9%	N=69	100%	N=735
Maintaining the City's appearance/attractiveness	28%	N=205	51%	N=373	21%	N=154	1%	N=5	100%	N=737
Providing additional parking in Downtown Louisville	18%	N=132	32%	N=238	34%	N=254	16%	N=122	100%	N=746
Providing financial incentives for the redevelopment of the vacant former Sam's Club property	15%	N=110	31%	N=232	34%	N=252	20%	N=151	100%	N=745
Increasing the amount of open space maintenance	10%	N=72	26%	N=191	47%	N=347	17%	N=126	100%	N=737
Increasing the amount of parks maintenance	6%	N=42	23%	N=169	55%	N=400	17%	N=123	100%	N=733
Providing new outdoor multi-purpose turf fields (soccer, football, etc.)	6%	N=46	15%	N=108	43%	N=316	36%	N=261	100%	N=731
Expanding the Louisville Historical Museum	3%	N=22	9%	N=63	41%	N=300	48%	N=350	100%	N=735
Subsidizing affordable housing	18%	N=137	22%	N=167	33%	N=243	27%	N=200	100%	N=746

Prepared by National Research Center, Inc.

Table 15: Question 13a

What are the top issues for the City Council to invest in today? (Please select up to three responses.)	Percent	Number
Maintaining, repairing, and paving streets	57%	N=402
Encouraging sustainability (in buildings, energy and water use, recycling, etc.) for both residential and commercial properties	27%	N=195
Creating an indoor community gathering space (arts center, community center, etc.)	7%	N=52
Creating an outdoor community gathering space (amphitheater, commons, etc.)	9%	N=65
Providing additional recreation facilities and amenities	26%	N=189
Expanding Internet/broadband options	18%	N=130
Using incentives to create business and employment opportunities	25%	N=175
Maintaining the City's appearance/attractiveness	29%	N=207
Providing additional parking in Downtown Louisville	24%	N=173
Providing financial incentives for the redevelopment of the vacant former Sam's Club property	22%	N=156
Increasing the amount of open space maintenance	9%	N=67
Increasing the amount of parks maintenance	4%	N=26
Providing new outdoor multi-purpose turf fields (soccer, football, etc.)	7%	N=48
Expanding the Louisville Historical Museum	3%	N=18
Subsidizing affordable housing	29%	N=207
Total	100%	N=712

Total may exceed 100% as respondents could select more than one option.

Table 16: Question 14

	Strongly support		Somewhat support		Somewhat oppose		Strongly oppose		Total	
Currently, the City's trash service (through Western Disposal) provides once per week trash pickup and compost and recycling pickup every two weeks. To what extent would you support or oppose changing the service to once per week compost pickup and trash p	9%	N=61	17%	N=118	19%	N=128	55%	N=373	100%	N=680

Prepared by National Research Center, Inc.

Table 17: Question 15

The City of Louisville currently has a Historic Preservation Tax, which is a dedicated sales tax (0.125 cents on every dollar spent). Revenue from this tax is used to help property owners rehabilitate and preserve historic landmarks which contribute to the character of Historic Old Town Louisville. This tax was approved by voters in 2008 and is set to expire in 2018. To what extent would you support or oppose each of the following options to continue the tax?	Strongly support		Somewhat support		Somewhat oppose		Strongly oppose		Total	
Continue the existing sales tax until 2028	37%	N=262	37%	N=264	10%	N=69	16%	N=114	100%	N=710
Continue the existing sales tax until 2028 and also dedicate a portion of the tax to help operate the Louisville Historical Museum	28%	N=199	39%	N=271	15%	N=102	18%	N=129	100%	N=701

Table 18: Question 16

Most of the land zoned for residential uses in Louisville has been built out. In the former Sam's Club shopping area residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?	Strongly support		Somewhat support		Somewhat oppose		Strongly oppose		Total	
Multifamily housing (apartments, condos, townhomes)	25%	N=185	28%	N=210	10%	N=77	37%	N=280	100%	N=752
Subsidized housing (apartments, condos, townhomes)	26%	N=198	20%	N=153	12%	N=87	41%	N=311	100%	N=749
Senior housing (apartments, condos, townhomes)	29%	N=220	31%	N=230	12%	N=93	28%	N=208	100%	N=750

Prepared by National Research Center, Inc.

Table 19: Question 17

In the area near the US36/McCaslin transit/bus station residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?	Strongly support		Somewhat support		Somewhat oppose		Strongly oppose		Total	
Multifamily housing (apartments, condos, townhomes)	23%	N=166	32%	N=234	10%	N=70	35%	N=256	100%	N=727
Subsidized housing (apartments, condos, townhomes)	25%	N=174	26%	N=176	10%	N=71	39%	N=265	100%	N=687
Senior housing (apartments, condos, townhomes)	24%	N=178	34%	N=248	12%	N=90	29%	N=213	100%	N=728

Table 20: Question 18

Following is a list of information sources. Please select how often you use each of the following sources to gain information about the City of Louisville.	Always		Frequently		Sometimes		Never		Total	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	0%	N=2	2%	N=19	18%	N=139	79%	N=612	100%	N=772
Community Update (City Newsletter)	32%	N=246	33%	N=254	24%	N=184	11%	N=83	100%	N=767
The Daily Camera/Hometown Weekly	21%	N=160	25%	N=193	30%	N=230	24%	N=186	100%	N=769
The City of Louisville Web site (www.louisvilleco.gov)	7%	N=56	19%	N=150	49%	N=379	24%	N=184	100%	N=768
City's email notices (eNotification)	6%	N=43	9%	N=71	12%	N=94	73%	N=551	100%	N=760
Utility bill inserts	23%	N=175	23%	N=175	26%	N=196	29%	N=219	100%	N=766
Word of mouth	13%	N=98	34%	N=261	39%	N=300	14%	N=106	100%	N=765

Prepared by National Research Center, Inc.

Table 21: Question 18a

Following is a list of information sources. Indicate the quality of the information from that source.	Excellent		Good		Fair		Poor		Total	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	7%	N=13	64%	N=108	22%	N=37	7%	N=12	100%	N=169
Community Update (City Newsletter)	25%	N=156	62%	N=393	12%	N=76	1%	N=4	100%	N=630
The Daily Camera/Hometown Weekly	11%	N=59	59%	N=315	27%	N=146	3%	N=17	100%	N=536
The City of Louisville Web site (www.louisvilleco.gov)	17%	N=87	64%	N=335	17%	N=90	2%	N=13	100%	N=524
City's email notices (eNotification)	23%	N=44	61%	N=116	14%	N=26	3%	N=5	100%	N=191
Utility bill inserts	21%	N=106	55%	N=277	21%	N=105	3%	N=15	100%	N=503
Word of mouth	8%	N=44	43%	N=237	42%	N=235	7%	N=39	100%	N=555

Table 22: Question 19

What sources, other than those listed above, would you or do you use to get information about the City of Louisville?	Percent	Number
Facebook	34%	N=74
Street signs	8%	N=17
Library/Rec Center	9%	N=19
Web news (Denver Pose, Nextdoor.com, Google)	6%	N=13
City staff (phone or in-person)	4%	N=10
Other	17%	N=36
None/NA	22%	N=48
Total	100%	N=216

Table 23: Question 20

How likely, if at all, would you be to look for official City information on social media websites (e.g., Facebook, Twitter, Instagram, etc.) if the City were to increase its presence or activity?	Percent	Number
Very likely	22%	N=166
Somewhat likely	23%	N=176
Somewhat unlikely	11%	N=84
Very unlikely	43%	N=324
Total	100%	N=750

Prepared by National Research Center, Inc.

Table 24: Question 21

Comments	Percent	Number
Development and affordable housing	22%	N=41
Responses to Question 20	41%	N=78
Recreation, open space, programs	14%	N=26
Positive comments	6%	N=12
Other	18%	N=35
Total	100%	N=192

Table 25: Question D1

How many years have you lived in Louisville?	Percent	Number
Less than 1 year	10%	N=78
1-5 years	25%	N=197
6-10 years	18%	N=137
11-15 years	10%	N=78
More than 15 years	37%	N=292
Total	100%	N=783

Table 26: Question D2

Which best describes the building you live in?	Percent	Number
One family house detached from any other houses	74%	N=578
House attached to one or more houses (e.g., a duplex or townhome)	7%	N=58
Building with two or more apartments or condominiums	18%	N=137
Mobile home	0%	N=3
Other	1%	N=6
Total	100%	N=782

Table 27: Question D3

Do you rent or own your home?	Percent	Number
Rent	27%	N=209
Own	73%	N=572
Total	100%	N=781

Table 28: Question D4

What is your gender	Percent	Number
Female	51%	N=396
Male	49%	N=380
Total	100%	N=776

Prepared by National Research Center, Inc.

Table 29: Question D5

In which category is your age?	Percent	Number
18-24 years	2%	N=15
25-34 years	21%	N=163
35-44 years	22%	N=173
45-54 years	24%	N=183
55-64 years	16%	N=124
65-74 years	9%	N=74
75 years or older	6%	N=47
Total	100%	N=778

Table 30: Question D6

How many people (including yourself) currently live in your household?	Percent	Number
1	18%	N=141
2	33%	N=256
3	21%	N=159
4	23%	N=173
5 or more	5%	N=40
Total	100%	N=770

Table 31: Question D7

Do any children 17 or under live in your household?	Percent	Number
No	60%	N=468
Yes	40%	N=312
Total	100%	N=781

Table 32: Question D8

Are you or any other members of your household aged 60 or older?	Percent	Number
No	75%	N=583
Yes	25%	N=198
Total	100%	N=781

Prepared by National Research Center, Inc.

Frequencies Including "Don't Know" Response

The following pages contain a complete set of responses to each question on the survey including the number of responses and the "don't know" responses.

Table 33: Question 1

Please circle the number that comes closest to your opinion about the quality of life in Louisville:	Excellent		Good		Fair		Poor		Don't know		Total	
How do you rate Louisville as a place to live?	69%	N=544	28%	N=222	2%	N=19	0%	N=1	0%	N=1	100%	N=786
How do you rate Louisville as a place to raise children?	64%	N=495	19%	N=146	2%	N=15	0%	N=1	15%	N=120	100%	N=777
How do you rate Louisville as a place to retire?	31%	N=242	26%	N=201	12%	N=96	3%	N=25	27%	N=212	100%	N=776
How do you rate Louisville as a place to work?	23%	N=179	26%	N=200	13%	N=98	3%	N=24	35%	N=272	100%	N=773
How do you rate the overall quality of life in Louisville?	60%	N=466	37%	N=285	3%	N=25	0%	N=1	0%	N=3	100%	N=780

Table 34: Question 2

Please rate Louisville as a community on each of the items listed below:	Excellent		Good		Fair		Poor		Don't know		Total	
Sense of community	41%	N=322	44%	N=346	11%	N=89	2%	N=12	2%	N=13	100%	N=781
Openness and acceptance of the community towards people of diverse backgrounds	22%	N=174	40%	N=312	21%	N=167	5%	N=36	12%	N=93	100%	N=782
Overall appearance of Louisville	34%	N=263	56%	N=439	9%	N=71	1%	N=7	0%	N=1	100%	N=781
Opportunities to attend cultural activities	19%	N=150	44%	N=345	25%	N=192	6%	N=46	6%	N=50	100%	N=783
Shopping opportunities	12%	N=95	45%	N=351	35%	N=274	7%	N=55	1%	N=6	100%	N=780
Opportunities to participate in special events and community activities	34%	N=269	49%	N=381	11%	N=83	2%	N=14	5%	N=36	100%	N=783
Opportunities to participate in community matters	29%	N=227	47%	N=369	13%	N=103	2%	N=13	9%	N=72	100%	N=784
Recreational opportunities	40%	N=313	43%	N=339	13%	N=101	2%	N=19	2%	N=13	100%	N=785
Employment opportunities	6%	N=49	20%	N=155	29%	N=224	9%	N=71	36%	N=282	100%	N=780
Variety of housing options	8%	N=65	31%	N=239	36%	N=277	18%	N=144	7%	N=55	100%	N=780
Availability of affordable quality housing	3%	N=27	11%	N=89	31%	N=242	41%	N=319	13%	N=103	100%	N=780
Ease of car travel in Louisville	30%	N=237	52%	N=404	14%	N=112	3%	N=25	0%	N=3	100%	N=781

Prepared by National Research Center, Inc.

Please rate Louisville as a community on each of the items listed below:	Excellent		Good		Fair		Poor		Don't know		Total	
Ease of bus travel in Louisville	13%	N=99	26%	N=202	19%	N=147	8%	N=59	35%	N=274	100%	N=780
Ease of bicycle travel in Louisville	41%	N=323	39%	N=307	8%	N=64	1%	N=10	10%	N=77	100%	N=782
Ease of walking in Louisville	50%	N=387	41%	N=317	7%	N=57	2%	N=12	1%	N=8	100%	N=781
Traffic flow on major streets	20%	N=156	49%	N=383	25%	N=197	6%	N=48	0%	N=1	100%	N=785
Quality of overall natural environment in Louisville	35%	N=274	55%	N=425	9%	N=70	1%	N=7	0%	N=3	100%	N=780
Overall image or reputation of Louisville	61%	N=476	34%	N=269	4%	N=31	0%	N=1	1%	N=8	100%	N=785

Table 35: Question 3

Please rate how safe you feel:	Very safe		Somewhat safe		Neither safe nor unsafe		Somewhat unsafe		Very unsafe		Don't know		Total	
From violent crime (e.g., rape, assault, robbery)	81%	N=636	16%	N=128	2%	N=14	0%	N=4	0%	N=2	0%	N=2	100%	N=785
From property crimes (e.g., burglary, theft)	43%	N=339	44%	N=348	8%	N=59	4%	N=29	1%	N=7	1%	N=4	100%	N=786
In your neighborhood during the day	85%	N=671	12%	N=94	2%	N=14	0%	N=2	0%	N=2	0%	N=2	100%	N=786
In your neighborhood after dark	63%	N=493	30%	N=237	5%	N=35	2%	N=13	0%	N=2	1%	N=6	100%	N=785
In Louisville's downtown area during the day	88%	N=688	10%	N=80	1%	N=4	0%	N=0	0%	N=2	1%	N=11	100%	N=785
In Louisville's downtown area after dark	61%	N=478	27%	N=214	5%	N=41	1%	N=6	0%	N=1	5%	N=43	100%	N=783
In Louisville's parks during the day	82%	N=648	13%	N=106	1%	N=9	0%	N=0	0%	N=4	2%	N=19	100%	N=785
In Louisville's parks after dark	35%	N=276	34%	N=271	10%	N=78	4%	N=28	0%	N=3	16%	N=130	100%	N=787

Prepared by National Research Center, Inc.

Table 36: Question 4

Please circle the number that comes closest to your opinion about the performance of the following areas of the City of Louisville Administration:	Excellent		Good		Fair		Poor		Don't know		Total	
City response to citizen complaints or concerns	11%	N=89	27%	N=210	14%	N=109	5%	N=35	43%	N=334	100%	N=777
Information about City Council, Planning Commission and other official City meetings	19%	N=151	46%	N=356	13%	N=101	3%	N=26	19%	N=144	100%	N=778
Information about City plans and programs	19%	N=147	46%	N=354	16%	N=126	5%	N=42	14%	N=108	100%	N=776
Availability of City Employees	14%	N=107	28%	N=215	12%	N=93	2%	N=17	44%	N=345	100%	N=776
Programming on Louisville cable TV, municipal channel 8	3%	N=25	9%	N=72	7%	N=55	3%	N=20	78%	N=602	100%	N=774
Louisville Web site (www.louisvilleco.gov)	12%	N=95	44%	N=340	13%	N=101	3%	N=24	28%	N=214	100%	N=773
Overall performance of Louisville City government	12%	N=92	55%	N=425	17%	N=130	2%	N=12	15%	N=118	100%	N=777

Table 37: Question 5

Please circle the number that comes closest to your opinion about the following areas related to the Louisville Police Department:	Excellent		Good		Fair		Poor		Don't know		Total	
Visibility of patrol cars	39%	N=303	48%	N=373	8%	N=60	3%	N=24	3%	N=22	100%	N=781
911 service	23%	N=178	15%	N=117	2%	N=19	0%	N=2	59%	N=463	100%	N=779
Enforcement of traffic regulations	23%	N=179	39%	N=306	13%	N=101	4%	N=30	21%	N=160	100%	N=777
Municipal code enforcement issues (dogs, noise, weeds, etc.)	15%	N=117	33%	N=260	16%	N=126	7%	N=55	29%	N=222	100%	N=779
Overall performance of the Louisville Police Department	34%	N=268	47%	N=366	7%	N=57	1%	N=10	10%	N=76	100%	N=776

Prepared by National Research Center, Inc.

Table 38: Question 6

Please circle the number that comes closest to your opinion about the following areas of Louisville Planning and Building Safety Department:	Excellent		Good		Fair		Poor		Don't know		Total	
The public input process on City planning issues	13%	N=99	30%	N=230	14%	N=108	3%	N=26	40%	N=315	100%	N=777
Planning review process for new development	10%	N=76	23%	N=179	13%	N=99	7%	N=54	47%	N=366	100%	N=774
Overall performance of the Louisville Planning Department	9%	N=68	26%	N=199	14%	N=108	7%	N=50	45%	N=344	100%	N=770
Building permit process	7%	N=53	16%	N=127	11%	N=84	4%	N=34	62%	N=478	100%	N=775
Building/construction inspection process	7%	N=58	17%	N=133	10%	N=75	4%	N=29	62%	N=481	100%	N=776

Table 39: Question 7

Please circle the number that comes closest to your opinion about the following areas of the Louisville Parks and Recreation Department:	Excellent		Good		Fair		Poor		Don't know		Total	
Current recreation programs for youth	19%	N=145	32%	N=251	8%	N=59	1%	N=11	40%	N=313	100%	N=779
Current recreation programs for adults	18%	N=142	37%	N=289	15%	N=113	2%	N=19	28%	N=214	100%	N=778
Current programs and services for seniors	17%	N=130	23%	N=183	5%	N=39	1%	N=6	54%	N=420	100%	N=778
Recreation fees in Louisville	21%	N=163	39%	N=303	17%	N=130	3%	N=25	20%	N=154	100%	N=775
Overall quality of the Louisville Recreation Center	16%	N=127	40%	N=308	23%	N=176	5%	N=41	16%	N=127	100%	N=779
Overall quality of the Louisville Senior Center	10%	N=77	17%	N=135	6%	N=43	1%	N=8	66%	N=513	100%	N=777
Overall quality of the Coal Creek Golf Course	8%	N=63	21%	N=162	6%	N=49	1%	N=8	64%	N=492	100%	N=773
Maintenance and cleanliness of the Louisville Recreation Center	26%	N=204	41%	N=320	12%	N=91	2%	N=14	19%	N=149	100%	N=779
Adequacy of parks, bike paths, playing fields and playgrounds	42%	N=329	45%	N=350	7%	N=56	1%	N=7	4%	N=33	100%	N=776
Maintenance of parks (e.g., landscaping, turf areas, playgrounds, picnic areas, etc.)	39%	N=305	47%	N=367	8%	N=60	1%	N=11	5%	N=36	100%	N=780
Maintenance of open space	38%	N=298	44%	N=346	10%	N=77	2%	N=19	5%	N=39	100%	N=778
Maintenance of the trail system	41%	N=319	43%	N=336	8%	N=64	1%	N=7	7%	N=51	100%	N=776
Maintenance of medians and street landscaping	28%	N=221	53%	N=413	13%	N=104	2%	N=19	3%	N=22	100%	N=778
Overall performance of the Louisville Parks and Recreation Department	32%	N=246	54%	N=422	10%	N=76	1%	N=9	3%	N=27	100%	N=780

Prepared by National Research Center, Inc.

Table 40: Question 8

Please circle the number that comes closest to your opinion about the Louisville Public Library and Historical Museum and their services:	Excellent		Good		Fair		Poor		Don't know		Total	
Louisville Public Library programs (e.g., story time, One Book program, etc.)	32%	N=247	21%	N=164	1%	N=10	0%	N=0	45%	N=342	100%	N=762
Services at the Louisville Public Library (e.g., reference desk check out, etc.)	48%	N=363	25%	N=192	2%	N=13	0%	N=2	25%	N=194	100%	N=763
Internet and computer services at the Louisville Public Library	23%	N=178	25%	N=192	4%	N=30	0%	N=1	47%	N=360	100%	N=762
Louisville Public Library services online at www.louisville-library.org accessed from home or elsewhere (e.g., book holds, access databases, research, etc.)	33%	N=251	23%	N=173	4%	N=33	0%	N=0	40%	N=305	100%	N=762
Louisville Public Library materials and collections	24%	N=181	37%	N=278	10%	N=79	1%	N=5	29%	N=219	100%	N=763
Louisville Public Library building	50%	N=380	28%	N=212	2%	N=16	0%	N=0	20%	N=155	100%	N=762
Overall performance of the Louisville Public Library	43%	N=325	31%	N=232	3%	N=19	0%	N=1	24%	N=178	100%	N=755
Louisville Historical Museum programs (e.g., lectures, walking tours, newsletters)	14%	N=109	17%	N=132	3%	N=26	0%	N=2	65%	N=490	100%	N=759
Louisville Historical Museum campus	13%	N=102	19%	N=141	4%	N=29	0%	N=3	64%	N=485	100%	N=760
Overall performance of the Louisville Historical Museum	15%	N=117	18%	N=139	4%	N=31	0%	N=1	62%	N=472	100%	N=760

Prepared by National Research Center, Inc.

Table 41: Question 9

Please circle the number that comes closest to your opinion about the performance of the following areas of Louisville Public Works Department:	Excellent		Good		Fair		Poor		Don't know		Total	
Street maintenance in your neighborhood	17%	N=132	46%	N=354	26%	N=200	9%	N=72	1%	N=9	100%	N=767
Street maintenance in Louisville	16%	N=120	53%	N=405	25%	N=188	5%	N=42	1%	N=11	100%	N=765
Street sweeping	16%	N=121	48%	N=369	22%	N=164	5%	N=41	9%	N=68	100%	N=763
Snow removal/street sanding	12%	N=90	38%	N=290	31%	N=237	18%	N=137	2%	N=12	100%	N=766
Street lighting, signage and street markings	21%	N=162	60%	N=457	16%	N=118	2%	N=14	1%	N=10	100%	N=762
Waste water (sewage system)	24%	N=187	52%	N=398	5%	N=42	1%	N=6	17%	N=133	100%	N=765
Storm drainage (flooding management)	23%	N=171	54%	N=413	9%	N=67	1%	N=6	13%	N=102	100%	N=759
Bike lanes on Louisville streets	20%	N=153	45%	N=345	23%	N=177	3%	N=26	8%	N=64	100%	N=765
Access on sidewalks/crosswalks for disabled persons	16%	N=122	38%	N=290	10%	N=76	2%	N=17	34%	N=258	100%	N=763
Quality of Louisville water	41%	N=312	47%	N=357	7%	N=56	2%	N=13	4%	N=28	100%	N=766
Overall performance of Louisville Public Works Department	21%	N=162	64%	N=487	11%	N=86	0%	N=4	3%	N=26	100%	N=764

Table 42: Question 10

Overall, how do you rate the quality of services provided by the City of Louisville?	Excellent		Good		Fair		Poor		Don't know		Total	
Overall, how do you rate the quality of services provided by the City of Louisville?	28%	N=213	64%	N=476	6%	N=45	1%	N=5	1%	N=11	100%	N=750

Prepared by National Research Center, Inc.

Table 43: Question 11

If you have had any email, in-person or phone contact with a City of Louisville employee in the last 12 months, what was your impression of the employee in your most recent contact? (Rate each characteristic below.)	Excellent		Good		Fair		Poor		Don't know		Total	
Knowledge	27%	N=180	26%	N=170	4%	N=24	3%	N=21	40%	N=265	100%	N=659
Responsiveness/promptness	29%	N=188	22%	N=142	6%	N=37	5%	N=30	40%	N=260	100%	N=657
Availability	29%	N=187	22%	N=144	5%	N=34	4%	N=28	40%	N=260	100%	N=654
Courtesy	35%	N=226	20%	N=133	3%	N=21	3%	N=19	39%	N=257	100%	N=656
Overall impression	30%	N=194	22%	N=145	5%	N=35	4%	N=23	39%	N=256	100%	N=653

Table 44: Question 11a

List the department the employee you most recently contacted works in	Percent	Number
City Hall and Council	7%	N=25
Library or Rec Center	13%	N=45
Billing	13%	N=47
Planning/Zoning/Building	14%	N=48
Parks and Rec/Open Space	6%	N=23
Police/Fire	10%	N=36
Public Works	11%	N=40
Other	9%	N=31
Don't know/NA	17%	N=60
Total	100%	N=354

Prepared by National Research Center, Inc.

Table 45: Question 12

In the last 12 months, about how many times, if ever, have you or other household members participated in the following activities in Louisville?	Never		Once or twice		3 to 12 times		13 to 26 times		More than 26 times		Total	
Played golf at the Coal Creek Golf Course	82%	N=621	11%	N=81	5%	N=41	1%	N=8	1%	N=10	100%	N=762
Used the Louisville Public Library or its services	22%	N=166	15%	N=113	28%	N=213	18%	N=136	18%	N=136	100%	N=763
Used the Louisville Recreation Center	26%	N=197	16%	N=126	22%	N=164	13%	N=99	23%	N=177	100%	N=762
Used Memory Square Pool	67%	N=509	14%	N=107	13%	N=100	3%	N=24	2%	N=18	100%	N=760
Visited the Louisville Historical Museum	71%	N=541	23%	N=178	4%	N=31	1%	N=4	1%	N=6	100%	N=759
Attended the Downtown Louisville Street Faire (9 nights in 2015)	22%	N=171	35%	N=264	40%	N=307	1%	N=9	1%	N=10	100%	N=761
Attended an event, show or activity at the Arts Center	63%	N=482	28%	N=217	7%	N=54	0%	N=4	1%	N=6	100%	N=763
Attended another event downtown (Art Walk, Taste of Lsvl, parade, Winter Skate)	20%	N=149	37%	N=283	40%	N=303	3%	N=23	1%	N=5	100%	N=763

Prepared by National Research Center, Inc.

Table 46: Question 13

Beyond basic City services (police, water, sewer, etc.), the City has limited resources and must make hard decisions about funding priorities. Indicate how important to you each of the following areas are as the City considers residents' current and future needs.	Essential		Very important		Somewhat important		Not at all important		Total	
Maintaining, repairing, and paving streets	47%	N=349	42%	N=312	11%	N=83	1%	N=6	100%	N=750
Encouraging sustainability (in buildings, energy and water use, recycling, etc.) for both residential and commercial properties	22%	N=160	45%	N=327	28%	N=207	5%	N=39	100%	N=733
Creating an indoor community gathering space (arts center, community center, etc.)	4%	N=29	25%	N=181	52%	N=384	19%	N=140	100%	N=735
Creating an outdoor community gathering space (amphitheater, commons, etc.)	6%	N=42	31%	N=226	46%	N=338	18%	N=130	100%	N=735
Providing additional recreation facilities and amenities	18%	N=133	31%	N=230	40%	N=295	10%	N=76	100%	N=734
Expanding Internet/broadband options	17%	N=125	29%	N=211	35%	N=258	19%	N=137	100%	N=731
Using incentives to create business and employment opportunities	17%	N=124	41%	N=301	33%	N=241	9%	N=69	100%	N=735
Maintaining the City's appearance/attractiveness	28%	N=205	51%	N=373	21%	N=154	1%	N=5	100%	N=737
Providing additional parking in Downtown Louisville	18%	N=132	32%	N=238	34%	N=254	16%	N=122	100%	N=746
Providing financial incentives for the redevelopment of the vacant former Sam's Club property	15%	N=110	31%	N=232	34%	N=252	20%	N=151	100%	N=745
Increasing the amount of open space maintenance	10%	N=72	26%	N=191	47%	N=347	17%	N=126	100%	N=737
Increasing the amount of parks maintenance	6%	N=42	23%	N=169	55%	N=400	17%	N=123	100%	N=733
Providing new outdoor multi-purpose turf fields (soccer, football, etc.)	6%	N=46	15%	N=108	43%	N=316	36%	N=261	100%	N=731
Expanding the Louisville Historical Museum	3%	N=22	9%	N=63	41%	N=300	48%	N=350	100%	N=735
Subsidizing affordable housing	18%	N=137	22%	N=167	33%	N=243	27%	N=200	100%	N=746

Prepared by National Research Center, Inc.

Table 47: Question 13a

What are the top issues for the City Council to invest in today? (Please select up to three responses.)	Percent	Number
Maintaining, repairing, and paving streets	57%	N=402
Encouraging sustainability (in buildings, energy and water use, recycling, etc.) for both residential and commercial properties	27%	N=195
Creating an indoor community gathering space (arts center, community center, etc.)	7%	N=52
Creating an outdoor community gathering space (amphitheater, commons, etc.)	9%	N=65
Providing additional recreation facilities and amenities	26%	N=189
Expanding Internet/broadband options	18%	N=130
Using incentives to create business and employment opportunities	25%	N=175
Maintaining the City's appearance/attractiveness	29%	N=207
Providing additional parking in Downtown Louisville	24%	N=173
Providing financial incentives for the redevelopment of the vacant former Sam's Club property	22%	N=156
Increasing the amount of open space maintenance	9%	N=67
Increasing the amount of parks maintenance	4%	N=26
Providing new outdoor multi-purpose turf fields (soccer, football, etc.)	7%	N=48
Expanding the Louisville Historical Museum	3%	N=18
Subsidizing affordable housing	29%	N=207
Total	100%	N=712

Total may exceed 100% as respondents could select more than one option.

Table 48: Question 14

	Strongly support		Somewhat support		Somewhat oppose		Strongly oppose		Don't know		Total	
Currently, the City's trash service (through Western Disposal) provides once per week trash pickup and compost and recycling pickup every two weeks. To what extent would you support or oppose changing the service to once per week compost pickup and trash p	8%	N=61	15%	N=118	16%	N=128	48%	N=373	13%	N=98	100%	N=778

Prepared by National Research Center, Inc.

Table 49: Question 15

The City of Louisville currently has a Historic Preservation Tax, which is a dedicated sales tax (0.125 cents on every dollar spent). Revenue from this tax is used to help property owners rehabilitate and preserve historic landmarks which contribute to the character of Historic Old Town Louisville. This tax was approved by voters in 2008 and is set to expire in 2018. To what extent would you support or oppose each of the following options to continue the tax?	Strongly support		Somewhat support		Somewhat oppose		Strongly oppose		Don't know		Total	
Continue the existing sales tax until 2028	35%	N=262	35%	N=264	9%	N=69	15%	N=114	5%	N=35	100%	N=745
Continue the existing sales tax until 2028 and also dedicate a portion of the tax to help operate the Louisville Historical Museum	26%	N=199	35%	N=271	13%	N=102	17%	N=129	9%	N=68	100%	N=768

Table 50: Question 16

Most of the land zoned for residential uses in Louisville has been built out. In the former Sam's Club shopping area residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?	Strongly support		Somewhat support		Somewhat oppose		Strongly oppose		Don't know		Total	
Multifamily housing (apartments, condos, townhomes)	24%	N=185	27%	N=210	10%	N=77	36%	N=280	3%	N=25	100%	N=777
Subsidized housing (apartments, condos, townhomes)	26%	N=198	20%	N=153	11%	N=87	40%	N=311	3%	N=26	100%	N=775
Senior housing (apartments, condos, townhomes)	28%	N=220	30%	N=230	12%	N=93	27%	N=208	4%	N=27	100%	N=778

Prepared by National Research Center, Inc.

Table 51: Question 17

In the area near the US36/McCaslin transit/bus station residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?	Strongly support		Somewhat support		Somewhat oppose		Strongly oppose		Don't know		Total	
Multifamily housing (apartments, condos, townhomes)	21%	N=166	30%	N=234	9%	N=70	33%	N=256	6%	N=47	100%	N=774
Subsidized housing (apartments, condos, townhomes)	24%	N=174	24%	N=176	10%	N=71	36%	N=265	6%	N=45	100%	N=732
Senior housing (apartments, condos, townhomes)	23%	N=178	32%	N=248	12%	N=90	27%	N=213	6%	N=48	100%	N=776

Table 52: Question 18

Following is a list of information sources. Please select how often you use each of the following sources to gain information about the City of Louisville.	Always		Frequently		Sometimes		Never		Total	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	0%	N=2	2%	N=19	18%	N=139	79%	N=612	100%	N=772
Community Update (City Newsletter)	32%	N=246	33%	N=254	24%	N=184	11%	N=83	100%	N=767
The Daily Camera/Hometown Weekly	21%	N=160	25%	N=193	30%	N=230	24%	N=186	100%	N=769
The City of Louisville Web site (www.louisvilleco.gov)	7%	N=56	19%	N=150	49%	N=379	24%	N=184	100%	N=768
City's email notices (eNotification)	6%	N=43	9%	N=71	12%	N=94	73%	N=551	100%	N=760
Utility bill inserts	23%	N=175	23%	N=175	26%	N=196	29%	N=219	100%	N=766
Word of mouth	13%	N=98	34%	N=261	39%	N=300	14%	N=106	100%	N=765

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Table 53: Question 18a

Following is a list of information sources. Indicate the quality of the information from that source.	Excellent		Good		Fair		Poor		Don't know		Total	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	2%	N=13	17%	N=108	6%	N=37	2%	N=12	74%	N=471	100%	N=640
Community Update (City Newsletter)	22%	N=156	56%	N=393	11%	N=76	1%	N=4	11%	N=76	100%	N=706
The Daily Camera/Hometown Weekly	9%	N=59	46%	N=315	21%	N=146	2%	N=17	21%	N=142	100%	N=678
The City of Louisville Web site (www.louisvilleco.gov)	13%	N=87	49%	N=335	13%	N=90	2%	N=13	23%	N=158	100%	N=683
City's email notices (eNotification)	7%	N=44	18%	N=116	4%	N=26	1%	N=5	71%	N=463	100%	N=655
Utility bill inserts	16%	N=106	40%	N=277	15%	N=105	2%	N=15	27%	N=183	100%	N=686
Word of mouth	6%	N=44	35%	N=237	34%	N=235	6%	N=39	19%	N=128	100%	N=683

Table 54: Question 19

What sources, other than those listed above, would you or do you use to get information about the City of Louisville?	Percent	Number
Facebook	34%	N=74
Street signs	8%	N=17
Library/Rec Center	9%	N=19
Web news (Denver Pose, Nextdoor.com, Google)	6%	N=13
City staff (phone or in-person)	4%	N=10
Other	17%	N=36
None/NA	22%	N=48
Total	100%	N=216

Prepared by National Research Center, Inc.

Table 55: Question 20

How likely, if at all, would you be to look for official City information on social media websites (e.g., Facebook, Twitter, Instagram, etc.) if the City were to increase its presence or activity?	Percent	Number
Very likely	21%	N=166
Somewhat likely	23%	N=176
Somewhat unlikely	11%	N=84
Very unlikely	42%	N=324
Don't know	3%	N=23
Total	100%	N=772

Table 56: Question 21

Comments	Percent	Number
Development and affordable housing	22%	N=41
Responses to Question 20	41%	N=78
Recreation, open space, programs	14%	N=26
Positive comments	6%	N=12
Other	18%	N=35
Total	100%	N=192

Table 57: Question D1

How many years have you lived in Louisville?	Percent	Number
Less than 1 year	10%	N=78
1-5 years	25%	N=197
6-10 years	18%	N=137
11-15 years	10%	N=78
More than 15 years	37%	N=292
Total	100%	N=783

Prepared by National Research Center, Inc.

Table 58: Question D2

Which best describes the building you live in?	Percent	Number
One family house detached from any other houses	74%	N=578
House attached to one or more houses (e.g., a duplex or townhome)	7%	N=58
Building with two or more apartments or condominiums	18%	N=137
Mobile home	0%	N=3
Other	1%	N=6
Total	100%	N=782

Table 59: Question D3

Do you rent or own your home?	Percent	Number
Rent	27%	N=209
Own	73%	N=572
Total	100%	N=781

Table 60: Question D4

What is your gender	Percent	Number
Female	51%	N=396
Male	49%	N=380
Total	100%	N=776

Table 61: Question D5

In which category is your age?	Percent	Number
18-24 years	2%	N=15
25-34 years	21%	N=163
35-44 years	22%	N=173
45-54 years	24%	N=183
55-64 years	16%	N=124
65-74 years	9%	N=74
75 years or older	6%	N=47
Total	100%	N=778

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Table 62: Question D6

How many people (including yourself) currently live in your household?	Percent	Number
1	18%	N=141
2	33%	N=256
3	21%	N=159
4	23%	N=173
5 or more	5%	N=40
Total	100%	N=770

Table 63: Question D7

Do any children 17 or under live in your household?	Percent	Number
No	60%	N=468
Yes	40%	N=312
Total	100%	N=781

Table 64: Question D8

Are you or any other members of your household aged 60 or older?	Percent	Number
No	75%	N=583
Yes	25%	N=198
Total	100%	N=781

Prepared by National Research Center, Inc.

Appendix B: Comparison of Responses by Respondent Demographics

Responses to selected survey questions by respondent demographics are compared in this appendix. Responses that are significantly different ($p < .05$) are marked with grey shading.

Demographic Characteristics

Table 65: Aspects of Quality of Life by Respondent Characteristics

Please circle the number that comes closest to your opinion about the quality of life in Louisville: (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
How do you rate Louisville as a place to live?	97%	98%	98%	98%	97%	96%	98%	98%	97%	98%
How do you rate Louisville as a place to raise children?	96%	99%	97%	97%	99%	94%	99%	98%	95%	98%
How do you rate Louisville as a place to retire?	84%	74%	82%	82%	75%	84%	77%	77%	82%	79%
How do you rate Louisville as a place to work?	81%	73%	75%	77%	73%	74%	76%	74%	78%	76%
How do you rate the overall quality of life in Louisville?	94%	97%	98%	98%	96%	93%	98%	97%	94%	97%

Table 66: Aspects of Quality of Life by Respondent Characteristics

Please circle the number that comes closest to your opinion about the quality of life in Louisville: (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
How do you rate Louisville as a place to live?	98%	98%	100%	97%	98%	97%	100%	97%	98%	98%	97%	98%
How do you rate Louisville as a place to raise children?	97%	99%	100%	97%	98%	97%	100%	97%	98%	98%	96%	98%
How do you rate Louisville as a place to retire?	84%	77%	68%	77%	82%	74%	88%	81%	74%	77%	82%	79%
How do you rate Louisville as a place to work?	79%	66%	70%	78%	75%	76%	69%	77%	72%	76%	74%	76%
How do you rate the overall quality of life in Louisville?	96%	97%	97%	97%	97%	96%	100%	96%	97%	96%	98%	97%

Prepared by National Research Center, Inc.

Table 67: Select Community Characteristics by Respondent Characteristics

Please rate Louisville as a community on each of the items listed below: (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Sense of community	84%	88%	88%	90%	84%	84%	88%	89%	80%	87%
Openness and acceptance of the community towards people of diverse backgrounds	67%	69%	76%	72%	68%	68%	71%	72%	65%	70%
Overall appearance of Louisville	91%	90%	89%	92%	87%	93%	89%	90%	91%	90%
Opportunities to attend cultural activities	63%	65%	75%	70%	65%	63%	69%	66%	71%	68%
Shopping opportunities	65%	52%	60%	61%	53%	66%	54%	55%	65%	58%
Opportunities to participate in special events and community activities	84%	90%	87%	89%	85%	84%	88%	89%	83%	87%
Opportunities to participate in community matters	79%	87%	84%	84%	84%	78%	86%	87%	74%	84%
Recreational opportunities	84%	84%	85%	85%	84%	82%	85%	86%	79%	84%
Employment opportunities	47%	36%	44%	42%	40%	39%	41%	39%	45%	41%
Variety of housing options	48%	37%	45%	40%	44%	37%	44%	44%	35%	42%
Availability of affordable quality housing	13%	15%	23%	19%	16%	11%	19%	18%	15%	17%
Ease of car travel in Louisville	88%	83%	76%	81%	83%	83%	82%	84%	77%	82%
Ease of bus travel in Louisville	67%	52%	65%	62%	56%	68%	57%	61%	56%	60%
Ease of bicycle travel in Louisville	93%	90%	86%	89%	90%	90%	89%	92%	83%	89%
Ease of walking in Louisville	89%	93%	89%	93%	89%	89%	91%	93%	85%	91%
Traffic flow on major streets	68%	68%	70%	68%	68%	66%	70%	71%	62%	69%
Quality of overall natural environment in Louisville	93%	90%	88%	91%	88%	86%	91%	91%	86%	90%
Overall image or reputation of Louisville	97%	96%	95%	97%	95%	94%	96%	97%	92%	96%

Prepared by National Research Center, Inc.

Table 68: Select Community Characteristics by Respondent Characteristics

Please rate Louisville as a community on each of the items listed below: (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
Sense of community	87%	86%	87%	87%	86%	88%	87%	86%	88%	86%	89%	87%
Openness and acceptance of the community towards people of diverse backgrounds	69%	71%	64%	73%	67%	75%	62%	68%	74%	69%	75%	70%
Overall appearance of Louisville	91%	88%	87%	90%	90%	91%	79%	90%	90%	91%	88%	90%
Opportunities to attend cultural activities	68%	64%	56%	72%	72%	62%	69%	71%	63%	65%	74%	68%
Shopping opportunities	64%	57%	52%	53%	61%	54%	57%	58%	56%	57%	59%	58%
Opportunities to participate in special events and community activities	88%	91%	89%	85%	86%	90%	78%	86%	90%	88%	85%	87%
Opportunities to participate in community matters	86%	88%	81%	80%	83%	85%	91%	81%	88%	85%	82%	84%
Recreational opportunities	83%	89%	85%	83%	86%	83%	85%	84%	85%	84%	85%	84%
Employment opportunities	43%	38%	39%	41%	41%	42%	34%	40%	42%	42%	38%	41%
Variety of housing options	41%	45%	40%	42%	44%	40%	36%	45%	38%	42%	43%	42%
Availability of affordable quality housing	14%	18%	16%	20%	18%	17%	14%	18%	15%	16%	21%	17%
Ease of car travel in Louisville	86%	83%	86%	77%	81%	85%	75%	80%	86%	84%	77%	82%
Ease of bus travel in Louisville	61%	68%	49%	57%	61%	58%	68%	59%	59%	58%	63%	60%
Ease of bicycle travel in Louisville	93%	89%	88%	87%	88%	92%	87%	89%	91%	91%	86%	89%
Ease of walking in Louisville	94%	91%	92%	87%	89%	93%	95%	89%	95%	92%	88%	91%
Traffic flow on major streets	71%	67%	71%	66%	66%	74%	56%	65%	74%	69%	67%	69%
Quality of overall natural environment in Louisville	90%	92%	94%	88%	88%	92%	97%	88%	93%	91%	87%	90%
Overall image or reputation of Louisville	98%	96%	97%	93%	95%	96%	98%	95%	97%	96%	95%	96%

Prepared by National Research Center, Inc.

Table 69: Safety Ratings by Respondent Characteristics

Please rate how safe you feel: (Percent rating positively e.g., very safe/somewhat safe)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
From violent crime (e.g., rape, assault, robbery)	100%	97%	97%	98%	98%	97%	97%	98%	98%	97%
From property crimes (e.g., burglary, theft)	90%	86%	90%	88%	88%	88%	87%	88%	87%	88%
In your neighborhood during the day	98%	97%	98%	98%	97%	99%	97%	97%	99%	98%
In your neighborhood after dark	94%	94%	93%	93%	94%	94%	93%	95%	91%	94%
In Louisville's downtown area during the day	100%	99%	99%	99%	99%	99%	99%	99%	99%	99%
In Louisville's downtown area after dark	97%	94%	90%	94%	93%	94%	93%	94%	91%	93%
In Louisville's parks during the day	100%	98%	98%	98%	99%	99%	98%	98%	99%	98%
In Louisville's parks after dark	85%	85%	79%	82%	85%	82%	83%	85%	75%	83%

Table 70: Safety Ratings by Respondent Characteristics

Please rate how safe you feel: (Percent rating positively e.g., very safe/somewhat safe)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
From violent crime (e.g., rape, assault, robbery)	100%	98%	95%	96%	98%	98%	98%	97%	98%	98%	97%	97%
From property crimes (e.g., burglary, theft)	90%	84%	81%	89%	90%	86%	80%	89%	86%	87%	91%	88%
In your neighborhood during the day	100%	93%	100%	97%	98%	97%	95%	97%	98%	97%	98%	98%
In your neighborhood after dark	97%	91%	96%	91%	94%	93%	95%	93%	94%	94%	92%	94%
In Louisville's downtown area during the day	100%	99%	100%	98%	99%	99%	98%	99%	99%	99%	99%	99%
In Louisville's downtown area after dark	97%	96%	91%	90%	94%	94%	94%	94%	93%	95%	91%	93%
In Louisville's parks during the day	100%	98%	96%	98%	99%	98%	98%	98%	98%	98%	98%	98%
In Louisville's parks after dark	86%	85%	80%	81%	83%	84%	87%	81%	86%	85%	80%	83%

Prepared by National Research Center, Inc.

Table 71: Government Performance Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the performance of the following areas of the City of Louisville Administration: (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
City response to citizen complaints or concerns	75%	63%	69%	65%	69%	69%	67%	69%	58%	67%
Information about City Council, Planning Commission and other official City meetings	83%	79%	80%	84%	76%	82%	79%	80%	78%	80%
Information about City plans and programs	68%	78%	75%	79%	71%	73%	75%	77%	67%	75%
Availability of City Employees	74%	72%	78%	77%	73%	71%	75%	77%	60%	75%
Programming on Louisville cable TV, municipal channel 8	45%	50%	67%	66%	47%	55%	57%	55%	60%	57%
Louisville Web site (www.louisvilleco.gov)	77%	76%	81%	81%	74%	81%	77%	77%	79%	78%
Overall performance of Louisville City government	74%	80%	79%	81%	76%	77%	79%	79%	75%	78%

Table 72: Government Performance Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the performance of the following areas of the City of Louisville Administration: (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
City response to citizen complaints or concerns	72%	75%	69%	61%	66%	69%	73%	67%	67%	67%	68%	67%
Information about City Council, Planning Commission and other official City meetings	81%	83%	86%	76%	82%	77%	94%	80%	80%	80%	79%	80%
Information about City plans and programs	81%	71%	86%	68%	75%	74%	86%	73%	78%	76%	71%	75%
Availability of City Employees	78%	73%	80%	72%	72%	78%	82%	73%	77%	73%	77%	75%
Programming on Louisville cable TV, municipal channel 8	58%	53%	50%	58%	58%	54%	100%	60%	50%	52%	66%	57%
Louisville Web site (www.louisvilleco.gov)	81%	70%	75%	79%	78%	78%	69%	79%	76%	77%	82%	78%
Overall performance of Louisville City government	82%	76%	85%	74%	78%	80%	81%	76%	82%	78%	80%	78%

Prepared by National Research Center, Inc.

Table 73: Police Department Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the following areas related to the Louisville Police Department: (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Visibility of patrol cars	95%	87%	89%	89%	90%	88%	89%	90%	87%	89%
911 service	91%	91%	97%	95%	92%	94%	93%	94%	92%	93%
Enforcement of traffic regulations	83%	76%	80%	78%	79%	75%	80%	81%	72%	79%
Municipal code enforcement issues (dogs, noise, weeds, etc.)	72%	66%	67%	71%	64%	66%	67%	69%	63%	68%
Overall performance of the Louisville Police Department	94%	89%	90%	91%	90%	89%	91%	92%	87%	90%

Table 74: Police Department Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the following areas related to the Louisville Police Department: (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
Visibility of patrol cars	90%	89%	92%	87%	89%	88%	100%	89%	89%	89%	90%	89%
911 service	91%	95%	95%	93%	93%	92%	100%	94%	93%	91%	98%	93%
Enforcement of traffic regulations	82%	81%	76%	76%	77%	80%	85%	78%	80%	78%	82%	79%
Municipal code enforcement issues (dogs, noise, weeds, etc.)	72%	62%	72%	66%	65%	70%	70%	66%	70%	68%	67%	68%
Overall performance of the Louisville Police Department	93%	92%	90%	88%	91%	90%	97%	91%	90%	90%	92%	90%

Prepared by National Research Center, Inc.

Table 75: Planning and Building Department Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the following areas of Louisville Planning and Building Safety Department: (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
The public input process on City planning issues	67%	74%	69%	75%	66%	66%	72%	74%	59%	71%
Planning review process for new development	64%	64%	60%	65%	59%	63%	62%	65%	53%	63%
Overall performance of the Louisville Planning Department	67%	60%	65%	64%	61%	60%	63%	65%	54%	63%
Building permit process	62%	56%	65%	60%	60%	63%	60%	62%	52%	60%
Building/construction inspection process	65%	62%	67%	65%	64%	63%	65%	66%	53%	65%

Table 76: Planning and Building Department Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the following areas of Louisville Planning and Building Safety Department: (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
The public input process on City planning issues	75%	77%	71%	66%	68%	75%	77%	68%	76%	72%	70%	71%
Planning review process for new development	71%	66%	56%	58%	63%	64%	55%	60%	66%	63%	62%	63%
Overall performance of the Louisville Planning Department	73%	65%	55%	57%	64%	63%	51%	62%	64%	62%	66%	63%
Building permit process	54%	67%	58%	61%	66%	56%	48%	65%	55%	57%	69%	60%
Building/construction inspection process	59%	72%	63%	64%	67%	62%	59%	67%	62%	62%	71%	65%

Prepared by National Research Center, Inc.

Table 77: Parks and Recreation Department Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the following areas of the Louisville Parks and Recreation Department: (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Current recreation programs for youth	81%	84%	88%	87%	83%	85%	85%	85%	86%	85%
Current recreation programs for adults	66%	74%	86%	82%	70%	77%	76%	77%	75%	77%
Current programs and services for seniors	88%	90%	85%	90%	84%	87%	87%	88%	86%	87%
Recreation fees in Louisville	72%	75%	78%	81%	69%	70%	76%	78%	60%	75%
Overall quality of the Louisville Recreation Center	72%	57%	80%	67%	67%	74%	65%	64%	77%	67%
Overall quality of the Louisville Senior Center	87%	75%	82%	79%	82%	84%	80%	81%	80%	81%
Overall quality of the Coal Creek Golf Course	83%	77%	80%	84%	76%	91%	76%	81%	77%	80%
Maintenance and cleanliness of the Louisville Recreation Center	86%	80%	87%	81%	85%	85%	82%	83%	84%	83%
Adequacy of parks, bike paths, playing fields and playgrounds	93%	91%	91%	93%	90%	94%	90%	91%	93%	91%
Maintenance of parks (e.g., landscaping, turf areas, playgrounds, picnic areas, etc.)	95%	91%	87%	91%	89%	93%	89%	90%	92%	90%
Maintenance of open space	92%	89%	81%	87%	87%	92%	85%	86%	89%	87%
Maintenance of the trail system	95%	92%	85%	91%	89%	94%	89%	90%	90%	90%
Maintenance of medians and street landscaping	89%	84%	79%	87%	80%	90%	81%	84%	85%	84%
Overall performance of the Louisville Parks and Recreation Department	92%	90%	85%	91%	86%	93%	87%	89%	87%	89%

Prepared by National Research Center, Inc.

Table 78: Parks and Recreation Department Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the following areas of the Louisville Parks and Recreation Department: (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
Current recreation programs for youth	86%	88%	79%	84%	91%	82%	78%	90%	81%	84%	87%	85%
Current recreation programs for adults	76%	76%	70%	78%	81%	73%	66%	80%	71%	74%	85%	77%
Current programs and services for seniors	90%	91%	85%	85%	88%	86%	100%	87%	89%	91%	82%	87%
Recreation fees in Louisville	75%	78%	72%	74%	77%	75%	62%	77%	73%	73%	80%	75%
Overall quality of the Louisville Recreation Center	68%	63%	56%	70%	76%	60%	48%	75%	58%	62%	80%	67%
Overall quality of the Louisville Senior Center	88%	88%	68%	79%	81%	78%	91%	82%	78%	82%	81%	81%
Overall quality of the Coal Creek Golf Course	80%	76%	77%	82%	79%	79%	89%	80%	80%	80%	80%	80%
Maintenance and cleanliness of the Louisville Recreation Center	81%	88%	78%	84%	85%	82%	82%	84%	83%	82%	87%	83%
Adequacy of parks, bike paths, playing fields and playgrounds	92%	92%	92%	90%	92%	92%	85%	92%	92%	92%	89%	91%
Maintenance of parks (e.g., landscaping, turf areas, playgrounds, picnic areas, etc.)	95%	89%	91%	86%	91%	90%	92%	90%	92%	92%	87%	90%
Maintenance of open space	94%	87%	89%	80%	86%	88%	93%	85%	91%	90%	79%	87%
Maintenance of the trail system	95%	93%	95%	83%	89%	91%	97%	88%	94%	93%	82%	90%
Maintenance of medians and street landscaping	87%	85%	90%	79%	82%	87%	82%	81%	88%	86%	79%	84%
Overall performance of the Louisville Parks and Recreation Department	91%	88%	93%	86%	87%	91%	92%	86%	93%	90%	85%	89%

Prepared by National Research Center, Inc.

Table 79: Library and Museum Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the Louisville Public Library and Historical Museum and their services: (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Louisville Public Library programs (e.g., story time, One Book program, etc.)	96%	98%	98%	98%	97%	98%	97%	98%	98%	98%
Services at the Louisville Public Library (e.g., reference desk check out, etc.)	96%	98%	97%	98%	97%	95%	98%	99%	94%	98%
Internet and computer services at the Louisville Public Library	85%	93%	95%	95%	89%	90%	93%	94%	86%	92%
Louisville Public Library services online at www.louisville-library.org accessed from home or elsewhere (e.g., book holds, access databases, research, etc.)	89%	93%	94%	96%	89%	95%	92%	93%	91%	93%
Louisville Public Library materials and collections	80%	86%	84%	86%	82%	85%	84%	85%	83%	85%
Louisville Public Library building	94%	99%	97%	98%	97%	99%	97%	98%	97%	97%
Overall performance of the Louisville Public Library	94%	97%	97%	97%	96%	98%	96%	97%	95%	96%
Louisville Historical Museum programs (e.g., lectures, walking tours, newsletters)	86%	89%	92%	91%	88%	92%	88%	91%	85%	90%
Louisville Historical Museum campus	85%	91%	86%	92%	84%	91%	87%	89%	84%	88%
Overall performance of the Louisville Historical Museum	86%	89%	90%	92%	86%	91%	88%	90%	85%	89%

Prepared by National Research Center, Inc.

Table 80: Library and Museum Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the Louisville Public Library and Historical Museum and their services: (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	Overall
Louisville Public Library programs (e.g., story time, One Book program, etc.)	97%	97%	99%	98%	98%	97%	100%	98%	97%	97%	98%	98%
Services at the Louisville Public Library (e.g., reference desk check out, etc.)	99%	99%	96%	96%	96%	99%	100%	97%	99%	97%	98%	98%
Internet and computer services at the Louisville Public Library	93%	95%	92%	91%	91%	93%	100%	92%	93%	91%	95%	92%
Louisville Public Library services online at www.louisville-library.org accessed from home or elsewhere (e.g., book holds, access databases, research, etc.)	92%	97%	88%	92%	93%	93%	92%	93%	92%	92%	94%	93%
Louisville Public Library materials and collections	84%	92%	77%	83%	82%	87%	78%	84%	85%	85%	84%	85%
Louisville Public Library building	97%	99%	98%	97%	97%	98%	100%	97%	98%	97%	97%	97%
Overall performance of the Louisville Public Library	95%	99%	93%	97%	97%	96%	100%	97%	96%	96%	97%	96%
Louisville Historical Museum programs (e.g., lectures, walking tours, newsletters)	93%	80%	93%	91%	92%	89%	77%	91%	88%	89%	93%	90%
Louisville Historical Museum campus	93%	83%	91%	87%	87%	89%	90%	87%	90%	89%	86%	88%
Overall performance of the Louisville Historical Museum	91%	84%	87%	90%	90%	89%	79%	90%	88%	89%	88%	89%

Prepared by National Research Center, Inc.

Table 81: Public Works Department Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the performance of the following areas of Louisville Public Works Department: (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Street maintenance in your neighborhood	67%	61%	68%	65%	63%	64%	64%	63%	67%	64%
Street maintenance in Louisville	69%	68%	73%	70%	69%	74%	68%	69%	72%	70%
Street sweeping	80%	66%	71%	72%	69%	82%	67%	69%	76%	71%
Snow removal/street sanding	50%	48%	54%	52%	48%	54%	49%	51%	50%	50%
Street lighting, signage and street markings	81%	83%	82%	86%	79%	85%	82%	83%	82%	82%
Waste water (sewage system)	91%	94%	91%	92%	94%	93%	92%	94%	87%	92%
Storm drainage (flooding management)	97%	88%	85%	86%	91%	89%	89%	90%	86%	89%
Bike lanes on Louisville streets	74%	70%	70%	70%	72%	74%	70%	72%	68%	71%
Access on sidewalks/crosswalks for disabled persons	80%	85%	79%	78%	85%	84%	80%	82%	81%	82%
Quality of Louisville water	93%	89%	92%	91%	91%	91%	91%	91%	89%	91%
Overall performance of Louisville Public Works Department	93%	86%	87%	91%	85%	94%	85%	87%	90%	88%

Prepared by National Research Center, Inc.

Table 82: Public Works Department Ratings by Respondent Characteristics

Please circle the number that comes closest to your opinion about the performance of the following areas of Louisville Public Works Department: (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	Overall
Street maintenance in your neighborhood	70%	64%	67%	58%	68%	60%	64%	66%	61%	64%	66%	64%
Street maintenance in Louisville	75%	74%	74%	62%	71%	68%	71%	69%	70%	69%	70%	70%
Street sweeping	80%	74%	64%	63%	72%	70%	68%	71%	70%	71%	70%	71%
Snow removal/street sanding	47%	60%	55%	48%	50%	52%	46%	51%	50%	50%	52%	50%
Street lighting, signage and street markings	83%	83%	83%	81%	81%	84%	86%	82%	83%	83%	82%	82%
Waste water (sewage system)	96%	91%	96%	89%	92%	93%	94%	92%	94%	93%	93%	92%
Storm drainage (flooding management)	93%	91%	88%	85%	88%	90%	94%	88%	91%	90%	85%	89%
Bike lanes on Louisville streets	75%	64%	68%	71%	70%	74%	62%	70%	73%	72%	68%	71%
Access on sidewalks/crosswalks for disabled persons	86%	73%	81%	81%	84%	79%	82%	81%	82%	83%	77%	82%
Quality of Louisville water	89%	85%	91%	94%	89%	92%	90%	91%	91%	90%	92%	91%
Overall performance of Louisville Public Works Department	94%	81%	88%	85%	89%	87%	92%	88%	89%	89%	86%	88%

Prepared by National Research Center, Inc.

Table 83: Overall Services Rating by Respondent Characteristics

Overall, how would you rate the quality of services provided by the City of Louisville? (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Overall, how do you rate the quality of services provided by the City of Louisville?	98%	93%	91%	95%	92%	97%	92%	93%	93%	93%

Table 84: Overall Services Rating by Respondent Characteristics

Overall, how would you rate the quality of services provided by the City of Louisville? (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
Overall, how do you rate the quality of services provided by the City of Louisville?	97%	90%	95%	91%	92%	95%	95%	92%	95%	94%	90%	93%

Prepared by National Research Center, Inc.

Table 85: Louisville Employee Ratings by Respondent Characteristics

If you have had any email, in-person or phone contact with a City of Louisville employee in the last 12 months, what was your impression of the employee in your most recent contact? (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	Overall
Knowledge	82%	90%	89%	87%	90%	88%	89%	89%	86%	89%
Responsiveness/promptness	80%	82%	85%	84%	82%	89%	81%	83%	85%	83%
Availability	84%	84%	84%	86%	83%	92%	82%	83%	90%	84%
Courtesy	84%	91%	92%	93%	87%	90%	90%	90%	88%	90%
Overall impression	80%	85%	87%	86%	85%	89%	84%	85%	85%	85%

Table 86: Louisville Employee Ratings by Respondent Characteristics

If you have had any email, in-person or phone contact with a City of Louisville employee in the last 12 months, what was your impression of the employee in your most recent contact? (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	Overall
Knowledge	90%	85%	89%	89%	90%	85%	100%	91%	85%	88%	91%	89%
Responsiveness/promptness	83%	81%	85%	83%	87%	80%	74%	86%	80%	81%	89%	83%
Availability	89%	77%	86%	84%	88%	81%	75%	88%	80%	83%	87%	84%
Courtesy	90%	91%	92%	89%	92%	87%	96%	91%	88%	88%	96%	90%
Overall impression	84%	87%	88%	84%	89%	81%	92%	88%	83%	83%	92%	85%

Prepared by National Research Center, Inc.

Table 87: Participation Ratings by Respondent Characteristics

In the last 12 months, about how many times, if ever, have you or other household members participated in the following activities in Louisville? (Percent rating positively e.g., at least once or twice)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Played golf at the Coal Creek Golf Course	28%	15%	16%	16%	21%	18%	18%	18%	20%	18%
Used the Louisville Public Library or its services	63%	86%	78%	80%	76%	76%	79%	78%	78%	78%
Used the Louisville Recreation Center	63%	80%	73%	75%	73%	62%	78%	80%	57%	74%
Used Memory Square Pool	15%	50%	22%	33%	34%	15%	39%	40%	11%	33%
Visited the Louisville Historical Museum	25%	27%	35%	27%	31%	29%	29%	29%	27%	29%
Attended the Downtown Louisville Street Faire (9 nights in 2015)	77%	82%	71%	74%	81%	73%	79%	80%	69%	78%
Attended an event, show or activity at the Arts Center	29%	34%	46%	38%	35%	29%	40%	39%	29%	37%
Attended another event downtown (Art Walk, Taste of Lsvl, parade, Winter Skate)	73%	86%	77%	83%	78%	72%	83%	83%	74%	80%

Table 88: Participation Ratings by Respondent Characteristics

In the last 12 months, about how many times, if ever, have you or other household members participated in the following activities in Louisville? (Percent rating positively e.g., at least once or twice)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
Played golf at the Coal Creek Golf Course	18%	16%	23%	19%	19%	20%	11%	18%	19%	19%	18%	18%
Used the Louisville Public Library or its services	73%	83%	92%	77%	71%	85%	95%	70%	91%	79%	77%	78%
Used the Louisville Recreation Center	69%	74%	89%	75%	63%	85%	91%	63%	91%	74%	73%	74%
Used Memory Square Pool	23%	45%	53%	32%	13%	52%	72%	14%	60%	37%	22%	33%
Visited the Louisville Historical Museum	22%	32%	32%	32%	29%	30%	25%	29%	29%	27%	34%	29%
Attended the Downtown Louisville Street Faire (9 nights in 2015)	74%	78%	88%	77%	74%	83%	83%	74%	82%	81%	68%	78%
Attended an event, show or activity at the Arts Center	26%	29%	50%	47%	36%	38%	29%	36%	37%	33%	48%	37%
Attended another event downtown (Art Walk, Taste of Lsvl, parade, Winter Skate)	77%	80%	94%	80%	74%	88%	90%	74%	90%	82%	75%	80%

Prepared by National Research Center, Inc.

Table 89: Funding Priority Ratings by Respondent Characteristics

Beyond basic City services (police, water, sewer, etc.), the City has limited resources and must make hard decisions about funding priorities. Indicate how important to you each of the following areas are as the City considers residents' current and future needs. (Percent rating positively e.g., essential/very important)	Age			Gender		Rent or own		Housing unit type		
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	Overall
Maintaining, repairing, and paving streets	83%	86%	95%	88%	88%	86%	89%	88%	90%	88%
Encouraging sustainability (in buildings, energy and water use, recycling, etc.) for both residential and commercial properties	63%	67%	69%	73%	60%	78%	62%	62%	79%	66%
Creating an indoor community gathering space (arts center, community center, etc.)	28%	27%	32%	28%	29%	30%	28%	28%	31%	29%
Creating an outdoor community gathering space (amphitheater, commons, etc.)	49%	34%	30%	36%	37%	49%	32%	35%	42%	36%
Providing additional recreation facilities and amenities	41%	56%	46%	54%	45%	41%	52%	53%	40%	49%
Expanding Internet/broadband options	52%	48%	39%	43%	49%	53%	44%	45%	50%	46%
Using incentives to create business and employment opportunities	58%	58%	58%	58%	57%	58%	58%	59%	55%	58%
Maintaining the City's appearance/attractiveness	73%	78%	85%	75%	81%	71%	81%	81%	71%	79%
Providing additional parking in Downtown Louisville	45%	41%	66%	50%	49%	50%	50%	48%	53%	50%
Providing financial incentives for the redevelopment of the vacant former Sam's Club property	45%	45%	49%	47%	45%	45%	46%	47%	42%	46%
Increasing the amount of open space maintenance	36%	33%	41%	35%	36%	45%	32%	35%	38%	36%
Increasing the amount of parks maintenance	23%	28%	35%	28%	29%	36%	26%	28%	30%	29%
Providing new outdoor multi-purpose turf fields (soccer, football, etc.)	20%	24%	18%	19%	23%	22%	21%	22%	19%	21%
Expanding the Louisville Historical Museum	12%	9%	16%	11%	12%	17%	9%	10%	17%	12%
Subsidizing affordable housing	53%	34%	42%	47%	35%	69%	30%	31%	68%	41%

Prepared by National Research Center, Inc.

Table 90: Funding Priority Ratings by Respondent Characteristics

Beyond basic City services (police, water, sewer, etc.), the City has limited resources and must make hard decisions about funding priorities. Indicate how important to you each of the following areas are as the City considers residents' current and future needs. (Percent rating positively e.g., essential/very important)	Length of residency				Number of household members			Presence of children		Presence of older adults		
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	Overall
Maintaining, repairing, and paving streets	84%	94%	89%	88%	91%	85%	83%	91%	83%	86%	95%	88%
Encouraging sustainability (in buildings, energy and water use, recycling, etc.) for both residential and commercial properties	76%	67%	61%	58%	68%	65%	55%	65%	68%	67%	66%	66%
Creating an indoor community gathering space (arts center, community center, etc.)	30%	26%	34%	27%	27%	31%	28%	28%	30%	28%	30%	29%
Creating an outdoor community gathering space (amphitheater, commons, etc.)	46%	39%	35%	26%	36%	36%	46%	35%	38%	39%	30%	36%
Providing additional recreation facilities and amenities	49%	48%	55%	49%	43%	55%	67%	42%	60%	52%	43%	49%
Expanding Internet/broadband options	51%	44%	39%	43%	45%	47%	39%	45%	47%	49%	35%	46%
Using incentives to create business and employment opportunities	57%	56%	60%	59%	57%	58%	56%	57%	59%	59%	54%	58%
Maintaining the City's appearance/attractiveness	82%	75%	84%	76%	79%	79%	75%	78%	79%	78%	81%	79%
Providing additional parking in Downtown Louisville	44%	44%	37%	61%	56%	44%	40%	58%	37%	44%	67%	50%
Providing financial incentives for the redevelopment of the vacant former Sam's Club property	41%	49%	48%	49%	48%	44%	43%	47%	45%	46%	46%	46%
Increasing the amount of open space maintenance	38%	40%	26%	34%	39%	33%	25%	40%	30%	35%	39%	36%
Increasing the amount of parks maintenance	32%	27%	16%	30%	32%	24%	33%	32%	24%	28%	32%	29%
Providing new outdoor multi-purpose turf fields (soccer, football, etc.)	26%	17%	14%	21%	16%	25%	37%	16%	29%	23%	17%	21%
Expanding the Louisville Historical Museum	12%	9%	11%	13%	14%	9%	7%	13%	10%	10%	16%	12%
Subsidizing affordable housing	49%	41%	31%	35%	49%	33%	28%	47%	32%	41%	40%	41%

Prepared by National Research Center, Inc.

Table 91: Support for Changing Trash Service by Respondent Characteristics

(Percent rating positively e.g., strongly support/somewhat support)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Currently, the City's trash service (through Western Disposal) provides once per week trash pickup and compost and recycling pickup every two weeks. To what extent would you support or oppose changing the service to once per week compost pickup and trash	24%	27%	28%	31%	22%	36%	23%	25%	35%	26%

Table 92: Support for Changing Trash Service by Respondent Characteristics

(Percent rating positively e.g., strongly support/somewhat support)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
Currently, the City's trash service (through Western Disposal) provides once per week trash pickup and compost and recycling pickup every two weeks. To what extent would you support or oppose changing the service to once per week compost pickup and trash	23%	37%	29%	23%	34%	20%	8%	31%	20%	26%	26%	26%

Prepared by National Research Center, Inc.

Table 93: Support for Historic Preservation Tax Options by Respondent Characteristics

The City of Louisville currently has a Historic Preservation Tax, which is a dedicated sales tax (0.125 cents on every dollar spent). Revenue from this tax is used to help property owners rehabilitate and preserve historic landmarks which contribute to the character of Historic Old Town Louisville. This tax was approved by voters in 2008 and is set to expire in 2018. To what extent would you support or oppose each of the following options to continue the tax? (Percent rating positively e.g., strongly support/somewhat support)	Age			Gender		Rent or own		Housing unit type		
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	Overall
Continue the existing sales tax until 2028	77%	76%	71%	78%	70%	82%	71%	72%	80%	74%
Continue the existing sales tax until 2028 and also dedicate a portion of the tax to help operate the Louisville Historical Museum	69%	66%	68%	71%	62%	77%	63%	64%	76%	67%

Table 94: Support for Historic Preservation Tax Options by Respondent Characteristics

The City of Louisville currently has a Historic Preservation Tax, which is a dedicated sales tax (0.125 cents on every dollar spent). Revenue from this tax is used to help property owners rehabilitate and preserve historic landmarks which contribute to the character of Historic Old Town Louisville. This tax was approved by voters in 2008 and is set to expire in 2018. To what extent would you support or oppose each of the following options to continue the tax? (Percent rating positively e.g., strongly support/somewhat support)	Length of residency				Number of household members			Presence of children		Presence of older adults		
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	Overall
Continue the existing sales tax until 2028	79%	78%	76%	67%	76%	75%	56%	74%	75%	76%	69%	74%
Continue the existing sales tax until 2028 and also dedicate a portion of the tax to help operate the Louisville Historical Museum	70%	70%	63%	64%	70%	67%	41%	68%	66%	67%	67%	67%

Prepared by National Research Center, Inc.

Table 95: Support for Housing Options for Former Sam's Club Area by Respondent Characteristics

Most of the land zoned for residential uses in Louisville has been built out. In the former Sam's Club shopping area residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing? (Percent rating positively e.g., strongly support/somewhat support)	Age			Gender		Rent or own		Housing unit type		
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	Overall
Multifamily housing (apartments, condos, townhomes)	71%	49%	45%	55%	51%	74%	45%	46%	72%	53%
Subsidized housing (apartments, condos, townhomes)	61%	43%	43%	53%	42%	74%	37%	39%	69%	47%
Senior housing (apartments, condos, townhomes)	52%	58%	69%	66%	53%	64%	58%	57%	69%	60%

Table 96: Support for Housing Options for Former Sam's Club Area by Respondent Characteristics

Most of the land zoned for residential uses in Louisville has been built out. In the former Sam's Club shopping area residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing? (Percent rating positively e.g., strongly support/somewhat support)	Length of residency				Number of household members			Presence of children		Presence of older adults		
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	Overall
Multifamily housing (apartments, condos, townhomes)	69%	46%	47%	42%	59%	47%	38%	56%	48%	54%	47%	53%
Subsidized housing (apartments, condos, townhomes)	58%	46%	41%	38%	54%	42%	26%	51%	41%	49%	42%	47%
Senior housing (apartments, condos, townhomes)	68%	51%	53%	58%	66%	54%	51%	63%	55%	57%	67%	60%

Prepared by National Research Center, Inc.

Table 97: Support for Housing Options for US36/McCaslin Area by Respondent Characteristics

In the area near the US36/McCaslin transit/bus station residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing? (Percent rating positively e.g., strongly support/somewhat support)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Multifamily housing (apartments, condos, townhomes)	73%	53%	45%	56%	54%	73%	49%	50%	72%	55%
Subsidized housing (apartments, condos, townhomes)	68%	48%	44%	57%	46%	75%	43%	45%	69%	51%
Senior housing (apartments, condos, townhomes)	51%	60%	62%	64%	53%	63%	57%	56%	65%	58%

Table 98: Support for Housing Options for US36/McCaslin Area by Respondent Characteristics

In the area near the US36/McCaslin transit/bus station residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing? (Percent rating positively e.g., strongly support/somewhat support)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
Multifamily housing (apartments, condos, townhomes)	71%	54%	45%	44%	58%	54%	39%	56%	54%	58%	47%	55%
Subsidized housing (apartments, condos, townhomes)	62%	51%	47%	42%	54%	51%	34%	53%	49%	54%	43%	51%
Senior housing (apartments, condos, townhomes)	67%	53%	54%	54%	62%	56%	49%	60%	57%	58%	61%	58%

Prepared by National Research Center, Inc.

Table 99: Use of Information Sources by Respondent Characteristics

Please select how often you use each of the following sources to gain information about the City of Louisville. (Percent rating positively e.g., at least sometimes)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	11%	17%	34%	19%	22%	13%	24%	23%	13%	21%
Community Update (City Newsletter)	80%	92%	93%	91%	88%	78%	93%	93%	78%	89%
The Daily Camera/Hometown Weekly	66%	78%	80%	76%	76%	69%	78%	79%	67%	76%
The City of Louisville Web site (www.louisvilleco.gov)	70%	86%	67%	74%	79%	59%	83%	83%	58%	76%
City's email notices (eNotification)	13%	33%	30%	31%	24%	15%	32%	33%	12%	27%
Utility bill inserts	46%	78%	79%	70%	73%	40%	83%	85%	31%	71%
Word of mouth	82%	89%	85%	89%	83%	84%	87%	89%	79%	86%

Table 100: Use of Information Sources by Respondent Characteristics

Please select how often you use each of the following sources to gain information about the City of Louisville. (Percent rating positively e.g., at least sometimes)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	7%	16%	29%	34%	25%	17%	14%	24%	16%	17%	33%	21%
Community Update (City Newsletter)	81%	93%	94%	94%	87%	90%	94%	88%	91%	88%	93%	89%
The Daily Camera/Hometown Weekly	68%	84%	78%	79%	74%	77%	82%	73%	80%	75%	79%	76%
The City of Louisville Web site (www.louisvilleco.gov)	73%	82%	86%	74%	68%	84%	84%	70%	86%	80%	64%	76%
City's email notices (eNotification)	23%	28%	37%	28%	25%	31%	25%	25%	31%	27%	27%	27%
Utility bill inserts	51%	82%	84%	82%	62%	81%	82%	64%	82%	69%	78%	71%
Word of mouth	83%	91%	90%	86%	82%	91%	88%	82%	92%	88%	82%	86%

Prepared by National Research Center, Inc.

Table 101: Information Source Ratings by Respondent Characteristics

Indicate the quality and reliability of the information from that source. (Percent rating positively e.g., excellent/good)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	75%	68%	73%	71%	70%	79%	69%	68%	84%	71%
Community Update (City Newsletter)	81%	91%	87%	88%	87%	87%	87%	89%	82%	87%
The Daily Camera/Hometown Weekly	72%	66%	74%	77%	62%	80%	67%	69%	72%	70%
The City of Louisville Web site (www.louisvilleco.gov)	81%	78%	85%	86%	74%	92%	77%	80%	81%	80%
City's email notices (eNotification)	81%	86%	81%	85%	82%	82%	84%	85%	77%	84%
Utility bill inserts	65%	75%	83%	81%	71%	71%	77%	79%	51%	76%
Word of mouth	59%	47%	51%	58%	42%	53%	49%	52%	46%	50%

Table 102: Information Source Ratings by Respondent Characteristics

Indicate the quality and reliability of the information from that source. (Percent rating positively e.g., excellent/good)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	89%	58%	72%	70%	74%	68%	60%	72%	69%	70%	73%	71%
Community Update (City Newsletter)	88%	88%	90%	86%	88%	87%	79%	87%	87%	89%	83%	87%
The Daily Camera/Hometown Weekly	73%	67%	71%	68%	72%	69%	54%	71%	67%	70%	68%	70%
The City of Louisville Web site (www.louisvilleco.gov)	83%	80%	75%	80%	82%	80%	74%	82%	78%	81%	80%	80%
City's email notices (eNotification)	88%	80%	89%	80%	84%	84%	88%	83%	85%	84%	83%	84%
Utility bill inserts	67%	80%	75%	81%	78%	76%	68%	75%	77%	75%	79%	76%
Word of mouth	53%	55%	44%	47%	51%	50%	51%	49%	52%	50%	51%	50%

Prepared by National Research Center, Inc.

Table 103: Likelihood of Social Media Use by Respondent Characteristics

(Percent rating positively e.g., very likely/somewhat likely)	Age			Gender		Rent or own		Housing unit type		Overall
	18-34	35-54	55+	Female	Male	Rent	Own	Detached	Attached	
How likely, if at all, would you be to look for official City information on social media websites (e.g., Facebook, Twitter, Instagram, etc.) if the City were to increase its presence or activity?	67%	48%	26%	50%	42%	52%	43%	44%	49%	46%

Table 104: Likelihood of Social Media Use by Respondent Characteristics

(Percent rating positively e.g., very likely/somewhat likely)	Length of residency				Number of household members			Presence of children		Presence of older adults		Overall
	Five years or less	6 to 10 years	11 to 15 years	More than 15 years	1-2	3-4	5 or more	No	Yes	No	Yes	
How likely, if at all, would you be to look for official City information on social media websites (e.g., Facebook, Twitter, Instagram, etc.) if the City were to increase its presence or activity?	59%	47%	45%	31%	39%	56%	26%	41%	52%	53%	23%	46%

Prepared by National Research Center, Inc.

Geographic Area of Residence Comparisons

Table 105: Aspects of Quality of Life by Respondent Geographic Area

Please circle the number that comes closest to your opinion about the quality of life in Louisville: (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
How do you rate Louisville as a place to live?	96%	99%	99%	98%
How do you rate Louisville as a place to raise children?	96%	100%	98%	98%
How do you rate Louisville as a place to retire?	78%	81%	77%	79%
How do you rate Louisville as a place to work?	74%	77%	77%	76%
How do you rate the overall quality of life in Louisville?	96%	99%	96%	97%

Prepared by National Research Center, Inc.

Table 106: Select Community Characteristics by Respondent Geographic Area

Please rate Louisville as a community on each of the items listed below: (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Sense of community	84%	92%	86%	87%
Openness and acceptance of the community towards people of diverse backgrounds	71%	73%	68%	70%
Overall appearance of Louisville	90%	89%	91%	90%
Opportunities to attend cultural activities	67%	65%	70%	68%
Shopping opportunities	57%	56%	60%	58%
Opportunities to participate in special events and community activities	86%	87%	88%	87%
Opportunities to participate in community matters	82%	85%	84%	84%
Recreational opportunities	82%	86%	86%	84%
Employment opportunities	38%	41%	44%	41%
Variety of housing options	44%	42%	39%	42%
Availability of affordable quality housing	22%	13%	15%	17%
Ease of car travel in Louisville	74%	89%	88%	82%
Ease of bus travel in Louisville	62%	60%	56%	60%
Ease of bicycle travel in Louisville	85%	94%	92%	89%
Ease of walking in Louisville	87%	95%	92%	91%
Traffic flow on major streets	64%	73%	71%	69%
Quality of overall natural environment in Louisville	88%	92%	91%	90%
Overall image or reputation of Louisville	94%	97%	98%	96%

Prepared by National Research Center, Inc.

Table 107: Safety Ratings by Respondent Geographic Area

Please rate how safe you feel: (Percent rating positively e.g., very safe/somewhat safe)	Area			Overall
	Ward 1	Ward 2	Ward 3	
From violent crime (e.g., rape, assault, robbery)	98%	97%	97%	97%
From property crimes (e.g., burglary, theft)	86%	87%	91%	88%
In your neighborhood during the day	98%	98%	97%	98%
In your neighborhood after dark	94%	92%	95%	94%
In Louisville's downtown area during the day	99%	99%	99%	99%
In Louisville's downtown area after dark	93%	91%	95%	93%
In Louisville's parks during the day	98%	98%	98%	98%
In Louisville's parks after dark	82%	82%	87%	83%

Table 108: Government Performance Ratings by Respondent Geographic Area

Please circle the number that comes closest to your opinion about the performance of the following areas of the City of Louisville Administration: (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
City response to citizen complaints or concerns	63%	69%	72%	67%
Information about City Council, Planning Commission and other official City meetings	81%	75%	84%	80%
Information about City plans and programs	73%	74%	78%	75%
Availability of City Employees	74%	74%	76%	75%
Programming on Louisville cable TV, municipal channel 8	56%	64%	51%	57%
Louisville Web site (www.louisvilleco.gov)	79%	77%	77%	78%
Overall performance of Louisville City government	77%	78%	81%	78%

Prepared by National Research Center, Inc.

Table 109: Police Department Ratings by Respondent Geographic Area

Please circle the number that comes closest to your opinion about the following areas related to the Louisville Police Department: (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Visibility of patrol cars	88%	92%	88%	89%
911 service	94%	93%	92%	93%
Enforcement of traffic regulations	78%	83%	75%	79%
Municipal code enforcement issues (dogs, noise, weeds, etc.)	68%	69%	66%	68%
Overall performance of the Louisville Police Department	88%	92%	92%	90%

Table 110: Planning and Building Department Ratings by Respondent Geographic Area

Please circle the number that comes closest to your opinion about the following areas of Louisville Planning and Building Safety Department: (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
The public input process on City planning issues	67%	74%	74%	71%
Planning review process for new development	56%	67%	67%	63%
Overall performance of the Louisville Planning Department	58%	67%	66%	63%
Building permit process	61%	57%	63%	60%
Building/construction inspection process	69%	58%	65%	65%

Prepared by National Research Center, Inc.

Table 111: Parks and Recreation Department Ratings by Respondent Geographic Area

Please circle the number that comes closest to your opinion about the following areas of the Louisville Parks and Recreation Department: (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Current recreation programs for youth	85%	83%	88%	85%
Current recreation programs for adults	75%	80%	75%	77%
Current programs and services for seniors	87%	91%	85%	87%
Recreation fees in Louisville	70%	77%	79%	75%
Overall quality of the Louisville Recreation Center	68%	67%	65%	67%
Overall quality of the Louisville Senior Center	76%	82%	84%	81%
Overall quality of the Coal Creek Golf Course	79%	76%	83%	80%
Maintenance and cleanliness of the Louisville Recreation Center	82%	86%	82%	83%
Adequacy of parks, bike paths, playing fields and playgrounds	90%	93%	92%	91%
Maintenance of parks (e.g., landscaping, turf areas, playgrounds, picnic areas, etc.)	89%	91%	91%	90%
Maintenance of open space	84%	88%	90%	87%
Maintenance of the trail system	90%	90%	91%	90%
Maintenance of medians and street landscaping	85%	82%	84%	84%
Overall performance of the Louisville Parks and Recreation Department	88%	90%	88%	89%

Prepared by National Research Center, Inc.

Table 112: Library and Museum Ratings by Respondent Geographic Area

Please circle the number that comes closest to your opinion about the Louisville Public Library and Historical Museum and their services: (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Louisville Public Library programs (e.g., story time, One Book program, etc.)	96%	98%	99%	98%
Services at the Louisville Public Library (e.g., reference desk check out, etc.)	96%	100%	98%	98%
Internet and computer services at the Louisville Public Library	92%	92%	94%	92%
Louisville Public Library services online at www.louisville-library.org accessed from home or elsewhere (e.g., book holds, access databases, research, etc.)	92%	92%	95%	93%
Louisville Public Library materials and collections	85%	82%	86%	85%
Louisville Public Library building	97%	97%	99%	97%
Overall performance of the Louisville Public Library	96%	96%	97%	96%
Louisville Historical Museum programs (e.g., lectures, walking tours, newsletters)	86%	89%	95%	90%
Louisville Historical Museum campus	85%	90%	92%	88%
Overall performance of the Louisville Historical Museum	87%	88%	92%	89%

Prepared by National Research Center, Inc.

Table 113: Public Works Department Ratings by Respondent Geographic Area

Please circle the number that comes closest to your opinion about the performance of the following areas of Louisville Public Works Department: (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Street maintenance in your neighborhood	63%	64%	66%	64%
Street maintenance in Louisville	71%	68%	69%	70%
Street sweeping	73%	66%	72%	71%
Snow removal/street sanding	44%	51%	58%	50%
Street lighting, signage and street markings	85%	82%	80%	82%
Waste water (sewage system)	94%	90%	93%	92%
Storm drainage (flooding management)	90%	89%	88%	89%
Bike lanes on Louisville streets	69%	76%	69%	71%
Access on sidewalks/crosswalks for disabled persons	78%	87%	81%	82%
Quality of Louisville water	92%	92%	88%	91%
Overall performance of Louisville Public Works Department	88%	84%	91%	88%

Table 114: Overall Services Rating by Respondent Geographic Area

Overall, how would you rate the quality of services provided by the City of Louisville? (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Overall, how do you rate the quality of services provided by the City of Louisville?	93%	93%	94%	93%

Prepared by National Research Center, Inc.

Table 115: Louisville Employee Ratings by Respondent Geographic Area

If you have had any email, in-person or phone contact with a City of Louisville employee in the last 12 months, what was your impression of the employee in your most recent contact? (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Knowledge	86%	85%	95%	89%
Responsiveness/promptness	81%	83%	86%	83%
Availability	81%	82%	90%	84%
Courtesy	85%	92%	95%	90%
Overall impression	82%	85%	90%	85%

Table 116: Participation Ratings by Respondent Geographic Area

In the last 12 months, about how many times, if ever, have you or other household members participated in the following activities in Louisville? (Percent rating positively e.g., at least once or twice)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Played golf at the Coal Creek Golf Course	15%	19%	23%	18%
Used the Louisville Public Library or its services	79%	78%	78%	78%
Used the Louisville Recreation Center	69%	84%	73%	74%
Used Memory Square Pool	29%	39%	32%	33%
Visited the Louisville Historical Museum	29%	24%	32%	29%
Attended the Downtown Louisville Street Faire (9 nights in 2015)	74%	79%	81%	78%
Attended an event, show or activity at the Arts Center	38%	35%	37%	37%
Attended another event downtown (Art Walk, Taste of Lsvl, parade, Winter Skate)	79%	79%	83%	80%

Prepared by National Research Center, Inc.

Table 117: Funding Priority Ratings by Respondent Geographic Area

Beyond basic City services (police, water, sewer, etc.), the City has limited resources and must make hard decisions about funding priorities. Indicate how important to you each of the following areas are as the City considers residents' current and future needs. (Percent rating positively e.g., essential/very important)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Maintaining, repairing, and paving streets	88%	87%	90%	88%
Encouraging sustainability (in buildings, energy and water use, recycling, etc.) for both residential and commercial properties	69%	61%	68%	66%
Creating an indoor community gathering space (arts center, community center, etc.)	25%	29%	33%	29%
Creating an outdoor community gathering space (amphitheater, commons, etc.)	31%	38%	42%	36%
Providing additional recreation facilities and amenities	45%	54%	52%	49%
Expanding Internet/broadband options	44%	42%	52%	46%
Using incentives to create business and employment opportunities	52%	58%	65%	58%
Maintaining the City's appearance/attractiveness	75%	86%	76%	79%
Providing additional parking in Downtown Louisville	50%	46%	53%	50%
Providing financial incentives for the redevelopment of the vacant former Sam's Club property	39%	48%	53%	46%
Increasing the amount of open space maintenance	38%	32%	36%	36%
Increasing the amount of parks maintenance	31%	26%	28%	29%
Providing new outdoor multi-purpose turf fields (soccer, football, etc.)	18%	21%	25%	21%
Expanding the Louisville Historical Museum	13%	8%	13%	12%
Subsidizing affordable housing	42%	31%	48%	41%

Prepared by National Research Center, Inc.

Table 118: Support for Changing Trash Service by Respondent Geographic Area

Currently, the City's trash service (through Western Disposal) provides once per week trash pickup and compost and recycling pickup every two weeks. To what extent would you support or oppose changing the service to once per week compost pickup and trash pickup every two weeks (leaving recycling pickup every two weeks)? (Percent rating positively e.g., strongly support/somewhat support)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Currently, the City's trash service (through Western Disposal) provides once per week trash pickup and compost and recycling pickup every two weeks. To what extent would you support or oppose changing the service to once per week compost pickup and trash	27%	19%	32%	26%

Table 119: Support for Historic Preservation Tax Options by Respondent Geographic Area

The City of Louisville currently has a Historic Preservation Tax, which is a dedicated sales tax (0.125 cents on every dollar spent). Revenue from this tax is used to help property owners rehabilitate and preserve historic landmarks which contribute to the character of Historic Old Town Louisville. This tax was approved by voters in 2008 and is set to expire in 2018. To what extent would you support or oppose each of the following options to continue the tax? (Percent rating positively e.g., strongly support/somewhat support)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Continue the existing sales tax until 2028	70%	74%	79%	74%
Continue the existing sales tax until 2028 and also dedicate a portion of the tax to help operate the Louisville Historical Museum	63%	69%	71%	67%

Table 120: Support for Housing Options for Former Sam's Club Area by Respondent Geographic Area

Most of the land zoned for residential uses in Louisville has been built out. In the former Sam's Club shopping area residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing? (Percent rating positively e.g., strongly support/somewhat support)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Multifamily housing (apartments, condos, townhomes)	49%	53%	57%	53%
Subsidized housing (apartments, condos, townhomes)	46%	44%	50%	47%
Senior housing (apartments, condos, townhomes)	58%	62%	60%	60%

Prepared by National Research Center, Inc.

Table 121: Support for Housing Options for US36/McCaslin Area by Respondent Geographic Area

In the area near the US36/McCaslin transit/bus station residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing? (Percent rating positively e.g., strongly support/somewhat support)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Multifamily housing (apartments, condos, townhomes)	52%	55%	59%	55%
Subsidized housing (apartments, condos, townhomes)	46%	52%	57%	51%
Senior housing (apartments, condos, townhomes)	58%	62%	56%	58%

Table 122: Use of Information Sources by Respondent Geographic Area

Please select how often you use each of the following sources to gain information about the City of Louisville. (Percent rating positively e.g., at least sometimes)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	19%	21%	23%	21%
Community Update (City Newsletter)	85%	96%	89%	89%
The Daily Camera/Hometown Weekly	72%	79%	78%	76%
The City of Louisville Web site (www.louisvilleco.gov)	68%	87%	76%	76%
City's email notices (eNotification)	23%	30%	32%	27%
Utility bill inserts	62%	84%	73%	71%
Word of mouth	84%	88%	88%	86%

Prepared by National Research Center, Inc.

Table 123: Information Source Ratings by Respondent Geographic Area

Indicate the quality and reliability of the information from that source. (Percent rating positively e.g., excellent/good)	Area			Overall
	Ward 1	Ward 2	Ward 3	
Attend, watch or stream a City Council meeting or other program on Comcast channel 8 (government access) or online	69%	74%	71%	71%
Community Update (City Newsletter)	87%	88%	87%	87%
The Daily Camera/Hometown Weekly	69%	66%	75%	70%
The City of Louisville Web site (www.louisvilleco.gov)	82%	81%	78%	80%
City's email notices (eNotification)	79%	91%	82%	84%
Utility bill inserts	75%	77%	77%	76%
Word of mouth	50%	49%	53%	50%

Table 124: Likelihood of Social Media Use by Respondent Geographic Area

(Percent rating positively e.g., very likely/somewhat likely)	Area			Overall
	Ward 1	Ward 2	Ward 3	
How likely, if at all, would you be to look for official City information on social media websites (e.g., Facebook, Twitter, Instagram, etc.) if the City were to increase its presence or activity?	45%	48%	44%	46%

Prepared by National Research Center, Inc.

Appendix C: Verbatim Responses to Open-ended Survey Questions

All write-in responses are presented below verbatim, meaning spelling and grammar has not been corrected.

Question 11a: List the department the employee you most recently contacted works in:

- 911
- 1st Responders/police.
- Administration.
- Administration.
- animal control I think also a judge in the court.
- Arborist questions (dying big trees).
- Arborist.
- Ardor specialist.
- Bill pay.
- Billing (water/trash).
- Billing for Water & material disposal.
- Billing for Water etc.
- Billing, Rec Center.
- Billing.
- Billing.
- Billing.
- Billing/Water & sewer bill.
- Bldg.
- Building and zoning.
- Building Code dept.
- Building dept.
- Building dept.
- Building dept.
- Building dept.
- Building dept.
- Building dept.
- Building new heater insp.
- Building Permit & Planning.
- Building permit.
- Building permit.
- Building permits.
- Building permits/inspections.
- Building Planning.
- Building safety.
- Building.
- Building.
- Building.
- Building.
- Building/permits.
- Called about Water/sewer bill.
- Can't recall!
- Can't recall.
- city clerk - dog licensing.
- city clerk XXXX.
- city council.
- city council.
- city Forrester.
- City hall Re: birth certification female (XXXX?).
- city Hall reception.
- city Hall.
- city manager.
- city manager.
- city manager.
- city manager.
- city manager/arts admin.
- City manager's office- no follow up was received.
- city of Louisville utilities.
- city to Pay Utility bill.
- Code enforcement- does not enforce dog off leash law.
- Code enforcement Louisville police.
- Code enforcement non-emergency dogs-barking.
- Code enforcement, animal control.
- Code enforcement.
- Code enforcement.
- Code enforcement.
- Code enforcement.
- Code enforcement/Fire dept.
- County clerk- very lazy!
- County courthouse.
- courthouse.
- Dept of Planning & bldg safety.
- Deputy city manager.
- dog catcher.

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- dog licenses.
- dog off leash not enforced.
- Don't know.
- Don't remember the name- HR dept. person.
- Economic development.
- EMT (911).
- Events.
- Finance.
- Finance.
- Finance/Sales tax.
- Fingerprinting @ LPD.
- Fire Dep.- for ambulance service if needed.
- Fire Dept to put in car seat.
- Fire.
- Forestry.
- Front desk.
- Front desk.
- Golf course.
- Haven't had any contact.
- Head of tree maint supv! Very unconcerned about my issue!
- inspection.
- Inspection/permit.
- inspections.
- Inspections/ Permitting office.
- Less expense on over 55 condos.
- Library & Public works.
- Library, energy, trash, Rec Center.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- Library.
- License department.
- Line locator.
- Louisville Art Center.
- Louisville police.
- Louisville Public Library.
- Louisville Rec.
- Louisville Recreation & senior Center.
- Main Building.
- Mulching Public works?
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
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- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- NA.
- NA.
- NA.
- NA.
- NA.
- No contact.
- No contact.

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- No one contacted.
- None lately.
- None.
- None.
- not sure.
- Oh dear- someone on the council I wrote to!
- open space.
- open space.
- open space.
- open space/Parks.
- park & Rec / XXXX.
- park & Recreation dept.
- park reservations.
- Park.
- Parks - open space.
- Parks & open space on Davidson Mesa.
- Parks & open space.
- Parks & Rec dept.
- Parks & Rec.
- Parks & Rec.
- Parks & Rec.
- Parks & Rec.
- Parks & Rec.
- Parks & Rec.
- Parks & Rec.
- Parks & recreation.
- Parks & recreation.
- Parks & recreation.
- Parks about pesticides & herbicides.
- Parks and recreation.
- Parks.
- Parks.
- Parks.
- Parks/open space.
- Parks/open space.
- Parks/Rec.
- Parks/works with trees.
- Pay Water bill.
- Permit Residential remodel.
- Permit, police.
- permit.
- Permit/inspection.
- permits for Building decks.
- permits.
- permits.
- permits.
- permits-for fence.
- Permitting (construction).
- Pet License renewal- not sure depart.
- Photo contest & catalog production.
- Planning & Building safe.
- Planning & Building safety division.
- Planning & Building safety.
- Planning & Building.
- Planning & zoning (Permit).
- Planning dot shed non-compliant for city works.
- Planning office.
- Planning.
- Planning.
- Planning.
- Planning.
- Planning.
- Planning.
- Planning.
- Planning.
- Planning.
- Planning.
- Planning.
- Planning/Building.
- Police - Library - Rec Museum.
- Police dept.
- Police dept.
- Police dept.
- Police dept.
- Police dept.
- Police officer.
- police.
- police.
- police.
- police.
- police.
- police.
- police.
- police.
- police.
- police.
- police.
- police.
- Police/court house.
- Police/Fire.
- Police/senior Center.
- Public Library.
- Public Library.

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- Public works & park & Rec.
- Public works XXXX.
- Public works- XXXX
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
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- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works.
- Public works/Bldg.
- Public works-concerning the lateness of my city Water & trash bill.
- Rec Center & Library.
- Rec Center, Fire dept.
- Rec Center.
- Rec Center.
- Rec Center.
- Rec Center.
- Rec Center.
- Rec Center.
- Rec Ctr.
- Rec.
- Rec.
- Rec. Center.
- Reception & dog license.
- Recreation Center.
- Recreation Center.
- Recreation Center.
- Recreation Center.
- recreation.
- recreation.
- recreation.
- Recreation/Rec Center.
- Registering kayaks.
- Residential Billing.
- Retail Sales tax.
- Sales tax.
- senior Center.
- senior services.
- snow removal.
- Street lighting person.
- Street maintenance.
- Streets & snow removal.
- Tennis courts.
- tree issues.
- Utilities (water, trash etc).
- Utilities dept. (XXXX?).
- utilities.
- utilities.
- utilities.
- Utilities/Billing.
- Utility bill.
- Utility Billing, park ranger.
- Utility Billing.
- Utility Billing.
- Utility Billing.
- Utility Billing.
- Utility Billing.
- Utility.
- Water & sewer.
- Water bill.
- Water Billing.
- Water department.
- Water dept.
- Water dept.
- Water meter maint.
- Water payments.
- Water- Rec dept.
- Water resources/utilities.
- Water.
- Water.
- Water.
- Water.
- Water.
- Water.
- Water/Billing.

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- Water/Public works.
- Water-accounting.
- XXXX, open space.
- XXXX (Forester).
- XXXX @ Rec Center.
- XXXX in Reception area when paying H20/trash bill.

Question 19: What sources, other than those listed above, would you or do you use to get information about the City of Louisville?

- "0027" FB : Quality is poor.
- "Oh Oh two seven" Louisville FB page, open space FB page.
- ? unknown.
- 0027 Facebook page.
- 0027 Facebook page.
- 0027 Facebook.
- 80027 Facebook page.
- 80027 feed - Facebook.
- 9 News.
- Auto phone message about parades & arts events.
- Billboards in coffee shops, etc.
- Boulder weekly, yellow scene, Denver post.
- Bulletin Board Louisville library.
- Bulletin Boards in cafes and stores.
- Call city hall.
- Call city.
- Call the department I need.
- Calling on phone.
- Certainly not the daily comers.
- Channel 9 news.
- Cheilitis magazines, Sr. services.
- Citizens Action Committee.
- City employees.
- City offices.
- Colorado public radio.
- Come to city offices and converse with staff.
- Council members.
- County & Cdot websites.
- Crime updates.
- Denver post.
- Denver post.
- Denver post.
- Don't know of any.
- Don't know.
- Driving around/neighbors.
- Email notification thru Nextdoor Neighbor.com.
- Email to HOA's & let them distribute to homeowners. Better communications with fire department- street closures, etc..
- Emails would be good.
- Facebook - Oh Oh group.
- Facebook - Oh Oh two seven.
- Facebook "80027" group.
- Facebook -"Oh Oh 27 site".
- Facebook "Oh Oh 27" Group.
- Facebook (80027).
- Facebook 0027 group.
- Facebook 80027 page.
- Facebook 80027 page.
- Facebook group "80027" fair quality & reliability.
- Facebook group- The Oh Oh.
- Facebook groups, Denver post, street signage for events.
- Facebook groups.
- Facebook Oh Oh 27 group.
- Facebook- Oh Oh 27.
- Facebook pages.
- Facebook- The 0027.
- Facebook- the Oh Oh 27.
- Facebook Twitter.
- Facebook-"0027".
- Facebook-"Oh-Oh-two-seven."
- Facebook, Instagram.
- Facebook, Next Door.
- Facebook.
- Facebook.
- Facebook.
- Facebook.
- Facebook.
- Facebook.
- Facebook/0027 website.
- Facebook/social media.
- FB - 80027 page.

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- Flyers.
- Flyers/info packets located at library.
- Google
- Google search for specific info.
- Google search.
- Google.
- Historical newsletter.
- HOA Community & Louisville updates.
- HOA.
- How about electronic posting @ police stn (street- SME boards).
- How do I get e Notifications?
- I am worn out with the city's reliability - noise, commotion, frenzy with street fairs & music & events in the park & main street. It is not a good of town as it use to be in the 1980's. Way too fancy and expensive.
- I call whatever dept. I'm seeking info from.
- I get out and around and see for myself!
- I go to "the Oh Oh two seven" Facebook page.
- I live at Balfour-Surround- Head of the Transportation Service.
- In the past I used the library a lot. -I use my computer now.
- Intellicast.com, Google.
- Just looking around.
- Library free center.
- Library porting boards.
- Library, City Hall.
- Library.
- Listed above and 0027.
- Lived here forever.
- Local Bulletin Boards (art underground, library, preschool).
- Local neighborhood groups.
- Local social media groups.
- Louisville public library/ Street signs/ Boulder county publications re human services in Lsvl.
- Louisville Senior Center.
- More mail notifications.
- More social media, more info in emails & easier to find.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- News channels that broadcast info.
- Nextdoor.com
- None other.
- None- we have enough sources already.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None.
- None. Town cryer maybe?
- Not Boulder.
- Notices at the Louisville Rec. Ctr.
- Notices up in the library.
- Noun.
- Oh Oh 17 Facebook group.
- Oh Oh 27 Facebook page.
- Oh Oh 27 FB page.
- Oh Oh Facebook.
- Oh oh two seven on FB.
- Oh Oh website.

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- Oh on two seven Facebook group.
- On the Oh Oh 27 facebook group.
- Other business owners.
- Outdoor signage.
- Phone call to City Hall.
- Phone call.
- Phone, paper & newsletters & word of mouth.
- Posters around town.
- Postings at Rec Center.
- Postings downtown along Main St. & in the library.
- Postings in the library.
- Rec Center Boards.
- Rec center catalog.
- Rec Center catalogue.
- Rec Center, library.
- Recreation Center brochure & Facebook.
- Recreation Center.
- RSS feed - Advertised on website.
- Sandwich board notices along the streets.
- Schools, local businesses.
- Search web.
- Shop owners.
- Signs and the monitors at the Rec Center.
- Signs around town (e.g. farmers mkt, summer concerts, etc).
- Signs on streets/corners.
- Signs on the street.
- Signs posted along open space/trails.
- Signs posted at rec center.
- Signs posted on properties (notices, etc).
- Signs posted on the roadside about community meetings.
- Social media (Oh-Oh Two-Seven FB page; Twitter).
- Social media i.e. Facebook.
- Social media, postings downtown.
- Social media.
- Social media.
- Some business owners.
- Staff.
- Street notices.
- Street signs/flags; library.
- Television.
- Text message, facebook.
- Texts.
- That's plenty any more would be overwhelming.
- The 0027 Facebook page.
- The community weekly & Denver post.
- The corner signs promoting city meetings- well done! Notices E library effective, too.
- The Denver post (sometimes) prints/delivers info about Louisville.
- The Facebook group "Oh Oh two seven".
- The library is the primary place I go. And also the playgrounds. Due to family circumstances I don't follow info mailed out. Was disappointed when my mom moved here no affordable housing for seniors available.
- The mail.
- The planning meeting signs postal on corners.
- The Recreation Center catalog.
- TV & Radio news.
- TV or newsletter.
- Twitter, Facebook, website.
- Twitter.
- Unknown.
- Vic's.
- Visits to downtown M.
- Walking around town.
- Website 80027, Linkedin (for professionals), digital billboard that blends into the landscape (not obnoxious)- can be programmed remotely to change info often.
- Would use social media.
- Yellow pages or community guide & business directory.
- Zhexs[?].

Question 21: Comments:

- "Blast" type info on city services e.g.
- #1 source today.
- (1) A parking solution that actually allows residents to park at their own homes is

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essential in the downtown business area. Some do not have alley access parking or driveways that can be parked in without blocking the sidewalk. i.e. Permit parking.(2) Trash pickup every other week in nonsense. Some don't compost everything.
- (1) Need extra room for seniors. (a)Rec center. (2) Need to relocate prairie dogs/rabbits north of wells range. (3) Need stop light. (a)Pine and via Rapid.
- 0027 Facebook is great!
- 1. Re: Rec Center overcrowding- Superior residents should pay non-resident fees. 2. Re: Sam's Club development - Commercial use for youth activity center.
- 3-4 yrs ago, I would have listed everything as excellent, instead of small charming town, with additional housing projects it is becoming overcrowded & city not prepared for what they created, roads are congested, not enough schools or water [?] hospital downtown too busy.
- Add more time to the left arrow at South Boulder Road and McCaslin Blvd.
- Already do.
- Always go to website! Social media doesn't seem as reliable & current.
- Am 91, crippled, very hard of hearing. Use the Lafayette library regularly.
- Any future construction should only be allowed on previously built up land. Leave the fields, farms, and open spaces as they are.
- As long as it is accurate!
- Bumping the sidewalks out was a bad idea. Tearing out the wild sweet peas was appalling.
- Can you post on snap chat and there are too many loose dogs.
- Charging for 911 service (fire/rescue) is outrageous!! No snow removal on side streets is embarrassing.
- City Council makes bad decisions on spending, expenses, property purchase.
- City starting to get get too crowded/ no more apartments or multi-family housing- concerned about impact on school class size.
- Code enforcement needs to enforce dog off leash law between 7am-8am & 6pm-7pm & weekends.
- Concerned about the residential development increases which I do not support.
- Development of residential (especially Hi-Density) is ruining Louisville. It is losing its unique character and becoming like all other generic towns.
- Do not have a computer.
- Do not subsidize a Sam's Club redev. Require upgrade of Albertsons to 2010, or do not renew their exclusive license.
- Do not use social media websites.
- Do you/we want that information made public to everyone? Will you be inundated with non-residents?
- Don't ever use social media.
- Don't expose my privacy to social media!
- Don't have cable or a web-site.
- Don't have computer.
- Don't use a blog or allow comments!
- Don't use social media.
- Don't use social media.
- Don't use those social media sites.
- Don't.
- Email (or paper) is best. It reaches a wider audience. I do not support social media.
- Emergency information- i.e. blizzard, flooding, crime.
- Enforce your dog off leash law!
- Enough with building homes & apartments! There is going to be so much traffic & congestion at S. Boulder Rd & 95th in the very near future!
- Facebook (preferred).
- Facebook- already use street fair posts.
- Facebook especially.
- Facebook might be useful, but not the others particularly. E.g. etc. Whatever that might mean.
- Facebook- not twitter or instagram.
- Facebook or Instagram only.
- Facebook would be most useful for me.

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- Facebook!
- FB is becoming a news source.
- FB.
- Following on Facebook would give me info and updates.
- For community events like movie night in park, etc. A community calendar would be great.
- For multi family living, - I would want a safe place for children to play-
- Forget Sam's Club site. Focus on crap along S. Boulder Rd: Parco & Crummy Apartments; Rundown vacant stores @ Hwy 42!!
- General. When contractors are hired by the city please supervise their work- there has been damage done to private property by them. No response from contractors.
- Have only lived here a couple of months.
- I am disabled so can't take part of a lot that Louisville has to offer. Too much multifamily housing.
- I do not currently use social media. Facebook might be a good idea, though, since that would be available to the public.
- I don't do social media.
- I don't like to have to go to multiple sites to find information using social media has to be well thought out so those that don't use it can still find the same info elsewhere.
- I don't participate with social media, but I am not opposed.
- I don't use any of those social media sites.
- I don't use social media in this way. I like traditional media.
- I don't use social media.
- I don't use these social media outlets, by choice.
- I don't use these websites.
- I don't use-or want to have to use-social media.
- I grew up in Louisville until I went to college, then moved back last September. In total, have lived 19 years in Louisville .
- I have none of the above and never want to get them.
- I live in Balfour Retirement Community so somewhat isolated from "real" world.
- I loathe social media. Just keep the website up to date!
- I look living in Louisville & would like to stay as I age, but it's hard to downsize my house & stay in Louisville. Need smaller, net zero housing.
- I love living in Louisville! It's better than Boulder!
- I really wish the city would stop building high density housing and ruining what make Louisville a great place!
- I use a water filter so unsure of water quality. I get lost on bike/walk paths & so request street signs when paths (inter section 00) cross a magic street.
- I use Twitter & Instagram & Facebook everyday.
- I used to live in Louisville in my house from 2003-2009 when my children were young & just recently moved back to a townhome town.
- I want more bike trails. The police should ticket people for off leash dogs.
- I would encourage the city to invest in a better outdoor recreational swimming pool.
- I would like to see light reduction policies in neighborhoods- give us back the evening sky & get neighbors to use motion detectors not garage lights.
- I would love to see a small dog area at a dog park!
- I would love to see the weight room at the Rec Center gym set a face lift/expansion.
- I would recommend Facebook.
- I wouldn't look for info on SM. But if it pops up u would notice it.
- If I'm wondering about an issue I will check the city's website but I suppose news alerts/announcements would be good. Twitter.
- If Louisville's demographic becomes "younger", then social media makes sense, it's likely we'll be getting some google employees living in Louisville, so we should be using social media.
- If something big is happening.
- I'm not sure where the police officer/cars hang out... McCaslin and South Boulder

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road have a lot of speeders... seems like a good way to make money!
- Jay Keany has been very helpful with postings on the local Facebook pages.
- Keep city business professional. Social media is not professional. Police & fire services are top notch in our town, keep it up!!
- Lafayette is a model to follow on this. I've found their updates to be useful.
- Less money or trails and parks, more on open space -we passed box primarily for open space. Limit scrapes through ordinance.
- Louisville is a great place to live. Lack of ranch style single family housing (Not patio homes) is a problem.
- Louisville is becoming too crowded. Stop allowing development. Louisville is losing in character stop allowing scrape offs.
- Louisville is close to a perfect town. Now if I could afford to buy a house here.
- Louisville is not very diverse bk it is too expensive to live here. Downfall- the cost to live here.
- Louisville is quickly becoming homogenized and is losing it's soul with all the building and the type of people it attracts.
- Louisville is very wonderful city to live and everything is close by. I enjoy rec center the most.
- Louisville leaders need to know: Don't block the mountains, don't overcrowd the city, give us open spaces!
- Louisville, co. Great place to live years ago but a circus now.
- Love the senior center.
- Love to see the Rec Center have better hours (later access).
- Managing issues related to Louisville's growth/demographic shift are important to keeping Louisville a high desirable place to love.
- Might bring our community even closer.
- More adult recreation options for team sports would be nice (soccer, basketball, ultimate frisbee).
- More info in my Facebook feed please.
- More summer camp at Rec Center-availability!!! Expand swim area-lazy river-children's are (Lafayette much better).
- Most likely Facebook.
- Moved to Louisville in 1993 from Boulder. We love it here!
- Mr. Muckle needs to keep the sidewalks in front of his personal property cleared of unsightly overgrowth of weeds etc.
- Need a youth center for teenagers. Too many lawns out of control, or filled w/ junk.
- Never use social media.
- Never.
- New website is a big disappointment. Especially Planning Dept.
- No computer! And no interest in getting one.
- No more residential building. Traffics in S. Bldr is terrible. Many shops & have to go to Bldr or Lafay. for goods & services gently better biz in Lville.
- Non-compostable trash could get very stinky over 2 wks ex(baby diapers) and we do have babies that use disposable.
- None- To much social media. We did not choose website for social media.
- None.
- Not big into social media in general (caveat).
- Not on social media due to privacy concerns.
- On facebook especially.
- Once or twice a year.
- Other family members may use Facebook. Not twitter or instagram.
- Overall this city is awesome, but I have concern about how the influx of new families to Louisville, Boulder, Lafayette & Erie will impact our quality of life, traffic etc. Lets work together to make smart decisions for the future.
- Please add a small dog park/enclosure for safety of small dogs. Please enforce leash law especially on bike paths and parks. Leash law on bike paths, in parks & every

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where need to be enforced. It is dangerous to have all the loose dogs. TY
- Please consider demolishing the old Sam's Club property and putting in park space, etc. or a public outdoor pool!!
- Please do not bring King Soopers to McCaslin. Please find a developer that will do high density mixed use. I would love a brewery there too.
- Please fix the potholes an McCaslin Blvd. in front of HR block. They are terrible on my car.
- Please no more new housing developments.
- Please provide more info on FB.
- Please think about providing more affordable housing options. We need the diversity in this town.
- Probably would be a good idea as many residents have these. I just don't use social media so I wouldn't pay attention this way.
- Questions 16 & 17 are poor questions because it all depends on what is proposed (density quantity etc.)
- Recreation for young children is sorely lacking in winter, as you can see during overcrowded library story hour. Please find space for indoor playroom or family center-as Westminster and Broomfield have done!
- Right now, I get updates via the Oh Oh 27 Facebook page- If it's happening in Louisville, someone posts about it (including when that guy was smashing into cars in old town).
- Sadly, Louisville is turning into a mini-Boulder so its loosing some of its charm & the values are changing negatively.
- See attached new homes. Stop building!! The roads are already much busier than 5 yrs ago. Leave the church it brings so much to the community & 100's of people who go. It is a community center. It was vacant for at least a yr before the church!!
- Slow down growth- this growth in ridiculous!
- Snow removal in Louisville is terrible. That is the worst part of this city. Also very little affordable housing-esp for seniors. And most other pools in the area are better for little kids so we don't use the Rec Center.
- Social media is helpful.
- Social media is what is wrong w/ America and the world. It is sad but our country is close to doomed... I feel sorry for the youth.
- Some of us don't do social media.
- Spending $25 million+ for a new Rec Center for a community of 20,000 people is irresponsible.
- Thanks for wanting input.
- The city currently lacks sufficient housing for young professionals or entry-level workers. Not against senior housing, but young workers & families should get housing priority.
- The city has been severely overdeveloped in a short period of time. All these condos/town homes will ruin Louisville's unique advantages and community character. For shame!
- The city of Louisville is great!
- The city website is not that easy to navigate, would be nice to be able to store info for paying utility bills (address, credit card) Library- store library card numbers.
- The city would have to do it so it's accurate. There's a Facebook group with our zip code, but i don't follow because I hear its more gossip than news.
- The government which governs least, governs best!!!
- The Lsvl Rec Center could much better serve seniors (50+) users in improving cleanliness of pool, steam room, hot tub, locker rooms, etc by limiting/isolating services/location/sections to adults only- No young children day. No potty issues! Noise issues! crowding issues.
- The main road are maintained well, but residential roads have lots of cracks/pot holes. The Rec Center needs an expansion/update.
- The more you build, the more you want to raise rent on prices greed IS SO strong.

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- The peace and quiet that made Louisville a comfortable place to live is pretty much gone. Sad to see the place crowded and frenetic.
- The quality of life in Louisville has gone down in the last 4 yrs. due to traffic restricted access to services and businesses in downtown. Louisville; high density houses & huge loss of open areas in the city.
- The question says "look for". That sounds like the way a website to pull data. Works-searchable to answer specific questions. Social media pushes data.
- The Rec Center needs more programs for tweens (10-12 years) and younger teens. These ages are left out (except for sports).
- The urns for hot chocolate at winter skate need replacing to ones with thermostates. My son leg was burned and scarred this last winter.
- This city's civil servants do an excellent job. This has been a great place to live!
- Too much residential development! Getting too much traffic. We have become too successful.
- Twitter & Facebook are a great way to keep us informed.
- Twitter waw be good.
- Use Facebook "0027" to post announcements.
- Very happy living & retiring in Louisville.
- We are new residents to Louisville although we have lived in the area for years. After moving to North-end I have become dismayed/disappointed in the level of high density housing at NE, Balfour, Kestrel & Steel Ranch that Louisville has approved. I do not feel there is adequate street infrastructure for services to support this level of growth!
- We could use more teen activities.
- We have enough multifamily housing. It detracts from Louisville anxieties. Please no more.
- We like oh oh 27.
- We love Louisville! What a wonderful place to live!
- We need more of a hometown feel and not a media or marketing strategy.
- We need to figure out a way to stop train from blowing horn... It is impacting value of properties near tracks.
- We would also support weekly recycling but overall every other week trash is strongly supported.
- What is up with the black hole storage tech?
- Where are we suppose to worship? At a Rec Center? On Friday downtown?
- Why have stop signs in residential areas police do no care. Why use/have valid plates, most out of state & new cars have expired plates rich folks do not care.
- Would ask relatives eg, Mayor.
- Would be nice.
- Would like more senior housing that is more affordable for low income seniors.
- Would like to see funding allocated to beautifying the fencing on the Appia and the trailer homes park at S Boulder Rd.
- Would like to see Louisville bring back the Louisville triathlon.
- Would love to see senior housing- single-level patio homes & condos.
- You do not have any Hispanic police supervisors. Why?
- You should replace the entire building department. They are rude and thankless.

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Appendix D: Benchmark Comparisons

Comparing Louisville's Results to the Benchmarking Database

Jurisdictions use the comparative information provided by benchmarks to help interpret their own citizen survey results, to create or revise community plans, to evaluate the success of policy or budget decisions and to measure local government performance. Taking the pulse of the community has little meaning without knowing what pulse rate is too high and what is too low. When surveys of service satisfaction turn up "good" citizen evaluations, it is necessary to know how others rate their services to understand if "good" is good enough or if most other communities are "excellent." Furthermore, in the absence of national or peer community comparisons, a jurisdiction is left with comparing its police protection rating to its street maintenance rating. That comparison is unfair as street maintenance always gets lower ratings than police protection. More illuminating is how residents' ratings of police service compare to opinions about police service in other communities and to resident ratings over time.

A police department that provides the fastest and most efficient service – one that closes most of its cases, solves most of its crimes, and keeps the crime rate low – still has a problem to fix if the residents in the city rate police services lower than ratings given by residents in other cities with objectively "worse" departments. Benchmark data can help that police department – or any city department – to understand how well citizens think it is doing.

NRC has innovated a method for quantitatively integrating the results of surveys that we have conducted with those that others have conducted. These integration methods have been described thoroughly in *Public Administration Review*, *Journal of Policy Analysis and Management*, and in NRC's first book on conducting and using citizen surveys, *Citizen Surveys: how to do them, how to use them, what they mean*, published by the International City/County Management Association (ICMA). Scholars who specialize in the analysis of citizen surveys regularly have relied on NRC's work[1]. The method described in those publications is refined regularly and statistically tested on a growing number of citizen surveys in NRC's proprietary databases.

Jurisdictions in NRC's benchmark database are distributed geographically across the country and range from small to large in population size. Comparisons may be made to all jurisdictions in the database or to a subset of jurisdictions (within a given region or population category such as Front Range jurisdictions), as in this report. Despite the differences in jurisdiction characteristics, all are in the business of providing local government services to residents. Though individual jurisdiction circumstances, resources, and practices vary, the objective in every community is to provide services that are so timely, tailored, and effective that residents conclude the services are of the highest quality. High ratings in any jurisdiction, like SAT scores in any teen household, bring pride and a sense of accomplishment.

While benchmarks help set the basis for evaluation, citizen opinion should be used in conjunction with other sources of data about budget, population demographics, personnel, and politics to help managers know how to respond to comparative results.

Interpreting the Results

Ratings are compared when similar questions are included in NRC's database, and there are at least five communities in which the question was asked. Where comparisons are available, three numbers are provided

[1] Kelly, J. & Swindell, D. (2002). Service quality variation across urban space: First steps towards a model of citizen satisfaction, *Journal of Urban Affairs*, 24, 271-288.; Van Ryzin, G., Muzzio, D., Immerwahr, S., Gulick, L. & Martinez, E. (2004). Drivers and consequences of citizen satisfaction: An application of the American Customer Satisfaction Index Model to New York City, *Public Administration Review*, 64, 331-341.

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in the table. The first column is Louisville's "percent positive" rating (e.g., "excellent" or "good," "very safe" or "somewhat safe"). The second column is the rank assigned to Louisville's rating among communities where a similar question was asked. The third column is the number of communities that asked a similar question. The fourth column shows the comparison of Louisville's rating to the benchmark.

Where comparisons for quality ratings were available, the City of Louisville's results were generally noted as being "higher" than the benchmark, "lower" than the benchmark or "similar" to the benchmark. In instances where ratings are considerably higher or lower than the benchmark, these ratings have been further demarcated by the attribute of "much," (for example, "much lower" or "much higher"). These labels come from a statistical comparison of Louisville's rating to the benchmark where a rating is considered "similar" if it is within the margin of error; "higher" or "lower" if the difference between Louisville's rating and the benchmark is greater than, but less than twice, the margin of error; and "much higher" or "much lower" if the difference between Louisville's rating and the benchmark is more than twice the margin of error.

National Benchmark Tables

Table 125: Aspects of Quality of Life Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
How do you rate Louisville as a place to live?	98%	15	357	Much higher
How do you rate Louisville as a place to raise children?	98%	3	349	Much higher
How do you rate Louisville as a place to retire?	79%	49	331	Much higher
How do you rate Louisville as a place to work?	76%	66	323	Much higher
How do you rate the overall quality of life in Louisville?	97%	10	413	Much higher

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Table 126: Community Characteristics Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Sense of community	87%	7	278	Much higher
Openness and acceptance of the community towards people of diverse backgrounds	70%	40	261	Much higher
Overall appearance of Louisville	90%	57	326	Much higher
Opportunities to attend cultural activities	68%	86	267	Much higher
Shopping opportunities	58%	133	267	Similar
Opportunities to participate in special events and community activities	87%	9	232	Much higher
Opportunities to participate in community matters	84%	6	244	Much higher
Recreational opportunities	84%	25	274	Much higher
Employment opportunities	41%	92	282	Much higher
Variety of housing options	42%	206	250	Much lower
Availability of affordable quality housing	17%	252	272	Much lower
Ease of car travel in Louisville	82%	24	271	Much higher
Ease of bus travel in Louisville	60%	18	92	Much higher
Ease of bicycle travel in Louisville	89%	1	267	Much higher
Ease of walking in Louisville	91%	10	263	Much higher
Traffic flow on major streets	69%	34	316	Much higher
Quality of overall natural environment in Louisville	90%	61	250	Much higher
Overall image or reputation of Louisville	96%	5	313	Much higher

Table 127: Safety from Crime and in Public Areas Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
From violent crime (e.g., rape, assault, robbery)	97%	1	124	Much higher
From property crimes (e.g., burglary, theft)	88%	2	124	Much higher
In your neighborhood during the day	98%	28	320	Much higher
In your neighborhood after dark	94%	1	171	Much higher
In Louisville's downtown area during the day	99%	7	272	Much higher
In Louisville's downtown area after dark	93%	2	140	Much higher
In Louisville's parks during the day	98%	1	12	Much higher
In Louisville's parks after dark	83%	1	11	Much higher

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Table 128: Quality of City Administration Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Information about City plans and programs	75%	91	264	Much higher
City response to citizen complaints or concerns	67%	NA	NA	NA
Programming on Louisville cable TV, municipal channel 8	57%	10	13	Lower
Louisville Web site (www.louisvilleco.gov)	78%	10	43	Higher
Overall performance of Louisville City government	78%	4	10	Much higher

Table 129: Quality of Louisville Public Safety Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Visibility of patrol cars	89%	1	27	Much higher
Enforcement of traffic regulations	79%	23	343	Much higher
Municipal code enforcement issues (dogs, noise, weeds, etc.)	68%	53	331	Much higher
Overall performance of the Louisville Police Department	90%	90	404	Much higher

Table 130: Quality of Louisville Planning and Building Safety Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall performance of the Louisville Planning Department	63%	4	12	Much higher

Prepared by National Research Center, Inc.

Table 131: Quality of Louisville Parks and Recreation Department Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Current recreation programs for youth	85%	4	12	Much higher
Current programs and services for seniors	87%	NA	NA	NA
Overall quality of the Louisville Recreation Center	67%	156	258	Lower
Overall quality of the Louisville Senior Center	81%	6	9	Much lower
Overall quality of the Coal Creek Golf Course	80%	5	8	Lower
Maintenance and cleanliness of the Louisville Recreation Center	83%	3	7	Much higher
Maintenance of open space	87%	NA	NA	NA
Maintenance of the trail system	90%	6	22	Much higher
Overall performance of the Louisville Parks and Recreation Department	89%	NA	NA	NA

Table 132: Quality of Louisville Public Library Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Services at the Louisville Public Library (e.g., reference desk check out, etc.)	98%	1	6	Much higher
Internet and computer services at the Louisville Public Library	92%	NA	NA	NA
Louisville Public Library materials and collections	85%	2	9	Higher
Louisville Public Library building	97%	NA	NA	NA
Overall performance of the Louisville Public Library	96%	17	314	Much higher

Prepared by National Research Center, Inc.

Table 133: Quality of Louisville Public Works Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Street maintenance in Louisville	70%	56	387	Much higher
Street sweeping	71%	108	291	Much higher
Snow removal/street sanding	50%	212	266	Much lower
Street lighting, signage and street markings	82%	2	7	Much higher
Waste water (sewage system)	92%	1	8	Much higher
Storm drainage (flooding management)	89%	7	330	Much higher
Access on sidewalks/crosswalks for disabled persons	91%	2	17	Much higher
Bike lanes on Louisville streets	71%	5	7	Similar

Table 134: Overall Quality of City Services Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall, how do you rate the quality of services provided by the City of Louisville?	93%	33	401	Much higher

Table 135: Quality of City Employees Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Knowledge	89%	41	141	Higher
Responsiveness/promptness	83%	43	142	Higher
Courtesy	90%	8	35	Much higher
Overall impression	85%	32	336	Much higher

Table 136: Participation in Activities in Louisville Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Used the Louisville Public Library or its services	78%	23	216	Much higher
Used the Louisville Recreation Center	74%	12	216	Much higher

Jurisdictions Included in the National Benchmark Comparisons

Listed below are the jurisdictions included in the national benchmark comparisons provided for the City of Louisville followed by its 2010 population according to the U.S. Census.

Adams County, CO 441,603
Airway Heights city, WA 6,114
Albany city, OR 50,158
Albemarle County, VA 98,970
Albert Lea city, MN 18,016
Alexandria city, VA 139,966
Algonquin village, IL 30,046
Aliso Viejo city, CA.....47,823
Altoona city, IA 14,541
American Canyon city, CA 19,454
Ames city, IA 58,965
Andover CDP, MA 8,762

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Ankeny city, IA 45,582
Ann Arbor city, MI 113,934
Annapolis city, MD 38,394
Junction city 35,840
Apple Valley town, CA 69,135
Arapahoe County, CO..... 572,003
Arkansas City city, AR.....366
Arlington city, TX 365,438
Arlington County, VA 207,627
Arvada city, CO 106,433
Asheville city, NC 83,393
Ashland city, OR..... 20,078
Ashland town, VA..... 7,225
Aspen city, CO.....6,658
Athens-Clarke County unified
government, ... 115,452
Auburn city, AL 53,380
Auburn city, WA 70,180
Augusta CCD, GA 134,777
Aurora city, CO..... 325,078
Austin city, TX 790,390
Bainbridge Island city, WA 23,025
Baltimore city, MD 620,961
Bartonville town, TX.....1,469
Battle Creek city, MI 52,347
Bay City city, MI 34,932
Baytown city, TX 71,802
Bedford city, TX 46,979
Bedford town, MA 13,320
Bellevue city, WA 122,363
Bellingham city, WA 80,885
Beltrami County, MN.....44,442
Benbrook city, TX..... 21,234
Bend city, OR 76,639
Benicia city, CA 26,997
Bettendorf city, IA 33,217
Billings city, MT 104,170
Blaine city, MN 57,186
Bloomfield Hills city, MI 3,869
Bloomington city, MN 82,893
Blue Springs city, MO 52,575
Boise City city, ID 205,671
Boone County, KY 118,811
Boulder city, CO 97,385
Bowling Green city, KY 58,067
Bozeman city, MT 37,280
Brentwood city, MO 8,055
Brentwood city, TN 37,060
Brighton city, CO..... 33,352
Bristol city, TN..... 26,702
Broken Arrow city, OK.....98,850
Brookfield city, WI 37,920
Brookline CDP, MA..... 58,732
Broomfield city, CO.....55,889
Brownsburg town, IN..... 21,285
Bryan city, TX 76,201
Burien city, WA..... 33,313
Burleson city, TX..... 36,690
Cabarrus County, NC 178,011
Cambridge city, MA 105,162
Cannon Beach city, OR 1,690
Canton city, SD.....3,057
Cape Coral city, FL 154,305
Cape Girardeau city, MO... 37,941
Carlisle borough, PA 18,682
Carlsbad city, CA.....105,328
Carroll city, IA 10,103
Cartersville city, GA 19,731
Cary town, NC 135,234
Casa Grande city, AZ 48,571
Casper city, WY 55,316
Castine town, ME.....1,366
Castle Pines North city, CO10,360
Castle Rock town, CO 48,231
Cedar Rapids city, IA 126,326
Centennial city, CO 100,377
Centralia city, IL.....13,032
Chambersburg borough, PA20,268
Chandler city, AZ 236,123
Chanhassen city, MN 22,952
Chapel Hill town, NC..... 57,233
Charlotte city, NC 731,424
Charlotte County, FL.....159,978
Charlottesville city, VA.....43,475
Chattanooga city, TN..... 167,674
Chesterfield County, VA.. 316,236
Chippewa Falls city, WI 13,661
Citrus Heights city, CA 83,301
Clackamas County, OR ... 375,992
Clarendon Hills village, IL 8,427
Clayton city, MO 15,939
Clearwater city, FL 107,685
Cleveland Heights city, OH46,121
Clinton city, SC 8,490
Clive city, IA 15,447
Clovis city, CA 95,631
College Park city, MD.....30,413
College Station city, TX..... 93,857
Colleyville city, TX.....22,807
Collinsville city, IL 25,579
Columbia city, MO 108,500
Columbia city, SC.....129,272
Columbia Falls city, MT 4,688
Columbus city, WI..... 4,991
Commerce City city, CO.... 45,913
Concord city, CA 122,067
Concord town, MA 17,668
Cookeville city, TN 30,435
Coon Rapids city, MN.....61,476
Copperas Cove city, TX 32,032
Coronado city, CA 18,912
Corvallis city, OR 54,462
Creve Coeur city, MO 17,833
Cross Roads town, TX..... 1,563
Crystal Lake city, IL 40,743
Dacono city, CO 4,152
Dade City city, FL 6,437
Dakota County, MN 398,552
Dallas city, OR..... 14,583
Dallas city, TX 1,197,816
Danville city, KY 16,218
Dardenne Prairie city, MO 11,494
Davenport city, IA 99,685
Davidson town, NC 10,944
Dayton city, OH 141,527
Decatur city, GA.....19,335
Del Mar city, CA 4,161
Delray Beach city, FL..... 60,522
Denison city, TX 22,682
Denton city, TX 113,383
Denver city, CO 600,158
Derby city, KS 22,158
Des Peres city, MO 8,373
Destin city, FL 12,305
Dorchester County, MD.... 32,618
Dothan city, AL 65,496
Douglas County, CO..... 285,465
Dover city, NH..... 29,987
Dublin city, CA 46,036
Duluth city, MN 86,265
Duncanville city, TX..... 38,524
Durham city, NC..... 228,330
Eagle town, CO 6,508
East Baton Rouge Parish, LA440,171
East Grand Forks city, MN .. 8,601
East Lansing city, MI 48,579
Eau Claire city, WI 65,883
Eden Prairie city, MN..... 60,797
Edgerton city, KS 1,671
Edgewater city, CO 5,170
Edina city, MN..... 47,941
Edmond city, OK 81,405
Edmonds city, WA..... 39,709
El Cerrito city, CA 23,549
El Dorado County, CA 181,058
El Paso city, TX..... 649,121
Elk Grove city, CA.....153,015
Elk River city, MN 22,974
Elko New Market city, MN.. 4,110
Elmhurst city, IL 44,121
Encinitas city, CA 59,518
Englewood city, CO..... 30,255
Erie town, CO.....18,135
Escambia County, FL..... 297,619
Estes Park town, CO..... 5,858

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Fairview town, TX.....7,248
Farmington Hills city, MI... 79,740
Fayetteville city, NC 200,564
Fishers town, IN..... 76,794
Flower Mound town, TX .. 64,669
Forest Grove city, OR 21,083
Fort Collins city, CO..... 143,986
Fort Smith city, AR 86,209
Fort Worth city, TX..... 741,206
Fountain Hills town, AZ 22,489
Franklin city, TN 62,487
Fredericksburg city, VA 24,286
Fremont city, CA 214,089
Friendswood city, TX..... 35,805
Fruita city, CO 12,646
Gahanna city, OH 33,248
Gaithersburg city, MD 59,933
Galveston city, TX 47,743
Gardner city, KS 19,123
Geneva city, NY..... 13,261
Georgetown city, TX..... 47,400
Gilbert town, AZ..... 208,453
Gillette city, WY 29,087
Glendora city, CA 50,073
Glenview village, IL.....44,692
Globe city, AZ 7,532
Golden city, CO 18,867
Golden Valley city, MN 20,371
Goodyear city, AZ 65,275
Grafton village, WI..... 11,459
Grand Blanc city, MI 8,276
Grand Island city, NE 48,520
Grass Valley city, CA.....12,860
Greeley city, CO 92,889
Green Valley CDP, AZ..... 21,391
Greenville city, NC.....84,554
Greenwich town, CT 61,171
Greenwood Village city, CO13,925
Greer city, SC 25,515
Guilford County, NC 488,406
Gunnison County, CO..... 15,324
Gurnee village, IL..... 31,295
Hailey city, ID 7,960
Haines Borough, AK 2,508
Hallandale Beach city, FL... 37,113
Hamilton city, OH..... 62,477
Hanover County, VA.....99,863
Harrisonburg city, VA 48,914
Harrisonville city, MO 10,019
Hayward city, CA..... 144,186
Henderson city, NV 257,729
Herndon town, VA.....23,292
High Point city, NC 104,371
Highland Park city, IL..... 29,763
Highlands Ranch CDP, CO 96,713
Hillsborough town, NC..... 6,087
Holland city, MI..... 33,051
Honolulu County, HI 953,207
Hooksett town, NH 13,451
Hopkins city, MN 17,591
Hopkinton town, MA 14,925
Hoquiam city, WA.....8,726
Horry County, SC..... 269,291
Hudson city, OH 22,262
Hudson town, CO 2,356
Hudsonville city, MI 7,116
Huntersville town, NC..... 46,773
Hurst city, TX.....37,337
Hutchinson city, MN 14,178
Hutto city, TX 14,698
Hyattsville city, MD..... 17,557
Independence city, MO... 116,830
Indian Trail town, NC 33,518
Indianola city, IA 14,782
Iowa City city, IA 67,862
Issaquah city, WA 30,434
Jackson County, MI.....160,248
James City County, VA.....67,009
Jefferson City city, MO.....43,079
Jefferson County, CO..... 534,543
Jefferson County, NY.....116,229
Jerome city, ID..... 10,890
Johnson City city, TN 63,152
Johnston city, IA 17,278
Jupiter town, FL.....55,156
Kalamazoo city, MI 74,262
Kansas City city, KS 145,786
Kansas City city, MO 459,787
Keizer city, OR.....36,478
Kenmore city, WA..... 20,460
Kennedale city, TX.....6,763
Kennett Square borough, PA6,072
Kettering city, OH.....56,163
Key West city, FL 24,649
King County, WA 1,931,249
Kirkland city, WA 48,787
Kirkwood city, MO 27,540
Knoxville city, IA 7,313
La Mesa city, CA 57,065
La Plata town, MD 8,753
La Porte city, TX 33,800
La Vista city, NE..... 15,758
Lafayette city, CO.....24,453
Laguna Beach city, CA 22,723
Laguna Hills city, CA 30,344
Laguna Niguel city, CA..... 62,979
Lake Oswego city, OR.....36,619
Lake Stevens city, WA 28,069
Lake Worth city, FL.....34,910
Lake Zurich village, IL 19,631
Lakeville city, MN..... 55,954
Lakewood city, CO 142,980
Lakewood city, WA 58,163
Lane County, OR..... 351,715
Larimer County, CO 299,630
Las Cruces city, NM..... 97,618
Las Vegas city, NV.....583,756
Lawrence city, KS..... 87,643
League City city, TX 83,560
Lee's Summit city, MO 91,364
Lehi city, UT.....47,407
Lenexa city, KS..... 48,190
Lewis County, NY.....27,087
Lewisville city, TX..... 95,290
Libertyville village, IL 20,315
Lincoln city, NE 258,379
Lindsborg city, KS 3,458
Littleton city, CO..... 41,737
Livermore city, CA.....80,968
Lombard village, IL..... 43,165
Lone Tree city, CO 10,218
Long Grove village, IL..... 8,043
Longmont city, CO..... 86,270
Longview city, TX..... 80,455
Los Alamos County, NM....17,950
Louisville city, CO.....18,376
Lynchburg city, VA..... 75,568
Lynnwood city, WA 35,836
Macomb County, MI..... 840,978
Madison city, WI..... 233,209
Manhattan Beach city, CA.35,135
Mankato city, MN 39,309
Maple Grove city, MN.....61,567
Maple Valley city, WA 22,684
Maricopa County, AZ 3,817,117
Martinez city, CA..... 35,824
Maryland Heights city, MO 27,472
Matthews town, NC 27,198
McAllen city, TX 129,877
McDonough city, GA 22,084
McKinney city, TX 131,117
McMinnville city, OR 32,187
Medford city, OR..... 74,907
Menlo Park city, CA..... 32,026
Mercer Island city, WA 22,699
Meridian charter township, MI39,688
Meridian city, ID 75,092
Merriam city, KS 11,003
Mesa County, CO 146,723
Miami Beach city, FL 87,779
Miami city, FL 399,457
Middleton city, WI..... 17,442
Midland city, MI 41,863
Milford city, DE 9,559
Milton city, GA 32,661

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Minneapolis city, MN..... 382,578
Mission Viejo city, CA 93,305
Modesto city, CA 201,165
Monterey city, CA..... 27,810
Montgomery County, VA.. 94,392
Monticello city, UT 1,972
Monument town, CO..... 5,530
Mooresville town, NC 32,711
Morristown city, TN..... 29,137
Morrisville town, NC..... 18,576
Moscow city, ID 23,800
Mountain Village town, CO. 1,320
Mountlake Terrace city, WA19,909
Muscatine city, IA 22,886
Naperville city, IL.....141,853
Needham CDP, MA 28,886
New Braunfels city, TX 57,740
New Brighton city, MN 21,456
New Hanover County, NC202,667
New Orleans city, LA 343,829
New Smyrna Beach city, FL22,464
Newberg city, OR 22,068
Newport Beach city, CA.... 85,186
Newport News city, VA .. 180,719
Newton city, IA..... 15,254
Noblesville city, IN..... 51,969
Nogales city, AZ 20,837
Norfolk city, VA 242,803
North Port city, FL 57,357
North Richland Hills city, TX63,343
Northglenn city, CO 35,789
Novato city, CA 51,904
Novi city, MI 55,224
O'Fallon city, IL..... 28,281
O'Fallon city, MO..... 79,329
Oak Park village, IL 51,878
Oakland city, CA..... 390,724
Oakland Park city, FL 41,363
Oakley city, CA..... 35,432
Ogdensburg city, NY 11,128
Oklahoma City city, OK .. 579,999
Olathe city, KS 125,872
Old Town city, ME 7,840
Olmsted County, MN..... 144,248
Olympia city, WA 46,478
Orland Park village, IL 56,767
Oshkosh city, WI 66,083
Oshtemo charter township, MI21,705
Otsego County, MI 24,164
Overland Park city, KS..... 173,372
Oviedo city, FL 33,342
Paducah city, KY 25,024
Palm Coast city, FL 75,180
Palo Alto city, CA.....64,403
Papillion city, NE 18,894
Park City city, UT 7,558
Parker town, CO 45,297
Parkland city, FL 23,962
Pasadena city, CA 137,122
Pasco city, WA 59,781
Pasco County, FL 464,697
Pearland city, TX.....91,252
Peoria city, AZ 154,065
Peoria city, IL 115,007
Peoria County, IL 186,494
Petoskey city, MI 5,670
Pflugerville city, TX 46,936
Phoenix city, AZ.....1,445,632
Pinal County, AZ 375,770
Pinehurst village, NC..... 13,124
Piqua city, OH..... 20,522
Pitkin County, CO 17,148
Plano city, TX.....259,841
Platte City city, MO..... 4,691
Plymouth city, MN 70,576
Pocatello city, ID 54,255
Polk County, IA 430,640
Pompano Beach city, FL .. 99,845
Port Huron city, MI.....30,184
Port Orange city, FL..... 56,048
Portland city, OR 583,776
Post Falls city, ID..... 27,574
Prince William County, VA402,002
Prior Lake city, MN 22,796
Provo city, UT 112,488
Pueblo city, CO 106,595
Purcellville town, VA 7,727
Queen Creek town, AZ.....26,361
Radnor township, PA 31,531
Ramsey city, MN..... 23,668
Rapid City city, SD 67,956
Raymore city, MO..... 19,206
Redmond city, WA.....54,144
Rehoboth Beach city, DE 1,327
Reno city, NV.....225,221
Reston CDP, VA..... 58,404
Richmond city, CA 103,701
Richmond Heights city, MO 8,603
Rifle city, CO.....9,172
Rio Rancho city, NM 87,521
River Falls city, WI.....15,000
Riverdale city, UT..... 8,426
Riverside city, CA 303,871
Riverside city, MO.....2,937
Rochester Hills city, MI.....70,995
Rock Hill city, SC.....66,154
Rockford city, IL..... 152,871
Rockville city, MD 61,209
Rogers city, MN 8,597
Rolla city, MO 19,559
Roselle village, IL..... 22,763
Rosemount city, MN 21,874
Rosenberg city, TX 30,618
Roseville city, MN..... 33,660
Roswell city, GA 88,346
Round Rock city, TX 99,887
Royal Oak city, MI 57,236
Saco city, ME 18,482
Sahuarita town, AZ 25,259
Sammamish city, WA 45,780
San Anselmo town, CA.....12,336
San Antonio city, TX..... 1,327,407
San Carlos city, CA 28,406
San Diego city, CA.....1,307,402
San Francisco city, CA 805,235
San Jose city, CA 945,942
San Juan County, NM 130,044
San Marcos city, CA 83,781
San Marcos city, TX.....44,894
San Rafael city, CA 57,713
Sandy Springs city, GA 93,853
Sanford city, FL 53,570
Sangamon County, IL.....197,465
Santa Clarita city, CA 176,320
Santa Fe County, NM 144,170
Santa Monica city, CA 89,736
Sarasota County, FL 379,448
Savage city, MN 26,911
Scarborough CDP, ME..... 4,403
Schaumburg village, IL 74,227
Scott County, MN 129,928
Scottsdale city, AZ 217,385
Seaside city, CA 33,025
SeaTac city, WA 26,909
Sevierville city, TN 14,807
Shawnee city, KS 62,209
Sheboygan city, WI 49,288
Shoreview city, MN 25,043
Shorewood city, MN 7,307
Shorewood village, IL 15,615
Shorewood village, WI 13,162
Sierra Vista city, AZ..... 43,888
Sioux Center city, IA 7,048
Sioux Falls city, SD 153,888
Skokie village, IL 64,784
Snellville city, GA 18,242
Snowmass Village town, CO2,826
South Kingstown town, RI 30,639
South Lake Tahoe city, CA 21,403
South Portland city, ME ... 25,002
Southborough town, MA.... 9,767
Southlake city, TX 26,575
Sparks city, NV 90,264
Spokane Valley city, WA .. 89,755
Spring Hill city, KS..... 5,437

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Springboro city, OH..... 17,409
Springfield city, MO 159,498
Springfield city, OR 59,403
Springville city, UT 29,466
St. Augustine city, FL..... 12,975
St. Charles city, IL..... 32,974
St. Cloud city, FL 35,183
St. Cloud city, MN 65,842
St. Joseph city, MO..... 76,780
St. Louis County, MN.....200,226
St. Louis Park city, MN 45,250
Stallings town, NC.....13,831
State College borough, PA42,034
Steamboat Springs city, CO12,088
Sterling Heights city, MI .129,699
Sugar Grove village, IL.....8,997
Sugar Land city, TX 78,817
Summit city, NJ..... 21,457
Summit County, UT..... 36,324
Sunnyvale city, CA..... 140,081
Surprise city, AZ..... 117,517
Suwanee city, GA 15,355
Tacoma city, WA 198,397
Takoma Park city, MD 16,715
Tamarac city, FL.....60,427
Temecula city, CA 100,097
Tempe city, AZ.....161,719
Temple city, TX 66,102
The Woodlands CDP, TX .. 93,847
Thornton city, CO 118,772
Thousand Oaks city, CA ..126,683
Tigard city, OR.....48,035
Tracy city, CA 82,922
Tualatin city, OR 26,054
Tulsa city, OK 391,906
Twin Falls city, ID.....44,125
Tyler city, TX..... 96,900
Umatilla city, OR 6,906
Upper Arlington city, OH ...33,771
Urbandale city, IA 39,463
Vail town, CO.....5,305
Vancouver city, WA 161,791
Vernon Hills village, IL..... 25,113
Vestavia Hills city, AL.....34,033
Victoria city, MN.....7,345
Virginia Beach city, VA....437,994
Wake Forest town, NC..... 30,117
Walnut Creek city, CA 64,173
Washington County, MN. 238,136
Washington town, NH 1,123
Washoe County, NV..... 421,407
Watauga city, TX 23,497
Wauwatosa city, WI 46,396
Waverly city, IA..... 9,874
Weddington town, NC 9,459
Wentzville city, MO 29,070
West Carrollton city, OH ... 13,143
West Chester borough, PA18,461
West Des Moines city, IA .. 56,609
West Richland city, WA 11,811
Western Springs village, IL 12,975
Westerville city, OH 36,120
Westlake town, TX.....992
Westminster city, CO 106,114
Weston town, MA 11,261
Wheat Ridge city, CO 30,166
White House city, TN 10,255
Wichita city, KS 382,368
Williamsburg city, VA 14,068
Wilmington city, NC 106,476
Wilsonville city, OR 19,509
Winchester city, VA..... 26,203
Windsor town, CO..... 18,644
Windsor town, CT 29,044
Winnetka village, IL.....12,187
Winston-Salem city, NC . 229,617
Winter Garden city, FL 34,568
Woodbury city, MN 61,961
Woodland city, CA 55,468
Woodland city, WA 5,509
Wrentham town, MA..... 10,955
Yakima city, WA..... 91,067
York County, VA 65,464
Yorktown town, IN 9,405
Yountville city, CA..... 2,933

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Front Range Benchmark Tables

Table 137: Aspects of Quality of Life Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
How do you rate Louisville as a place to live?	98%	2	27	Much higher
How do you rate Louisville as a place to raise children?	98%	1	28	Much higher
How do you rate Louisville as a place to retire?	79%	6	29	Much higher
How do you rate Louisville as a place to work?	76%	7	29	Much higher
How do you rate the overall quality of life in Louisville?	97%	3	33	Much higher

Table 138: Community Characteristics Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Sense of community	87%	1	23	Much higher
Openness and acceptance of the community towards people of diverse backgrounds	70%	4	20	Much higher
Overall appearance of Louisville	90%	5	22	Much higher
Opportunities to attend cultural activities	68%	9	18	Much higher
Shopping opportunities	58%	13	22	Similar
Opportunities to participate in special events and community activities	87%	1	14	Much higher
Opportunities to participate in community matters	84%	1	16	Much higher
Recreational opportunities	84%	5	22	Much higher
Employment opportunities	41%	9	25	Much higher
Variety of housing options	42%	13	16	Much lower
Availability of affordable quality housing	17%	17	18	Much lower
Ease of car travel in Louisville	82%	3	23	Much higher
Ease of bus travel in Louisville	60%	3	9	Much higher
Ease of bicycle travel in Louisville	89%	1	23	Much higher
Ease of walking in Louisville	91%	1	22	Much higher
Traffic flow on major streets	69%	3	21	Much higher
Quality of overall natural environment in Louisville	90%	7	18	Much higher
Overall image or reputation of Louisville	96%	1	23	Much higher

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Table 139: Safety from Crime and in Public Areas Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
From violent crime (e.g., rape, assault, robbery)	97%	1	11	Much higher
From property crimes (e.g., burglary, theft)	88%	1	11	Much higher
In your neighborhood during the day	98%	3	22	Much higher
In your neighborhood after dark	94%	1	14	Much higher
In Louisville's downtown area during the day	99%	2	18	Much higher
In Louisville's downtown area after dark	93%	1	11	Much higher

Table 140: Quality of City Administration Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Information about City plans and programs	75%	4	14	Much higher
Louisville Web site (www.louisvilleco.gov)	78%	1	6	Much higher

Table 141: Quality of Louisville Public Safety Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Enforcement of traffic regulations	79%	3	24	Much higher
Municipal code enforcement issues (dogs, noise, weeds, etc.)	68%	3	23	Much higher
Overall performance of the Louisville Police Department	90%	4	26	Much higher

Table 142: Quality of Louisville Parks and Recreation Department Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall quality of the Louisville Recreation Center	67%	15	19	Much lower
Maintenance of the trail system	90%	3	5	Similar

Table 143: Quality of Louisville Public Library Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall performance of the Louisville Public Library	96%	1	22	Much higher

Prepared by National Research Center, Inc.

Table 144: Quality of Louisville Public Works Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Street maintenance in Louisville	70%	2	28	Much higher
Street sweeping	71%	5	21	Much higher
Snow removal/street sanding	50%	19	27	Much lower
Storm drainage (flooding management)	89%	4	20	Much higher
Access on sidewalks/crosswalks for disabled persons	91%	1	5	Much higher

Table 145: Overall Quality of City Services Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Overall, how do you rate the quality of services provided by the City of Louisville?	93%	4	28	Much higher

Table 146: Quality of City Employees Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Knowledge	89%	6	17	Much higher
Responsiveness/promptness	83%	5	14	Higher
Courtesy	90%	5	6	Similar
Overall impression	85%	5	28	Much higher

Table 147: Participation in Activities in Louisville Benchmarks

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Used the Louisville Public Library or its services	78%	3	14	Much higher
Used the Louisville Recreation Center	74%	4	13	Much higher

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Jurisdictions Included in the Front Range Benchmark Comparisons

Listed below are the jurisdictions included in the Front Range benchmark comparisons provided for the City of Louisville followed by its 2010 population according to the U.S. Census.

Arapahoe County, CO..... 572,003
Arvada city, CO 106,433
Aurora city, CO..... 325,078
Boulder city, CO 97,385
Brighton city, CO..... 33,352
Broomfield city, CO..... 55,889
Castle Pines North city, CO.....10,360
Castle Rock town, CO.....48,231
Centennial city, CO..... 100,377
Commerce City city, CO 45,913
Dacono city, CO 4,152
Denver city, CO 600,158
Douglas County, CO 285,465
Edgewater city, CO 5,170
Englewood city, CO.....30,255
Erie town, CO 18,135
Fort Collins city, CO.....143,986
Golden city, CO 18,867
Greeley city, CO 92,889
Greenwood Village city, CO 13,925
Highlands Ranch CDP, CO 96,713
Jefferson County, CO..... 534,543
Lafayette city, CO.....24,453
Lakewood city, CO..... 142,980
Larimer County, CO 299,630
Littleton city, CO 41,737
Lone Tree city, CO 10,218
Longmont city, CO 86,270
Louisville city, CO 18,376
Monument town, CO 5,530
Northglenn city, CO.....35,789
Parker town, CO 45,297
Pueblo city, CO 106,595
Thornton city, CO 118,772
Westminster city, CO..... 106,114
Windsor town, CO 18,644

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Appendix E: Survey Methodology

Survey Instrument Development

General citizen surveys, such as this one, ask recipients their perspectives about the quality of life in the city, their use of city amenities, their opinion on policy issues facing the city and their assessment of city service delivery. The 2016 citizen survey instrument for Louisville was developed by starting with the version from the previous implementation in 2012. A list of topics was generated for new questions; topics and questions were modified to find those that were the best fit for the 2016 questionnaire. In an iterative process between City staff, elected officials appointed to the survey committee and NRC staff, a final five-page questionnaire was created.

Selecting Survey Recipients

Approximately 2,000 Louisville households were selected to participate in the survey. To ensure households selected to participate in the survey were within the City of Louisville boundaries, the latitude and longitude of each address was plotted to determine its location within the city. Addresses that fell outside of the city boundaries were removed from the list. Additionally, the voter ward for each address was tracked to enable further breakdowns of survey results. Attached units within the city were oversampled to compensate for detached unit residents' tendency to return surveys at a higher rate.

An individual within each household was selected using the birthday method. (The birthday method selects a person within the household by asking the "person whose birthday has most recently passed" to complete the questionnaire regardless of year of birth. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys.)

Survey Administration and Response

Households received three mailings each, beginning in March 2016. Completed surveys were collected over the following seven weeks. The first mailing was a prenotification postcard announcing the upcoming survey. A week after the prenotification postcard was sent, the first wave of the survey was sent. The second wave was sent one week after the first. The survey mailings contained a letter from the mayor inviting the household to participate in the 2016 Citizen Survey, a questionnaire and postage-paid envelope. The cover letters included a web address for the survey in case respondents preferred to complete the survey online. About 2% of the surveys were returned because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the 1,965 households that received a survey, 790 completed the survey (including 66 completed online), providing a response rate of 40%. The response rates by voter ward ranged from 38% to 45% (details appear in the following table).

Table 148: 2016 Survey Response Rates

	Number of surveys mailed	Number of completed surveys	Number of households receiving a survey (minus undeliverables)	Response rate
Ward 1	939	350	924	38%
Ward 2	481	213	473	45%
Ward 3	580	227	568	40%
Overall	2000	790	1965	40%

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95% Confidence Intervals

The 95% confidence interval (or "margin of error") quantifies the "sampling error" or precision of the estimates made from the survey results. A 95% confidence interval can be calculated for any number of respondents, and indicates that in 95 of 100 surveys conducted like this one, for a particular item, a result would be found that is within plus or minus five percentage points of the result that would be found if everyone in the population of interest was surveyed. The practical difficulties of conducting any resident survey may introduce other sources of error in addition to sampling error. Despite best efforts to boost participation and ensure potential inclusion of all households, some selected households will decline participation in the survey (potentially introducing non-response error) and some eligible households may be unintentionally excluded from the listed sources for the mailing list (referred to as coverage error).

While the 95 percent confidence level for the survey is generally no greater than plus or minus three percentage points around any given percent reported for all respondents (790), results for subgroups will have wider confidence intervals. Where estimates are given for subgroups, they are less precise. For each subgroup from the survey, the margin of error is higher: as much as plus or minus 18% for a sample size of 30 to plus or minus 7% for 200 completed surveys.

Survey Processing (Data Entry)

Mailed surveys were submitted via postage-paid business reply envelopes. Once received, staff assigned a unique identification number to each questionnaire. Additionally, each survey was reviewed and "cleaned" as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; staff would choose randomly two of the three selected items to be coded in the dataset.

Once cleaned and numbered, all surveys were entered into an electronic dataset. This dataset was subject to a data entry protocol of "key and verify," in which survey data were entered twice into an electronic dataset and then compared. Discrepancies were evaluated against the original survey form and corrected. Range checks as well as other forms of quality control were also performed.

Data from the web surveys were automatically entered into an electronic dataset and, therefore, generally require little cleaning. The web data were downloaded, cleaned as necessary and then merged with the data from the mail survey to create one complete dataset.

Weighting the Data

The demographic characteristics of the survey respondents were compared to those found in the 2010 U.S. Census estimates for adults in the city. Survey results were weighted using the population norms to reflect the appropriate percent of those residents in the city. Other discrepancies between the whole population and the survey respondents were also aided by the weighting due to the intercorrelation of many socioeconomic characteristics.

The variables used for weighting were respondent gender, age, tenure (rent versus own), housing unit type and Ward. This decision was based on:

- The disparity between the survey respondent characteristics and the population norms for these variables
- The saliency of these variables in differences of opinion among subgroups
- The historical profile created and the desirability of consistently representing different groups over the years

The primary objective of weighting survey data is to make the survey respondents reflective of the larger population of the community. This is done by: 1) reviewing the respondent demographics and comparing them

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to the population norms from the most recent Census or other sources and 2) comparing the responses to different questions for demographic subgroups. The demographic characteristics that are least similar to the Census and yield the most different results are the best candidates for data weighting. A third criterion sometimes used is the importance that the community places on a specific variable. For example, if a jurisdiction feels that accurate race representation is key to staff and public acceptance of the study results, additional consideration will be given in the weighting process to adjusting the race variable. Several different weighting "schemes" are tested to ensure the best fit for the data.

The process actually begins at the point of sampling. Knowing that residents in single-family dwellings are more likely to respond to a mail survey, NRC oversamples residents of multi-family dwellings to ensure they are accurately represented in the sample data. Rather than giving all residents an equal chance of receiving the survey, this is systematic, stratified sampling, which gives each resident of the jurisdiction a known chance of receiving the survey (and apartment dwellers, for example, a greater chance than single family home dwellers). As a consequence, results must be weighted to recapture the proper representation of apartment dwellers.

The results of the weighting scheme are presented in the figure below.

Table 149: City of Louisville Weighting Table 2016

Characteristic	2010 Census	Unweighted Data	Weighted Data
Housing			
Rent	27%	18%	27%
Own	73%	82%	73%
Detached*	74%	76%	74%
Attached*	26%	24%	26%
Gender and Age			
Female	51%	59%	51%
Male	49%	41%	49%
Age 18-34	23%	8%	23%
Age 35-54	46%	38%	46%
Age 55 and over	31%	54%	31%
Female 18-34	11%	5%	11%
Female 35-54	24%	23%	24%
Female 55 and over	16%	31%	16%
Male 18-34	12%	3%	12%
Male 35-54	22%	15%	22%
Male 55 and over	15%	23%	15%
Ward			
Ward 1	42%	44%	42%
Ward 2	28%	27%	28%
Ward 3	30%	29%	30%

** ACS 2005-2010*

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Analyzing the Data

The surveys were analyzed using the Statistical Package for the Social Sciences (SPSS). Frequency distributions are presented in the body of the report. Chi-square and ANOVA tests of significance were applied to breakdowns of selected survey questions by respondent and geographic characteristics. A "p-value" of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of our sample represent "real" differences among those populations. Where differences between subgroups are statistically significant, they are marked with grey shading in the appendices (see Appendix B: Comparison of Responses by Respondent Demographics.

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Appendix F: Survey Instrument

The following is a copy of the survey instrument.

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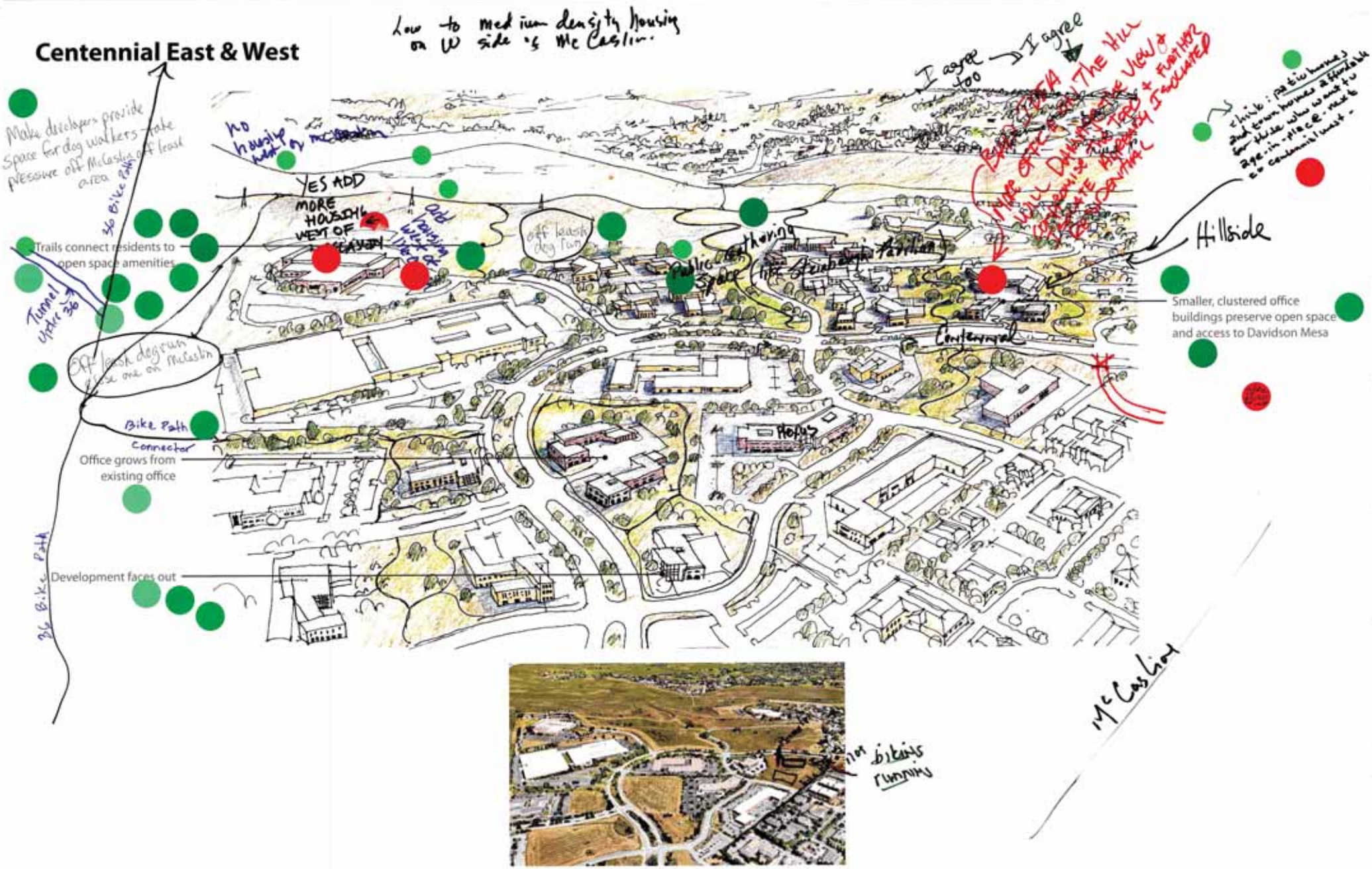
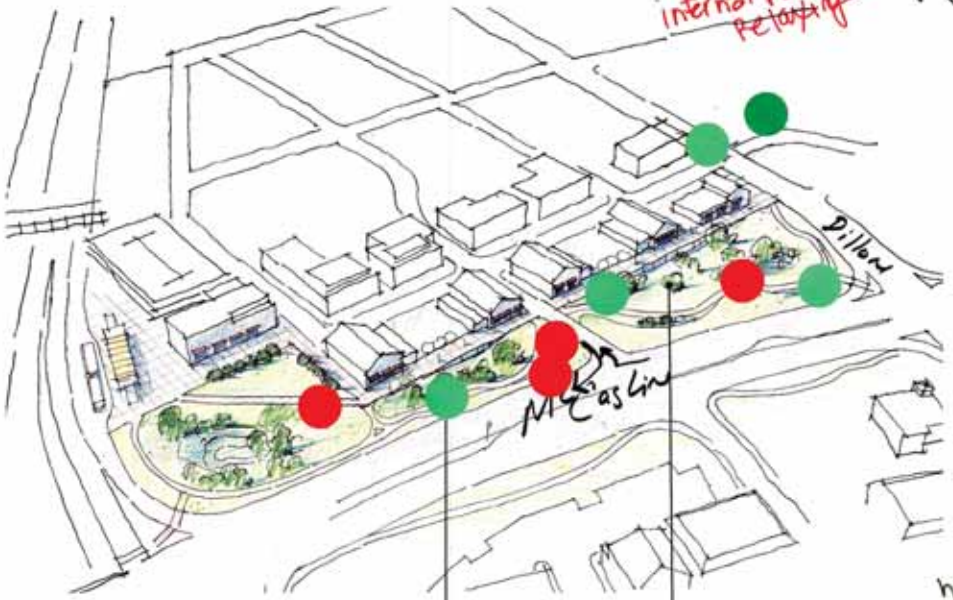
Centennial East & West



Colony Square

Park along McCaslin



WOULD BE GOOD with Both!
PARK ALONG McCASLIN good for Bikes/Ped getting to Trans
internal Park more Relaxing

keep building height under 3stories

Mixed use trail connects residents to BRT station

Landscape park creates a gateway

Trail access to station

Retail promenade

Landscaping

Stormwater management

Internal Park

take advantage of viewsheds

Same person plot on two days and comment

We Need housing here.

TOO NEEDS Housing.

- Quiet pedestrian/outdoor seating/eating away from cars.
- Good Landscaping

no more housing.

soften w/ some landscaping

I don't want to stare at back of building

hybrid of these two

Mixed use trail connects residents to BRT station

Boulevard street design creates a series of linear park spaces

Boulevard design

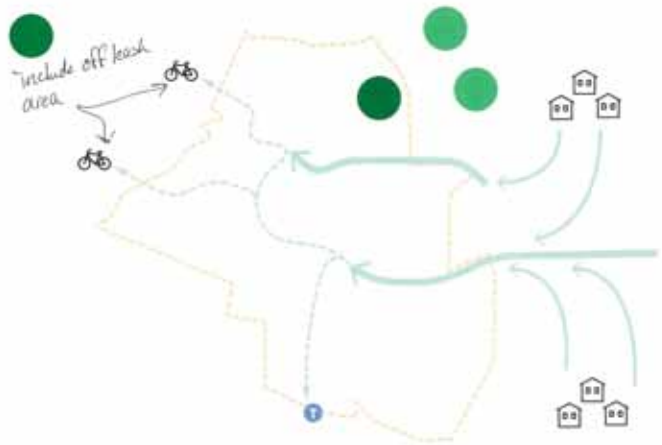
keep building height low!

Flexible gathering spaces

Urban Design Principles

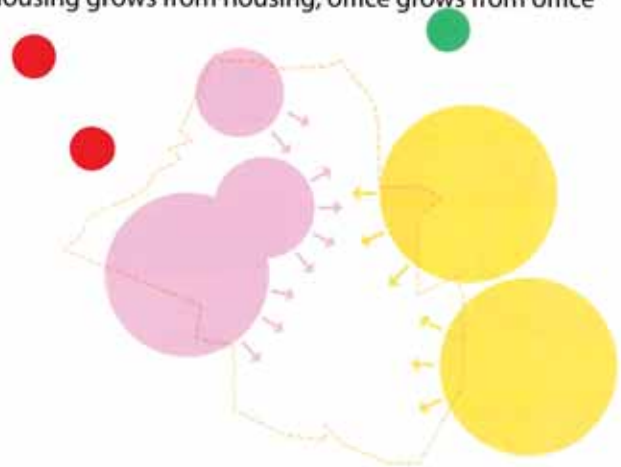
Improve McCaslin

Connect residents to amenities



Smaller blocks

Housing grows from housing; office grows from office



Development faces out

McCaslin Boulevard

YES! PLEASE DO THIS

will existing trees be preserved? I hope so

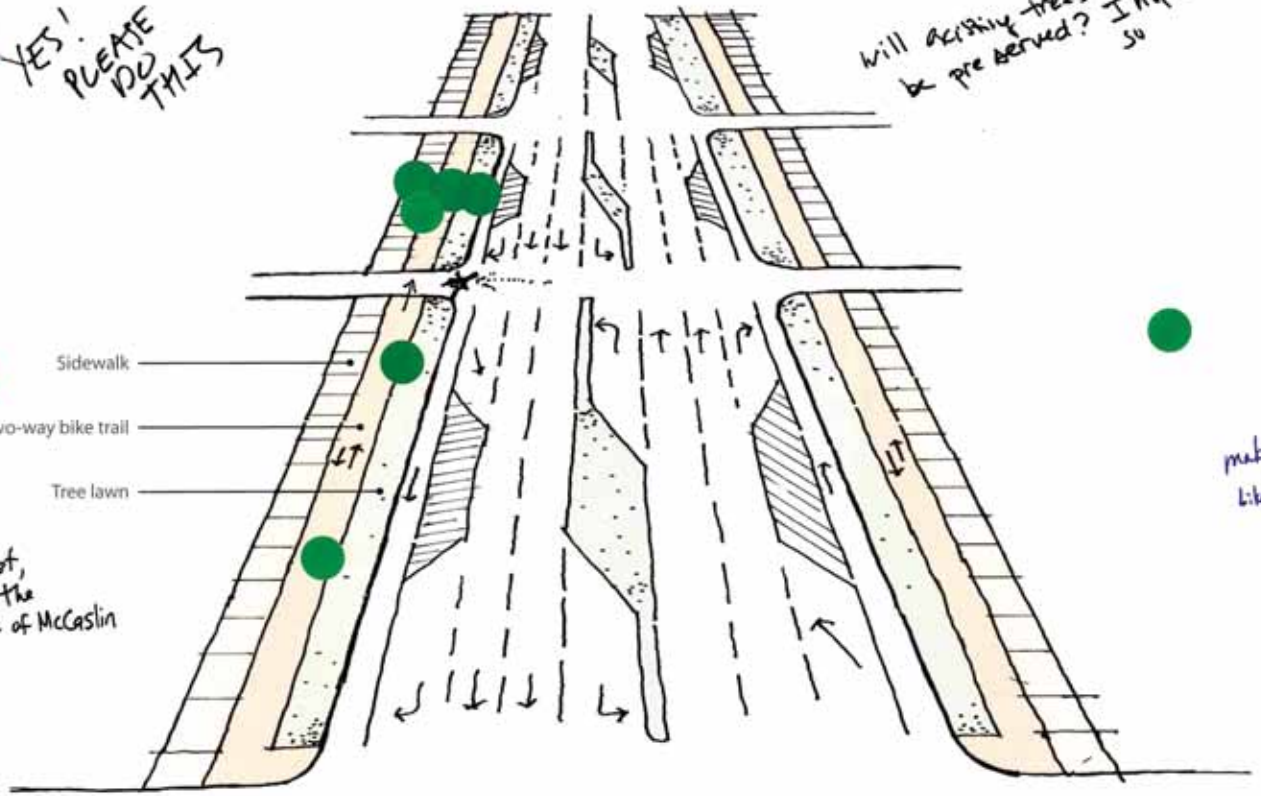
But this is a great point

Sidewalk

Two-way bike trail

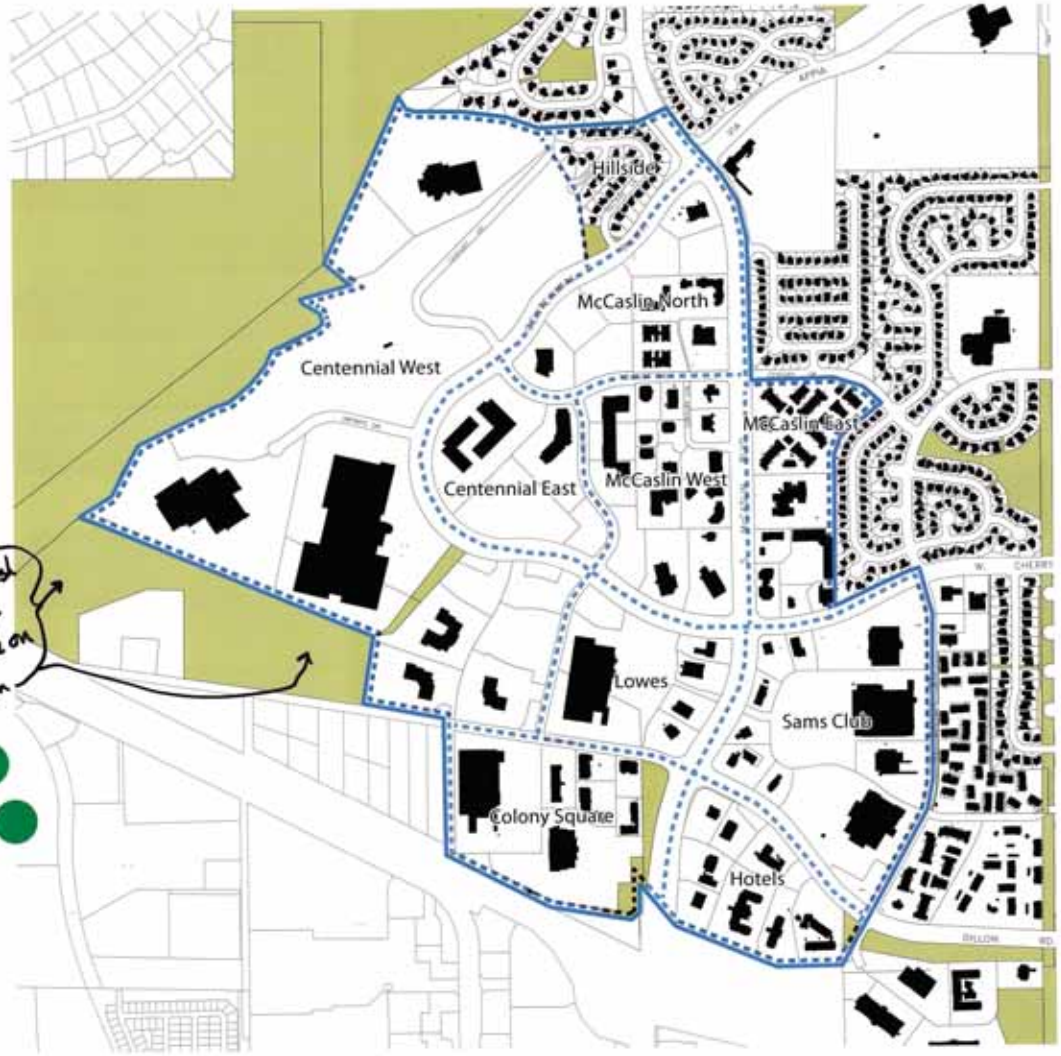
Tree lawn

Why 2-way? people going N will look N if they turn left onto side street, no one will look S to see the bikes going N on the W side of McCaslin



make McCaslin "feel" safe for residents to cross + use bike lanes, crosswalks, slower speed (not traffic backed up at lights)

Existing Study Area

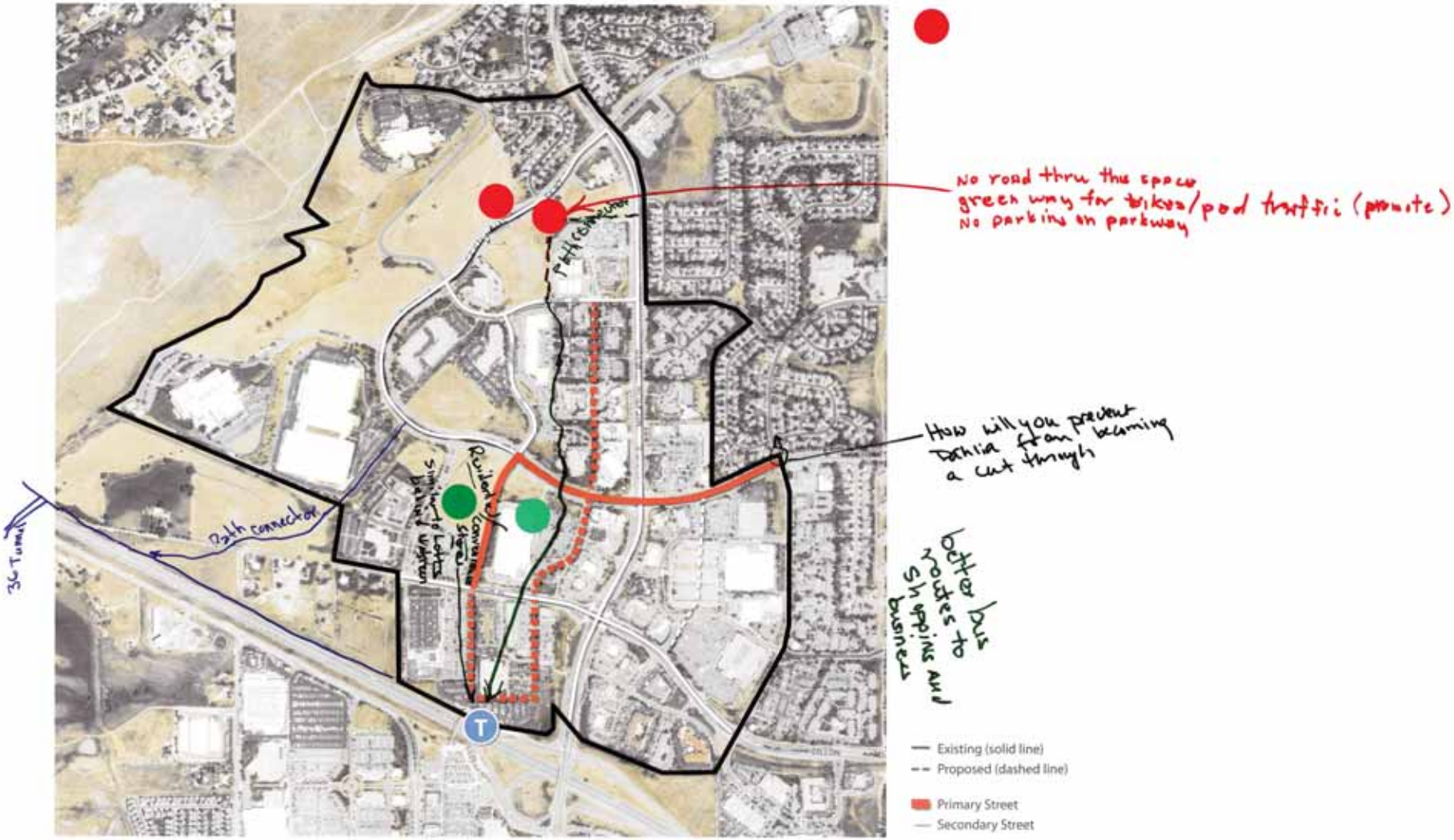


off least dogma-close one on McCaslin

High Density housing imposes burden on existing homeowners

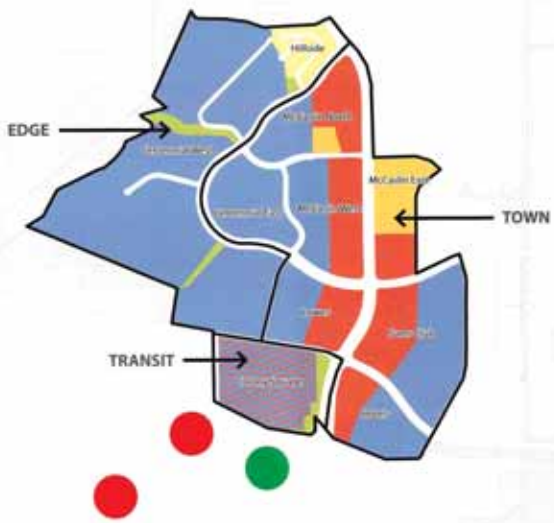
agreed

Primary and Secondary Streets



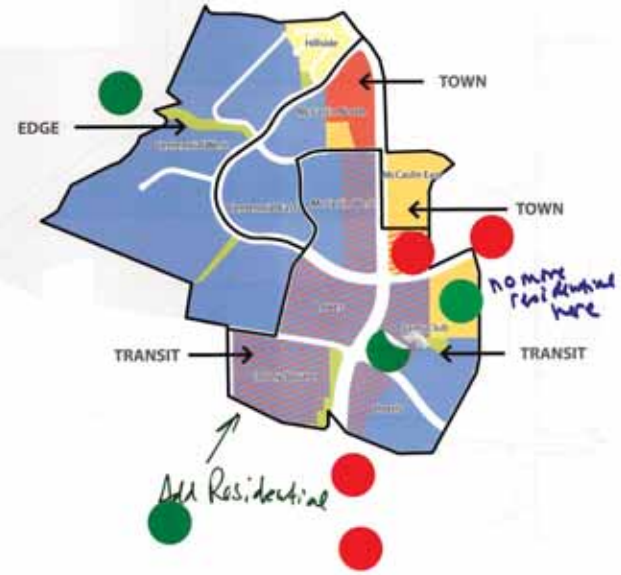
Land Use Alternatives: CGA

Alternative 1: Small transit area; no new res



Alternative 2: Medium transit area; some new res

Alternative 3: Large transit area; most new res



- Low Density Residential
- Medium Density Residental
- Retail
- Office
- Mixed Use (Office over Retail)
- Mixed Use (Housing over Retail)

please consider
Mixed income residential
to improve diversity
(economic + other) in Louisville
This is sorely needed

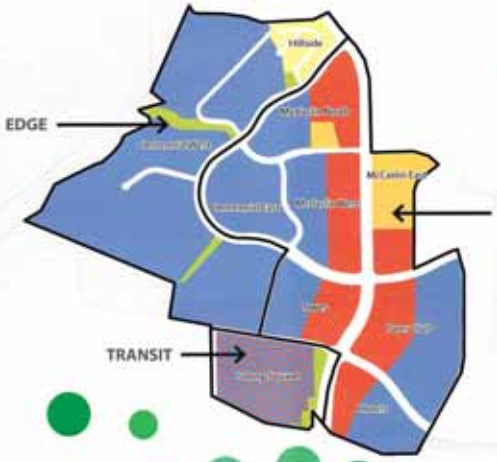
Fiscal Analysis

Projected Development by Scenario	
Existing in Study Area	
Retail	790,603 Square feet
Office	1,638,284 Square feet
Residential	277 Units
Employees	7,993 People
Residents	333 People
20 yr Increase over Existing	
Alternative 1	
Retail	133,362 Square feet
Office	2,396,893 Square feet
Residential	77 Units ? 0 ?
Employees	9,366 People
Residents	109 People
Alternative 2	
Retail	337,669 Square feet
Office	2,755,332 Square feet
Residential	293 Units
Employees	10,952 People
Residents	382 People
Alternative 3	
Retail	410,608 Square feet
Office	2,839,743 Square feet
Residential	514 Units
Employees	11,561 People
Residents	669 People

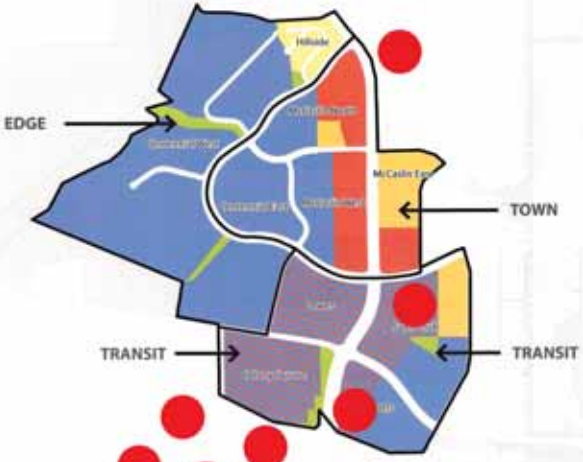
20 yr Cumulative Fiscal Impact **Revenue by Fund**	Alternative 1	Alternative 2	Alternative 3
General Fund	$40,060,000	$58,304,000	$67,580,000
Urban Revitalization District Fund	$0	$0	$0
Open Spaces & Parks Fund	$3,993,000	$6,717,000	$8,090,000
Lottery Fund	$0	$0	$0
Historic Preservation Fund	$1,572,000	$2,525,000	$3,007,000
Capital Projects Fund	$12,402,000	$20,683,000	$25,214,000
TOTAL REVENUE	**$58,027,000**	**$88,229,000**	**$103,891,000**
Expenditures by Fund			
General Fund	$35,435,000	$42,118,000	$43,838,000
Urban Revitalization District Fund	$0	$0	$0
Open Spaces & Parks Fund	$447,000	$842,000	$932,000
Lottery Fund	$0	$0	$0
Historic Preservation Fund	$0	$0	$0
Capital Projects Fund	$30,312,000	$43,204,000	$46,322,000
TOTAL EXPENDITURES	**$66,194,000**	**$86,164,000**	**$91,092,000**
NET FISCAL RESULT BY FUND			
General Fund	$4,625,000	$16,187,000	$23,742,000
Urban Revitalization District Fund	$0	$0	$0
Open Spaces & Parks Fund	$3,546,000	$5,875,000	$7,158,000
Lottery Fund	$0	$0	$0
Historic Preservation Fund	$1,572,000	$2,525,000	$3,007,000
Capital Projects Fund	-$17,910,000	-$22,521,000	-$21,108,000
NET FISCAL IMPACT	**-$8,167,000**	**$2,066,000**	**$12,799,000**

Land Use Alternatives: CGA

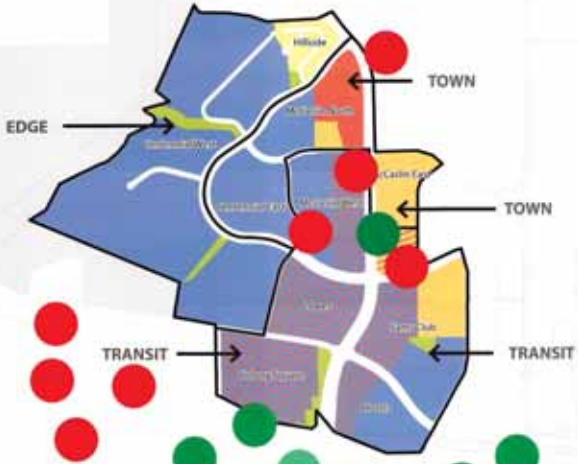
Alternative 1: Small transit area; no new res



Alternative 2: Medium transit area; some new res



Alternative 3: Large transit area; most new res



- Low Density Residential
- Medium Density Residental
- Retail
- Office
- Mixed Use (Office over Retail)
- Mixed Use (Housing over Retail)

Makes no sense to develop a Transit hub with zero housing.

And would like to see incentives for affordable housing.

we need a mix of residence + business to support the transit destination area

- We need the land use to support the new + significant investments in transportation to ensure it is successful.
- maximize use of the system.

Keep building less than 3 stories (A+)
- Do not block views of mountains!

What is wrong leaving it as it is now? — or small scale. ++ agree

I agree → We don't need dense, 4 story massive buildings as Gateway to city.

- The fastest way to decrease quality of life is to create traffic jams. The more traffic = the more it will shop on-line.

Sam's Club

Like the housing @ Sam's club site.

ADD MORE HOUSING FOR ALL TYPES OF PEOPLE.

agreed - name of that

Likes! ... a structure & ... impacts of traffic & crowding housing ... of schools, roads & rec center

no more housing yes

Please no more housing agree

yes to retail/office

no housing

Housing grows from existing housing

no more housing here

Public SAM'S CLUB.

Post Office

Cherry

McCaslin

Development faces out onto primary and secondary streets

New neighborhood park

more green space yes

yes

Introduction of new roads creates smaller blocks

A 'Fri. Nite Faire' venue.

A farmers' Mkt. / Concerts in the Park.

create a destination-gathering place like Sloan Park pavilion small stores farmer's market yes

preserve view corridors yes

Ground floor retail with office above

Dillon

CHANGE THIS INTERSECTION
- NARROW
- SLOW

PARK needs to be bigger!

also consider school not just housing

- consider uses for greenspaces for green spaces, food production and entertainment venues

- 1st/final mile connection
- neighborhood ecopass
- business ecopass

underground parking for commercial. to tear it down build mixed-use.

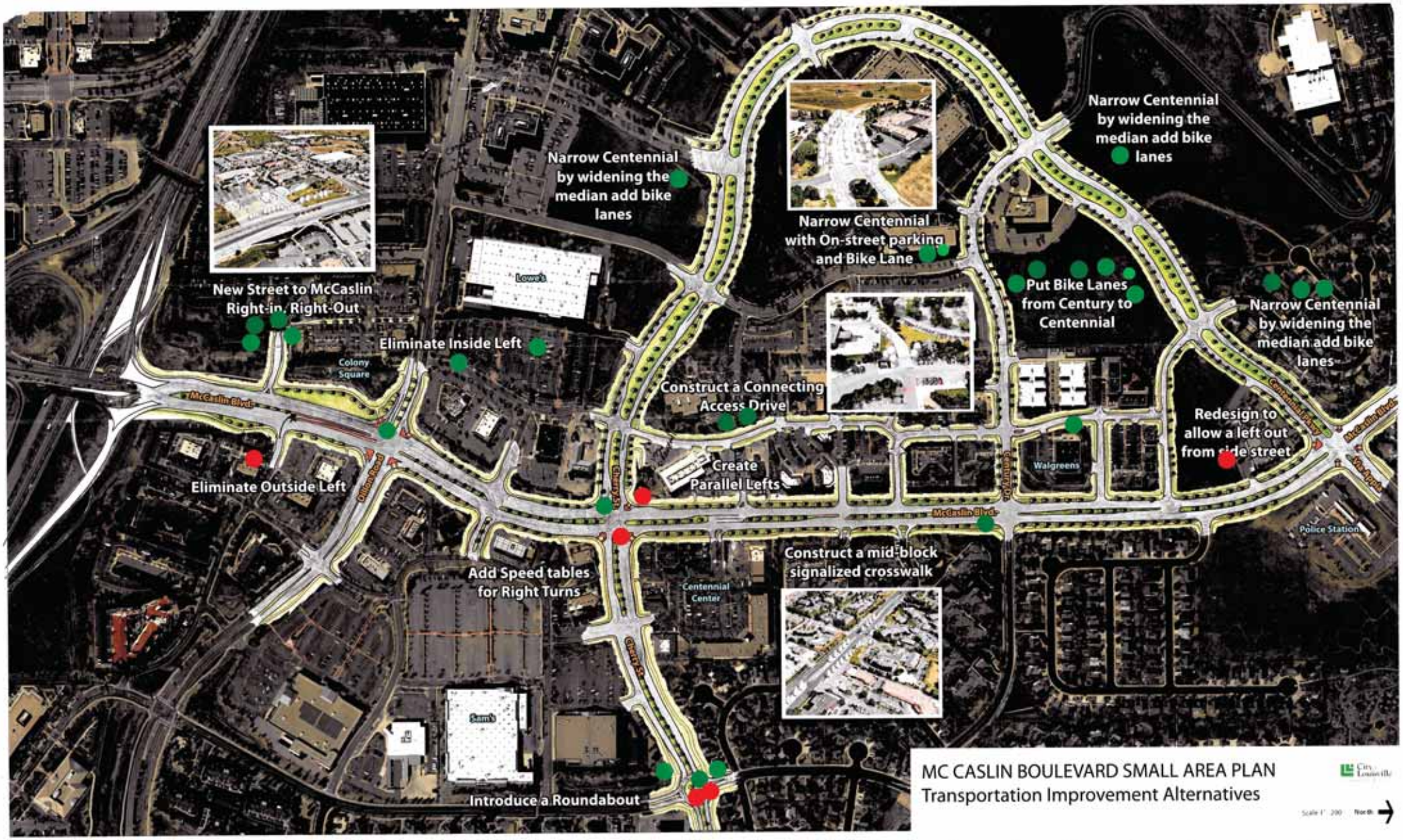
good idea

I need Kohl's! Please don't

MC CASLIN BOULEVARD SMALL AREA PLAN
Transportation Improvement Alternatives

City Louisville

Scale 1" 200 North



MC CASLIN BOULEVARD SMALL AREA PLAN
Transportation Improvement Alternatives

City of Louisville
McCaslin Boulevard
Small Area Plan

TRANSPORATION ASSESSMENT MEMORANDUM

MARCH 2016

Prepared By:

Kimley»Horn

Contents

Introduction 3
Existing Conditions 3
Roadway Characteristics 3
Traffic Volumes 3
Level of Service 3
Queue Lengths 5
Travel Times 6
CRASH History 7
Future Conditions 7

Figures

Figure 1. Study Area
Figure 2. Existing Lane Configurations, Control and Level of Service
Figure 3. Existing Traffic Volumes
Figure 4. 2012-2014 Accident History
Figure 5. Future Alternate 1 Build Out Traffic Volumes
Figure 6. Future Alternate 2 Build Out Traffic Volumes
Figure 7. Future Alternate Build Out Traffic Volumes
Figure 8. Buildout Lane Configurations, Control and Level of Service

TABLES

Table 1. Level of Service Definitions 4
Table 2. Existing Intersection LOS 5
Table 3. Existing Queue Lengths 6
Table 4. McCaslin Boulevard– Existing Peak Hour Travel Times 7
Table 5. McCaslin Boulevard Trip Generation 7
Table 6. McCaslin Boulevard Intersection Delay and Level of Service 8
Table 7. McCaslin Boulevard Measures of Effectiveness Comparison 9

INTRODUCTION

This Transportation Assessment Memorandum has been prepared for the City of Louisville (Louisville) to help understand how well the existing transportation system along the McCaslin Boulevard corridor performs. For the purposes of this assessment, the McCaslin Boulevard corridor is generally bound by Via Appia Way to the north and Dillon Road to the south.

A map illustrating the study area is attached as **Figure 1**.

EXISTING CONDITIONS

ROADWAY CHARACTERISTICS

According to Louisville's Comprehensive Plan, McCaslin Boulevard transitions from an urban center to an urban corridor from Cherry Street north to Via Appia Way. McCaslin Boulevard provides two through lanes of travel in each direction (northbound and southbound) and has a posted speed limit of 40 miles per hour (MPH) north of Cherry Street and 35 MPH south of Cherry Street. In addition to the two through lanes, a continuous auxiliary lane exists that provides right turn deceleration and acceleration movements from major intersections or three through lanes. McCaslin Boulevard serves both local and commuter traffic. The roadway provides a connection between Louisville and the Boulder Turnpike (US-36).

The following four signalized Intersections are located along McCaslin Boulevard within the study area:

- Centennial Parkway/Via Appia Way
- Century Drive
- Centennial Parkway/Cherry Street
- Dillon Road

The existing intersection lane configuration and control for each of the signalized intersections is shown in **Figure 2**.

TRAFFIC VOLUMES

Existing peak hour turning movement counts were provided by Louisville for each signalized intersection along McCaslin Boulevard. The turning movement counts were conducted on Thursday, October 3, 2013 for the Century Drive intersection, Wednesday, October 9, 2013 for the Centennial Parkway/Cherry Street and Dillon Road intersections, and Thursday, October 10, 2013 for the Via Appia Way intersection. The counts were conducted in 15-minute intervals during the morning (AM) and afternoon (PM) peak hours of adjacent street traffic from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on the count days. Existing traffic volumes from the turning movement counts are shown in **Figure 3** and the count sheets are provided in the **Appendix**.

LEVEL OF SERVICE

Kimley-Horn performed a level of service analysis of the corridor to determine any existing capacity deficiencies at the four signalized intersections. The acknowledged source for determining overall capacity is the Transportation Research Board's *Highway Capacity Manual, Special Report 209* (2010). Per the Highway Capacity Manual, capacity analysis results are listed in terms of level of service (LOS).

LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). **Table 1** shows the definition of level of service for signalized intersections. LOS for a signalized intersection is defined for the intersection as a whole as well as each approach/ movement.

Table 1. Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80
Source: **Highway Capacity Manual, Special Report 209, Transportation Research Board (2010)**	

Synchro traffic analysis software was used to analyze the study area intersections for LOS. The Synchro software utilizes Highway Capacity Manual (HCM) methodology to calculate intersection delay and LOS. The results of the Syncho LOS analysis for the four signalized intersections and each of their approaches within the study corridor are shown in **Table 2** and also illustrated on **Figure 2**. The Synchro worksheets for the LOS analysis are provided in the **Appendix**.

The LOS analysis was conducted utilizing the existing signal phasing observed during a site visit.

Table 2. Existing Intersection LOS

Intersection	Intersection Approach	LOS (AM/PM)
Via Appia Way		**B/B**
	Northbound	A/A
	Southbound	A/A
	Eastbound	D/D
	Westbound	D/D
Century Drive		**A/B**
	Northbound	A/B
	Southbound	A/A
	Eastbound	C/D
	Westbound	D/D
Cherry Street		**B/B**
	Northbound	A/A
	Southbound	B/B
	Eastbound	D/D
	Westbound	D/D
Dillon Road		**C/C**
	Northbound	C/D
	Southbound	A/A
	Eastbound	D/D
	Westbound	D/D

QUEUE LENGTHS

Queue lengths were also analyzed utilizing the Synchro traffic analysis software. The Synchro software utilizes Highway Capacity Manual (HCM) methodology to calculate queue lengths at each intersection approach. The results of the queue analysis for each approach of the four study signalized intersections is provided in **Table 3**. The Synchro worksheets showing the queue length analysis are provided in the **Appendix**.

Table 3. Existing Queue Lengths

Intersection	Movement	Existing Length (feet)	Existing AM (feet)	Existing PM (feet)
Via Appia				
	Northbound Left	100	9	9
	Southbound Left	150	19	58
	Eastbound Left	200	30	38
	Westbound Left	150/C #	132	120
Century Drive				
	Northbound Left	250	18	19
	Southbound Left	125	12	33
	Eastbound Left	100	38	**124**
	Westbound Left	100	52	43
Cherry Street				
	Northbound Left	300	110	3
	Southbound Left	300	49	35
	Eastbound Left	75	51	62
	Westbound Left	125/C #	119	111
Dillon Road				
	Northbound Left	425 #	93	85
	Southbound Left	225 #	88	176
	Eastbound Left	150/C	26	64
	Westbound Left	275/C	235	258

C = Continuous, # = Dual Left Turn Lanes

As shown in the table, all existing queues of the McCaslin Boulevard study area intersections are accommodated within the existing storage bays except for the eastbound left turn at the Century Drive/McCaslin Boulevard intersection during the afternoon peak hour. It was found that the existing left turn lane may need to be restriped to accommodate a length of 125 feet.

TRAVEL TIMES

Travel time data was calculated along the segment of McCaslin Boulevard between Via Appia and Dillon Road based on vehicle travel speeds. The northbound and southbound AM and PM peak hour travel times for this segment of the study corridor are provided in **Table 4** below.

Table 4. McCaslin Boulevard– Existing Peak Hour Travel Times

Direction	Travel Time	
	AM Peak Hour	PM Peak Hour
Northbound	2 minutes, 13 seconds	2 minutes, 24 seconds
Southbound	2 minutes, 30 seconds	2 minutes, 37 seconds

CRASH HISTORY

Louisville provided crash history data for the study. Based on this data, a total of 60 accidents were reported at the four signalized intersections along the study corridor over the three year study period of 2012, 2013, and 2014. The 60 accidents involved 123 vehicles, resulting in 16 injuries. Data on the severity of the injuries was not provided. The intersection with the highest crash concentration was the Dillon Road/McCaslin Boulevard intersection, where 46 of the crashes occurred. The remaining three study area intersections all had similar crash numbers and rates. The reported crashes by intersection are shown in **Figure 4**.

FUTURE CONDITIONS

Future traffic volumes were identified for the study area based on the planned development locations, uses, and type. These were refined into three separate development densities, known as Alternate 1, Alternate 2, and Alternate 3. An evaluation of the three build out alternatives was conducted to provide an overall comparison. The trip generation for the new development in the study area for each development density is shown in **Table 5**.

Table 5. McCaslin Boulevard Trip Generation

Vehicle Trip Generation							
		AM			PM		
Scenario	**Size**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Alternate 1							
Residential	77 Units						
Office	2,396,893 SF						
Retail	133,362 SF	3,175	535	3,710	840	3,025	3,865
Alternate 2							
Residential	293 Units						
Office	2,755,332 SF						
Retail	337,669 SF	3,590	720	4,310	1,150	3,515	4,665
Alternate 3							
Residential	514 Units						
Office	2,839,743 SF						
Retail	410,608 SF	3,800	880	4,680	1,400	3,810	5,210

As shown in the trip generation table, Alternate 1 of development is anticipated to generate approximately 3,710 morning peak hour and 3,865 afternoon peak hour new trips to the surrounding street network. By comparison, Alternate 2 development would generate approximately 4,310 morning peak hour trips and 4,665 afternoon peak hour trips. Alternate 3 development would generate approximately 4,680 morning peak hour trips and 5,210 afternoon peak hour trips.

The projected trip generation for each development alternative was assigned to the street network and study area intersections based on development location and an overall trip distribution. The resultant future traffic volumes were compared with the Denver Regional Council of Governments DRCOG transportation model 2035 forecast volumes as provided in the comprehensive plan. As identified, the project traffic volumes from the assignment of these future build out traffic volumes exceed the DRCOG projections slightly. The future traffic volumes for the three studied development alternatives are shown in **Figure 5** for Alternate 1, **Figure 6** for Alternate 2, and **Figure 7** for Alternate 3. Based on these future traffic volume estimates for the three build out alternatives, Synchro traffic models were developed to identify future level of service at the intersections. These are summarized in **Table 6**.

Table 6. McCaslin Boulevard Intersection Delay and Level of Service

Intersection		AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	**LOS**	**Delay (sec/veh)**	**LOS**
1	**Via Appia**				
	Existing	12.4	B	12.5	B
	Alternate 1	28.0	C	32.3	C
	Alternate 2	30.9	C	33.9	C
	Alternate 3	36.4	D	51.9	D
2	**Century Drive**				
	Existing	6.9	A	12.2	B
	Alternate 1	18.0	B	21.9	C
	Alternate 2	28.2	C	31.0	C
	Alternate 3	35.7	D	45.6	D
3	**Centennial Parkway/Cherry Street**				
	Existing	14.5	B	13.6	B
	Alternate 1	49.9	D	31.9	C
	Alternate 2	68.0	E	53.1	D
	Alternate 3	96.6	F	63.2	E
4	**Dillon Road**				
	Existing	26.3	C	29.7	C
	Alternate 1	52.5	D	62.3	E
	Alternate 2	62.2	E	85.8	F
	Alternate 3	67.0	E	98.7	F

The increased development density with each alternative results in an increase to the average vehicle delay through the intersections. All study intersections are anticipated to operate acceptably (LOS E or better) during the morning and afternoon peak hours with the Alternate 1 development. With Alternate 2, the Dillon Road and McCaslin Boulevard intersection may operate at LOS F during the afternoon peak hour. Alternate 3 density traffic volumes result in the Centennial Parkway/Cherry Street and McCaslin Boulevard intersection operating at LOS F during the morning peak hour as well as the Dillon Road and McCaslin Boulevard intersection operating at LOS F.

In addition, a comparison of the corridor travel times was performed to provide a comparison of congestion levels anticipated through the corridor based on each buildout alternative. This is shown in **Table 7**.

Table 7. McCaslin Boulevard Measures of Effectiveness Comparison

McCaslin Boulevard Corridor	Average Speed (mph)		Average Corridor Travel Time		Fuel Consumed (gal)	
	NB	SB	NB	SB	NB	SB
Existing Network						
AM Peak	27	24	2 min 13 sec	2 min 30 sec	59	48
PM Peak	25	23	2 min 24 sec	2 min 27 sec	71	79
Buildout (Alternative 1)						
AM Peak	20	14	3 min 0 sec	4 min 17 sec	137	124
PM Peak	15	14	4 min 0 sec	4 min 17 sec	162	168
Buildout (Alternative 2)						
AM Peak	16	9	3 min 45 sec	6 min 40 sec	155	179
PM Peak	12	12	5 min 0 sec	5 min 0 sec	208	195
Buildout (Alternative 3)						
AM Peak	13	8	4 min 37 sec	7 min 30 sec	182	206
PM Peak	11	9	5 min 27 sec	6 min 40 sec	223	259

The study area analysis results in the following recommendations, as summarized in **Figure 8**.

McCaslin Boulevard

- Reduce McCaslin Boulevard to two through lanes in each direction north of Cherry Street. Auxiliary turn lanes are also not needed through this section of McCaslin Boulevard other than a northbound right turn lane at Via Appia.
- Maintain McCaslin Boulevard providing three through lanes in each direction between US 36 Boulder Turnpike and Cherry Street. The third outside northbound through lane to become a forced right turn lane at Cherry Street. The third outside southbound through lane to be introduced on the approach to Cherry Street, approximately 300 feet prior to the intersection.

Centennial Parkway

- Reduce Centennial Parkway to one lane in each direction. This will allow for on-street parking and/or bicycle lanes as desired.

Via Appia and McCaslin Boulevard Intersection

- Remove the outside eastbound through lane
- Designate northbound right turn lane as free movement
- Lengthen northbound left turn lane to 200 feet
- Construct northbound right turn lane to 300 feet
- Lengthen southbound left turn lane to 200 feet
- Lengthen inside westbound dual left turn lane to 250 feet
- Introduce pedestrian tables within the dedicated right turn lanes similar to those on Dillon Road

Century Drive and McCaslin Boulevard Intersection

- Remove northbound and southbound third through lane and separate right turn lanes
- Lengthen eastbound left turn lane to 200 feet

Centennial Parkway/Cherry Street and McCaslin Boulevard Intersection

- Remove the outside eastbound through lane
- Designate northbound outside third through lane to drop right turn lane as free movement
- Lengthen northbound left turn lane to 450 feet
- Reconstruct southbound approach and right turn lane to include three through lanes on approach to intersection (300 feet prior)
- Lengthen eastbound left turn lane to 175 feet
- Designate eastbound right turn movement to YIELD condition
- Introduce pedestrian tables within the dedicated right turn lanes similar to those on Dillon Road

Dillon Road and McCaslin Boulevard Intersection

- Shorten northbound dual left turn lanes to 250 feet
- Construct third northbound through lane
- Construct 200-foot separate northbound right turn lane
- Lengthen westbound right turn lane to 500 feet with conversion to YIELD condition

Two significant community design and economic development opportunities arise from the future year traffic analysis. First, reducing Centennial Parkway from a four-lane parkway to a two-lane boulevard with on-street parking and a regional trail incorporated into the median. This will significantly increase the livability of the corridor and assist the adjacent property owners in reducing their on-site parking demand and strengthen the economic viability of the properties. Second, reducing McCaslin Boulevard from a six-lane to a four-lane facility north of Cherry Street. An interim design could include protected bike-lanes, while a long-term solution should be identified in a comprehensive streetscape project intent on reimagining McCaslin Boulevard to strengthen the livability and economic performance of the corridor.

McCaslin Blvd Small Area Plan

City of Louisville
COLORADO • SINCE 1878

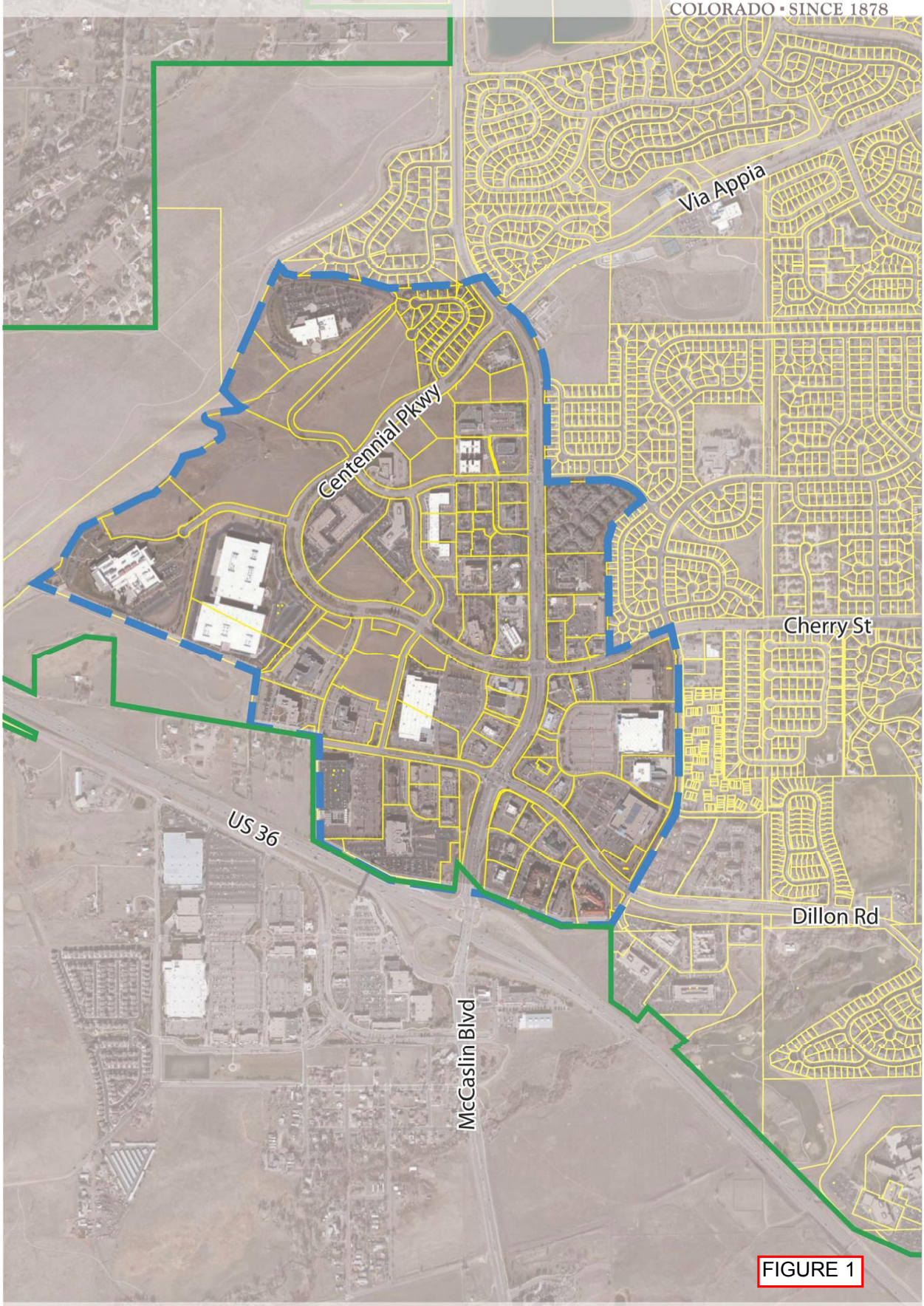
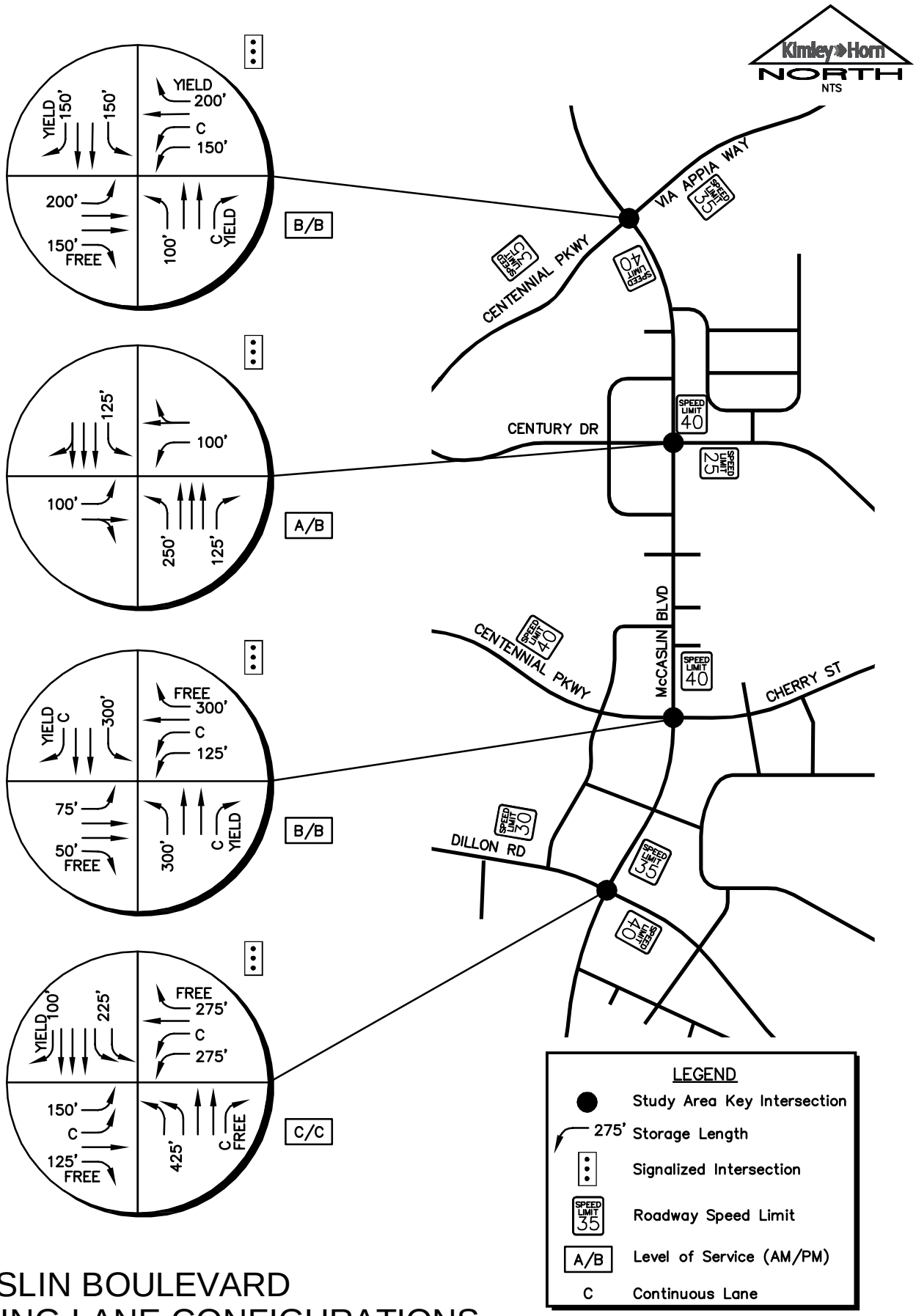


FIGURE 1

City Limits | Parcels | Study Area | 1″ = 800′

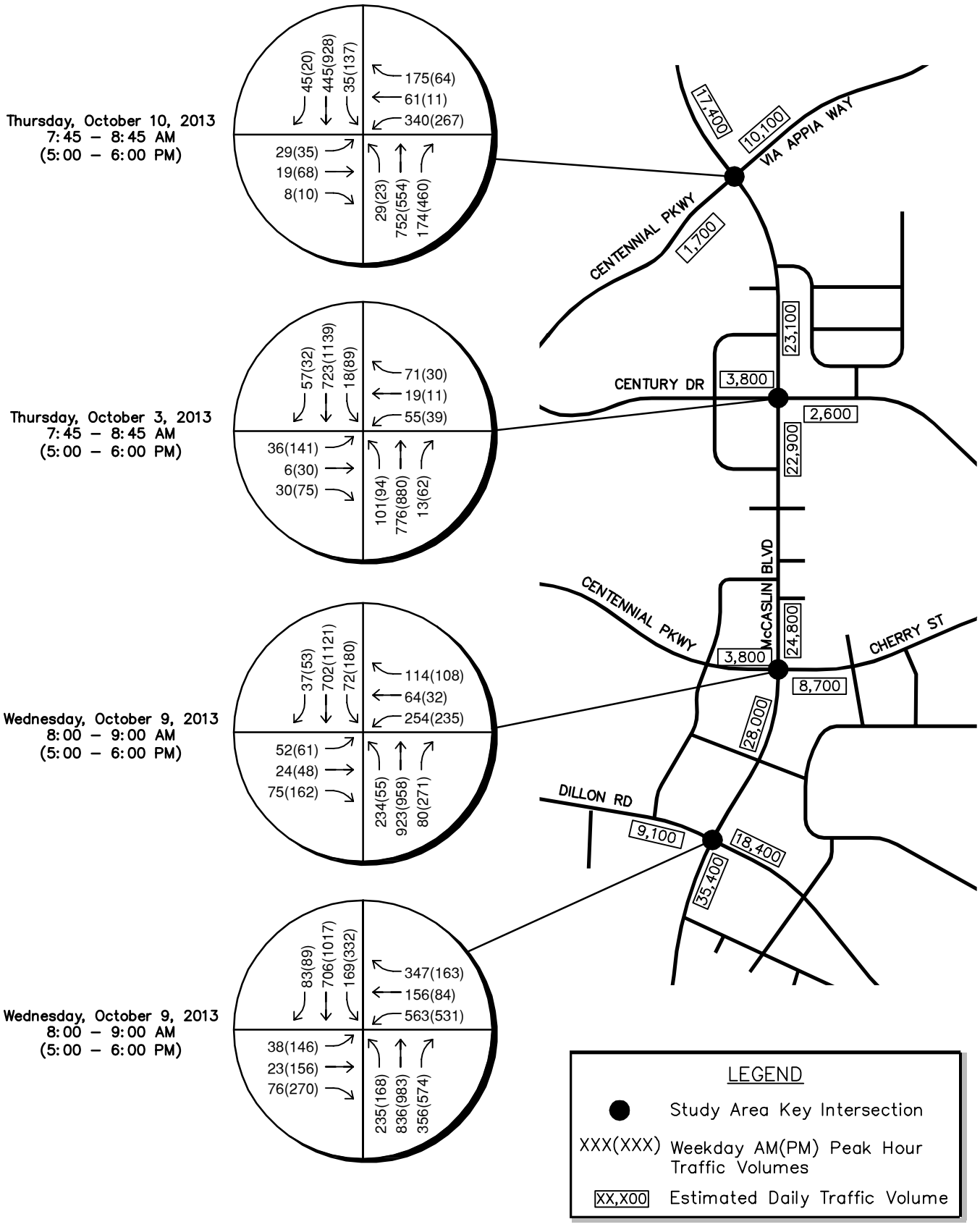
N



McCASLIN BOULEVARD
EXISTING LANE CONFIGURATIONS
CONTROL AND LEVEL OF SERVICE

FIGURE 2

Kimley»Horn



McCASLIN BOULEVARD EXISTING TRAFFIC VOLUMES

FIGURE 3

Kimley»Horn

McCaslin & Via Appia

2014 = 0 Crashes
2013 = 1 Crash
2012 = 5 Crashes
Total = 6 Crashes

Turning Movement = 2
Careless Driving = 1
Required Method of Turning = 1
Roadway Lanes for Traffic = 1
Unsafe Lane Change = 1

McCaslin & Century

2014 = 3 Crashes
2013 = 4 Crashes
2012 = 0 Crashes
Total = 7 Crashes

Careless Driving = 3
Unsafe Lane Change = 2
Unsafe Bicycle Operation = 1
Failure to Yield on Left Turn = 1

McCaslin & Centennial/Cherry

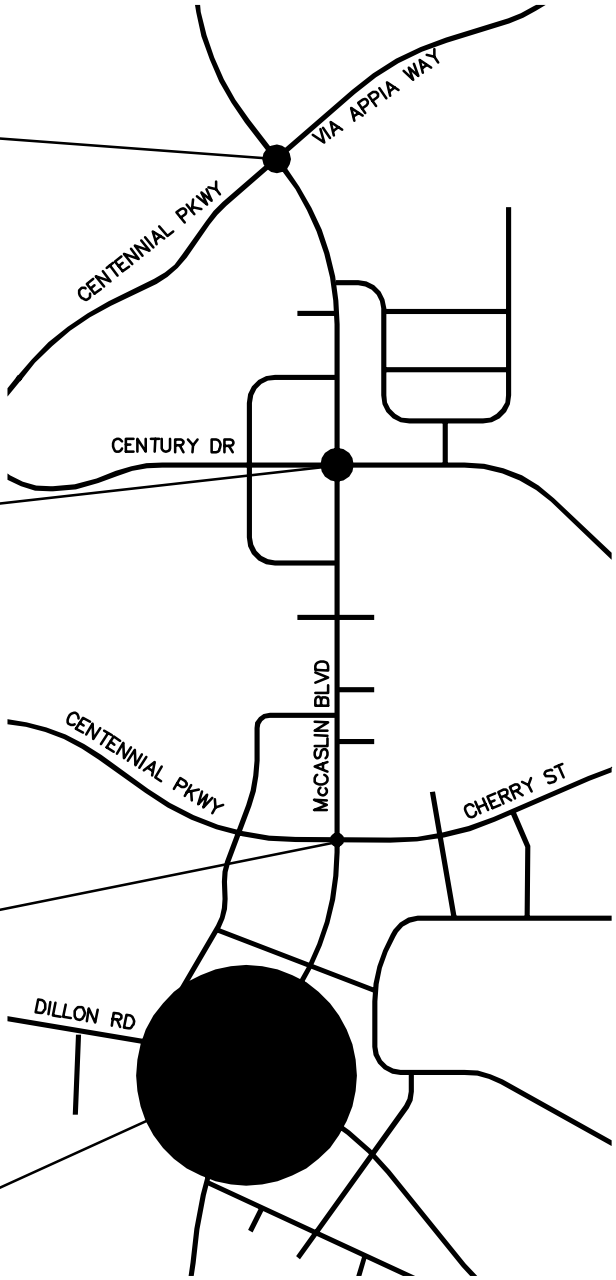
2014 = 0 Crashes
2013 = 1 Crash
2012 = 0 Crashes
Total = 1 Crash

Failure to Yield on Left Turn = 1

McCaslin & Dillon

2014 = 8 Crashes
2013 = 22 Crashes
2012 = 16 Crashes
Total = 46 Crashes

Careless Driving = 23
Following Too Closely = 10
Failed to Stop at Red Light = 5
Roadways Laned for Traffic = 3
Special Hazard = 2
Failed to Turn as Required = 1
Stopping, Standing, Parking = 1
Unsafe Lane Change = 1



LEGEND

● Study Area Key Intersection

McCASLIN BOULEVARD CRASH HISTORY

FIGURE 4

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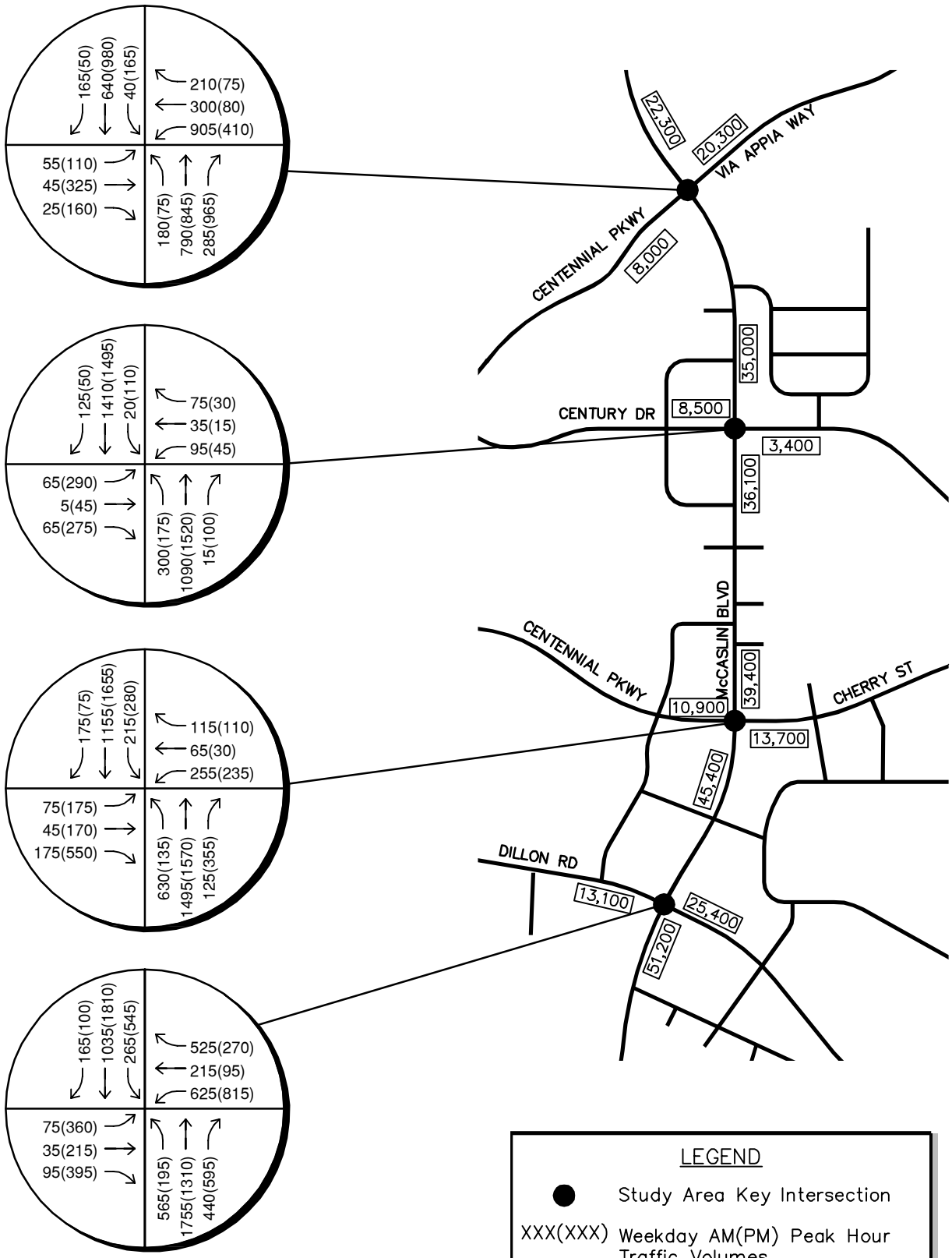
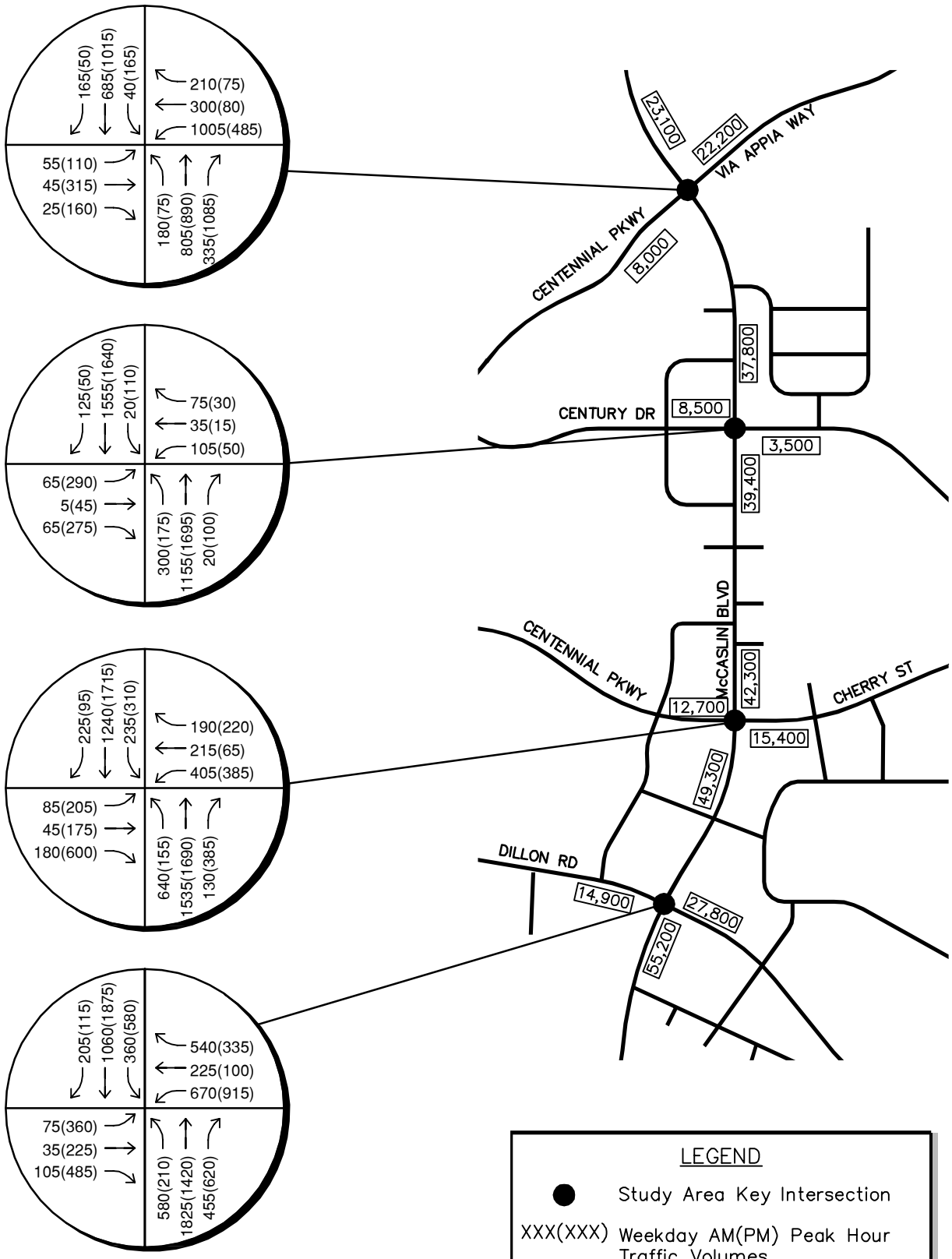


McCASLIN BOULEVARD
ALTERNATIVE 1
FUTURE TRAFFIC VOLUMES

FIGURE 5

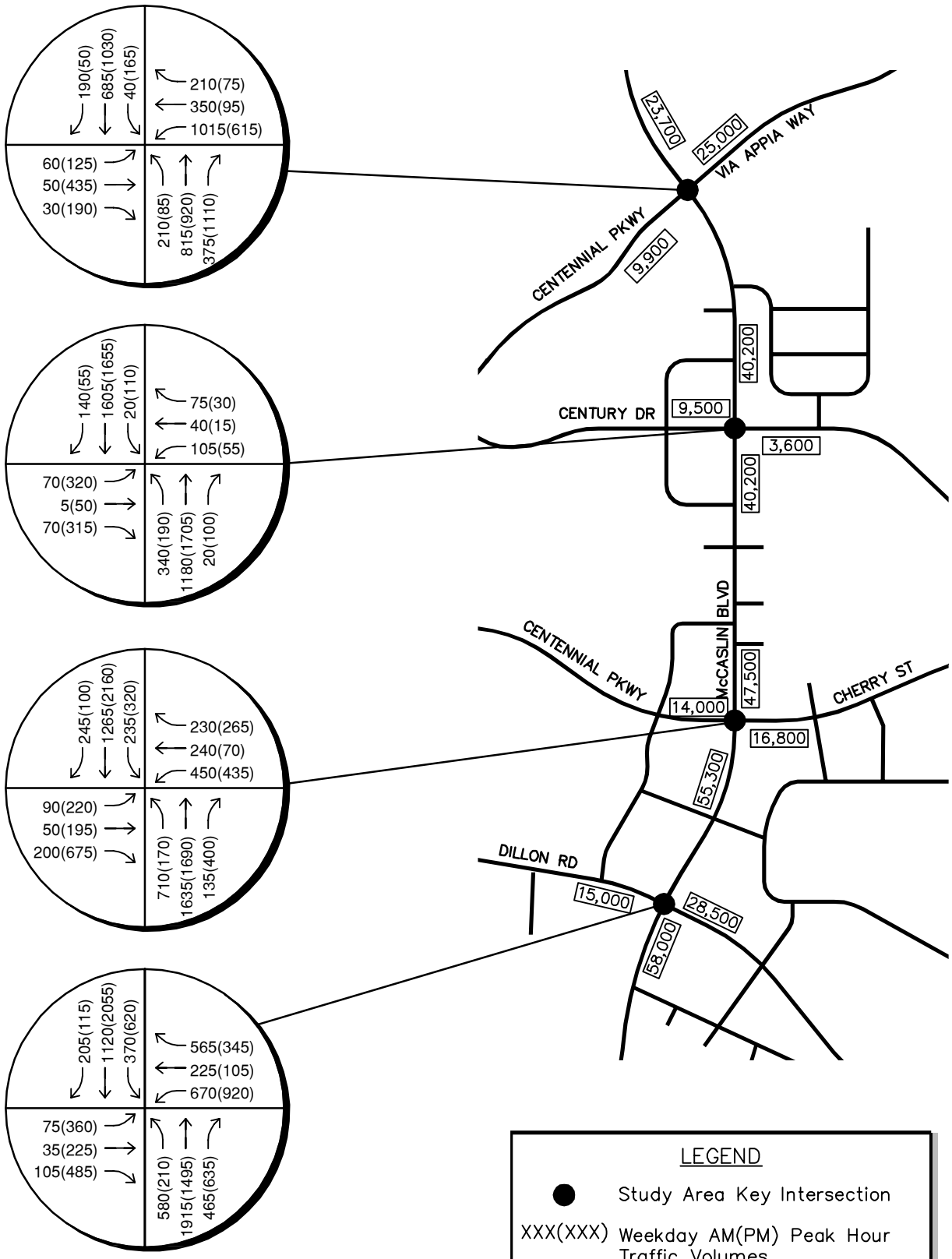
Kimley»Horn



McCASLIN BOULEVARD
ALTERNATIVE 2
FUTURE TRAFFIC VOLUMES

FIGURE 6

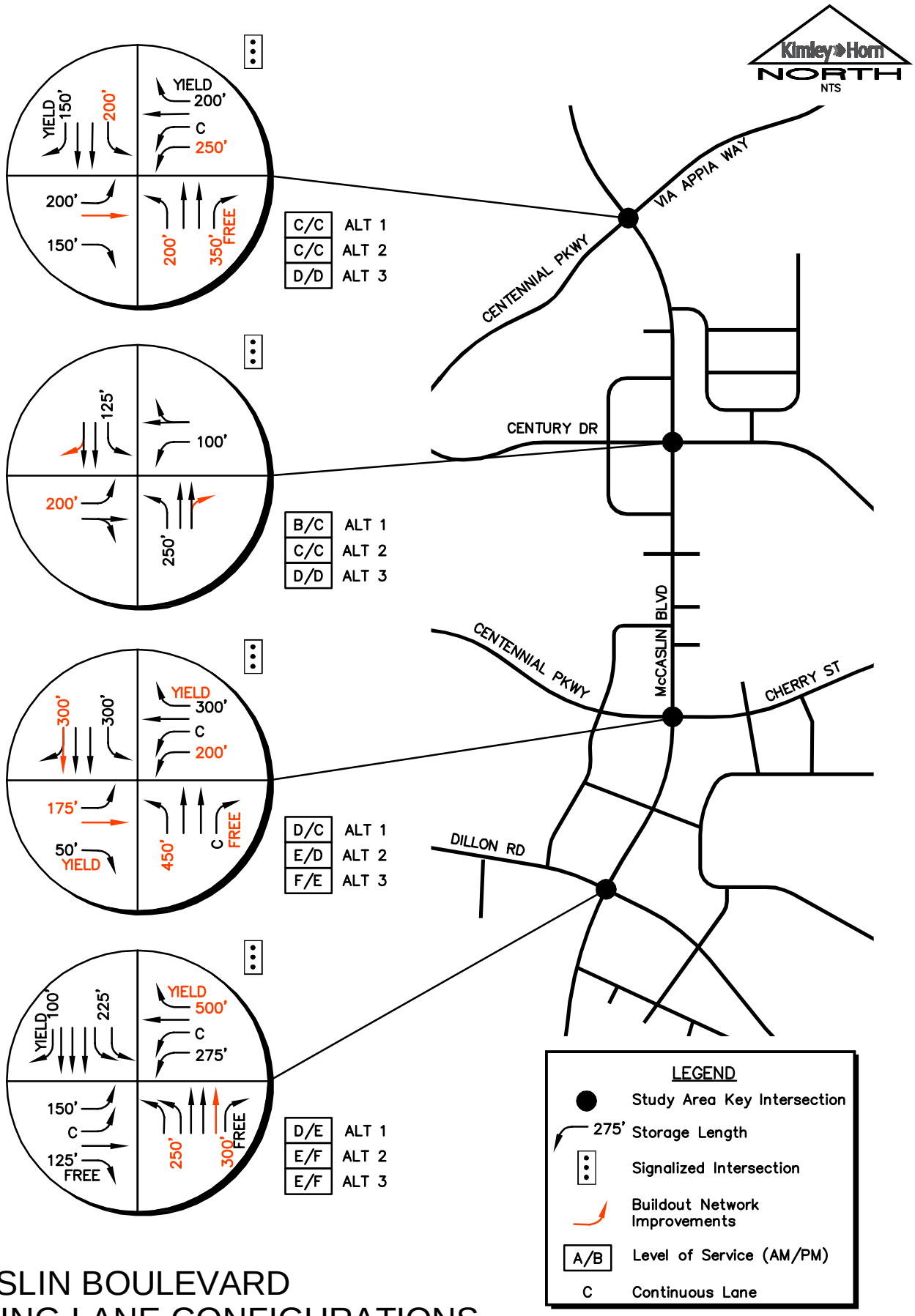
Kimley»Horn



McCASLIN BOULEVARD
ALTERNATIVE 3
FUTURE TRAFFIC VOLUMES

FIGURE 7

Kimley»Horn



McCASLIN BOULEVARD
EXISTING LANE CONFIGURATIONS
CONTROL AND LEVEL OF SERVICE

FIGURE 8

Kimley»Horn

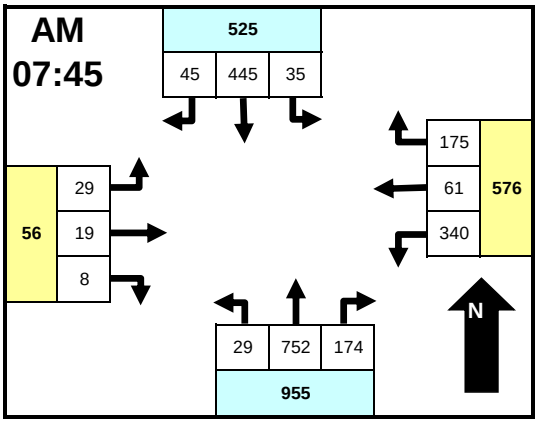
APPENDIX

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

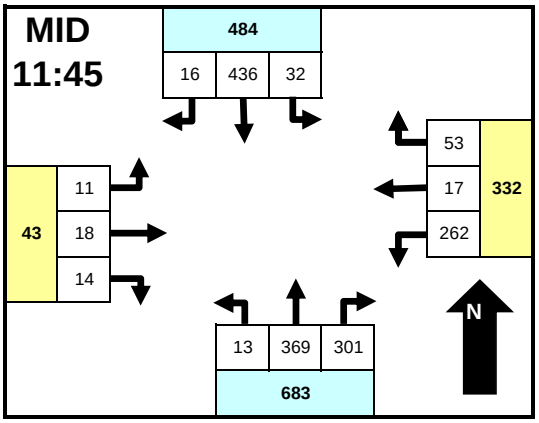
Intersection TMC: 1300566
Count Date: 10/10/2013

AM 07:45



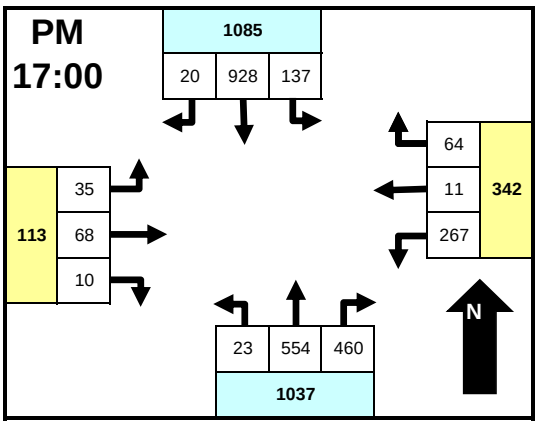
Time	From North: MCCASLIN BLVD LT	Thru	RT	Ped	From East: VIA APPIA LT	Thru	RT	Ped	From South: MCCASLIN BLVD LT	Thru	RT	Ped	From West: CENTENNIAL PKWY LT	Thru	RT	Ped	INTSEC TOTAL
7:00	4	113	6	0	60	10	23	0	1	86	24	0	0	1	6	0	334
7:15	6	104	7	2	71	14	25	0	8	140	27	0	6	3	2	0	415
7:30	9	98	6	4	78	11	40	0	3	178	20	0	5	7	2	2	463
7:45	11	115	13	0	84	8	41	0	10	191	50	0	7	5	2	0	537
8:00	9	115	14	1	105	23	56	0	6	180	48	0	9	9	2	1	578
8:15	10	120	6	0	80	22	37	2	8	179	41	4	4	4	2	1	520
8:30	5	95	12	0	71	8	41	0	5	202	35	0	9	1	2	0	486
8:45	12	114	4	0	65	13	29	1	6	164	51	3	2	2	1	0	467
Total	66	874	68	7	614	109	292	3	47	1320	296	7	42	32	19	4	3800
Peak	35	445	45	1	340	61	175	2	29	752	174	4	29	19	8	2	2121

MID 11:45



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
11:30	13	103	4	1	65	4	14	0	1	85	75	0	3	7	7	0	382
11:45	5	107	4	1	73	4	16	0	5	87	77	1	2	7	1	2	392
12:00	11	100	4	0	52	8	12	0	2	91	60	0	5	8	3	1	357
12:15	9	115	4	0	65	2	11	0	2	86	77	0	1	0	4	1	377
12:30	7	114	4	0	72	3	14	0	4	105	87	0	3	3	6	0	422
12:45	13	86	0	0	63	6	11	0	1	105	65	0	1	6	2	0	359
13:00	9	86	9	0	61	7	17	0	4	90	63	0	1	6	0	0	353
13:15	10	91	2	0	73	4	7	0	2	111	72	0	0	2	1	0	375
Total	77	802	31	2	524	38	102	0	21	760	576	1	16	39	24	4	3017
Peak	32	436	16	1	262	17	53	0	13	369	301	1	11	18	14	4	1548

PM 17:00



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
16:00	31	183	5	0	71	7	17	0	2	120	107	0	5	19	1	0	568
16:15	27	201	2	0	73	4	10	0	2	117	86	0	6	21	1	1	551
16:30	20	192	7	0	56	2	9	0	4	127	109	0	9	15	2	0	552
16:45	29	202	3	0	68	2	10	0	9	126	118	0	11	18	5	0	601
17:00	28	235	3	0	62	3	18	0	5	125	121	1	11	27	2	0	641
17:15	35	228	5	0	66	1	16	0	8	145	118	2	14	13	2	0	653
17:30	36	246	6	1	75	3	10	0	4	161	113	0	5	14	2	0	676
17:45	38	219	6	0	64	4	20	1	6	123	108	1	5	14	4	1	614
Total	244	1706	37	1	535	26	110	1	40	1044	880	4	66	141	19	2	4856
Peak	137	928	20	1	267	11	64	1	23	554	460	4	35	68	10	1	2584

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM	7:45 AM	2121	8:00 AM	578
MID	11:45 AM	1548	12:30 PM	422
PM	5:00 PM	2584	5:30 PM	676

Approach Statistics

Per	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol
AM	7:30 AM	531	7:30 AM	587	7:45 AM	959	7:15 AM	62
MID	11:45 AM	485	12:30 PM	338	12:30 PM	709	11:30 AM	52
PM	5:00 PM	1086	5:00 PM	343	4:45 PM	1056	4:15 PM	129

Comments

Approach & Departure Volumes (No Peds)

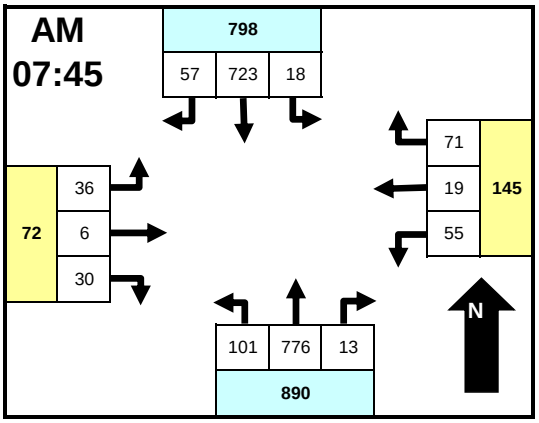
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	1008	1654	1015	394	1663	1507	93	224
MID	910	878	664	692	1357	1350	79	90
PM	1987	1220	671	1265	1964	2260	226	103

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

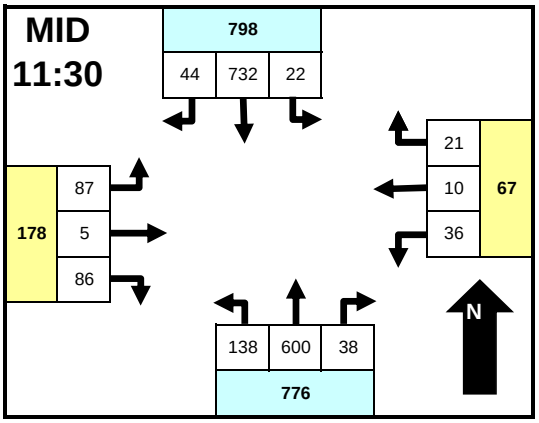
Intersection TMC: 1300558
Count Date: 10/3/2013

AM 07:45



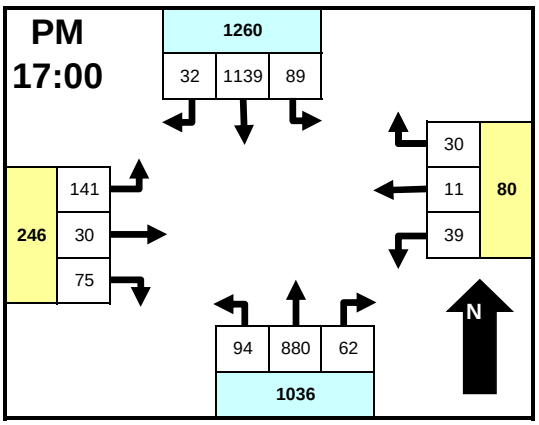
Time	From North MCCASLIN BLVD LT	Thru	RT	Ped	From East CENTURY DR LT	Thru	RT	Ped	From South MCCASLIN BLVD LT	Thru	RT	Ped	From West CENTURY DR LT	Thru	RT	Ped	INTSEC TOTAL
7:00	3	173	1	0	8	4	0	0	9	113	1	0	6	0	2	0	320
7:15	7	156	8	0	9	2	6	0	15	160	4	0	5	2	4	0	378
7:30	7	142	13	0	16	2	19	0	13	218	8	0	7	1	9	0	455
7:45	2	203	14	0	18	5	20	0	18	199	2	0	4	2	8	0	495
8:00	6	182	15	0	14	8	25	3	19	186	4	2	8	1	5	0	478
8:15	6	159	16	0	10	4	11	1	38	194	4	0	15	2	7	0	467
8:30	4	179	12	0	13	2	15	0	26	197	3	0	9	1	10	1	472
8:45	2	178	21	5	12	3	12	3	19	163	4	1	7	0	8	4	442
Total	37	1372	100	5	100	30	108	7	157	1430	30	3	61	9	53	5	3507
Peak	18	723	57	0	55	19	71	4	101	776	13	2	36	6	30	1	1912

MID 11:30



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
11:30	5	154	11	0	11	3	9	0	24	150	8	1	25	1	20	0	422
11:45	8	202	14	0	5	3	4	0	42	177	9	0	20	3	26	1	514
12:00	1	197	7	0	9	2	3	1	38	123	10	0	20	0	27	2	440
12:15	8	179	12	0	11	2	5	0	34	150	11	1	22	1	13	2	451
12:30	6	147	5	0	9	2	3	3	30	145	7	1	22	2	23	0	405
12:45	8	172	8	0	7	1	3	0	23	136	4	0	24	3	23	4	416
13:00	8	144	8	0	6	2	2	2	23	145	3	0	19	2	23	0	387
13:15	6	153	4	2	5	0	3	0	16	126	4	0	17	3	13	0	352
Total	50	1348	69	2	63	15	32	6	230	1152	56	3	169	15	168	9	3387
Peak	22	732	44	0	36	10	21	1	138	600	38	2	87	5	86	5	1827

PM 17:00



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
16:00	9	220	8	0	7	1	5	0	16	165	11	0	20	1	13	0	476
16:15	13	215	7	0	8	1	6	0	21	168	12	0	22	1	15	0	489
16:30	16	227	7	1	7	0	5	0	23	198	15	0	32	6	17	1	555
16:45	20	253	13	2	15	0	6	0	27	219	17	0	31	8	17	0	628
17:00	24	298	9	0	7	4	8	1	16	211	11	1	42	9	27	0	668
17:15	20	291	14	0	9	3	8	0	19	252	21	0	33	8	17	0	695
17:30	17	284	2	0	13	3	5	1	39	201	16	0	32	5	14	0	632
17:45	28	266	7	0	10	1	9	0	20	216	14	0	34	8	17	0	630
Total	147	2054	67	3	76	13	52	2	181	1630	117	1	246	46	137	1	4773
Peak	89	1139	32	0	39	11	30	2	94	880	62	1	141	30	75	0	2625

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM	7:45 AM	1912	7:45 AM	495
MID	11:30 AM	1827	11:45 AM	514
PM	5:00 PM	2625	5:15 PM	695

Approach Statistics

Per	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol
AM	7:45 AM	798	7:30 AM	156	7:30 AM	905	8:00 AM	78
MID	11:30 AM	798	11:30 AM	68	11:30 AM	778	12:00 PM	188
PM	5:00 PM	1260	4:45 PM	83	4:45 PM	1050	4:30 PM	248

Comments

Approach & Departure Volumes (No Peds)

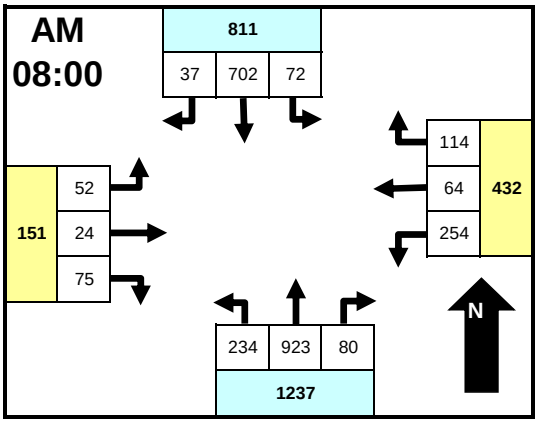
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	1509	1599	238	76	1617	1525	123	287
MID	1467	1353	110	121	1438	1579	352	314
PM	2268	1928	141	310	1928	2267	429	261

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

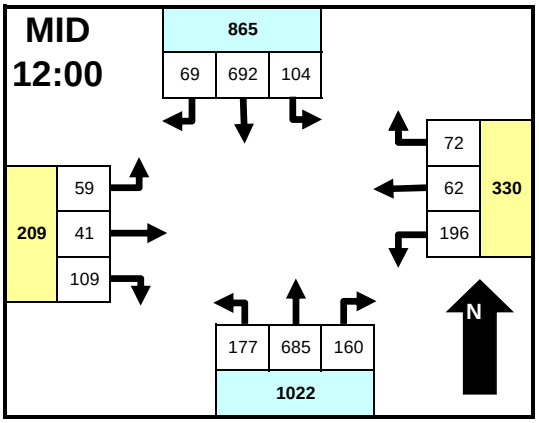
Intersection TMC: 1300565
Count Date: 10/9/2013

AM 08:00



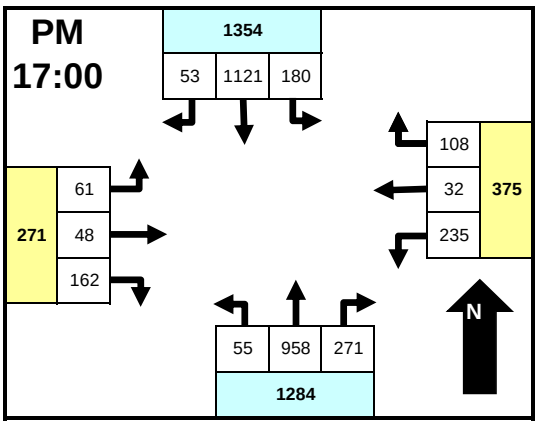
Time	From North: MCCASLIN BLVD LT	Thru	RT	Ped	From East: CHERRY ST LT	Thru	RT	Ped	From South: MCCASLIN BLVD LT	Thru	RT	Ped	From West: CHERRY ST LT	Thru	RT	Ped	INTSEC TOTAL
7:00	13	116	3	1	60	5	13	2	42	114	16	0	6	3	15	0	409
7:15	14	115	5	4	66	10	22	2	50	137	14	2	8	2	15	2	468
7:30	7	167	8	0	66	15	33	0	66	212	26	0	6	2	13	0	621
7:45	21	158	7	2	63	11	26	3	81	193	24	1	9	5	22	0	626
8:00	19	197	8	6	76	13	43	0	69	227	17	0	9	7	23	0	714
8:15	20	198	13	0	67	14	26	0	57	235	20	1	13	4	17	1	686
8:30	17	156	9	4	49	14	22	4	53	243	18	2	15	7	15	4	632
8:45	16	151	7	3	62	23	23	0	55	218	25	1	15	6	20	4	629
Total	127	1258	60	20	509	105	208	11	473	1579	160	7	81	36	140	11	4785
Peak	72	702	37	13	254	64	114	4	234	923	80	4	52	24	75	9	2661

MID 12:00



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
11:30	30	191	9	0	46	6	24	0	33	155	32	0	23	16	36	0	601
11:45	32	163	11	1	49	9	21	0	34	162	47	0	13	16	33	1	592
12:00	24	182	17	1	44	14	14	0	31	189	48	0	17	10	46	0	637
12:15	22	159	14	1	60	17	19	0	54	141	28	0	13	13	30	0	571
12:30	31	179	19	1	42	12	18	1	42	174	40	0	16	6	5	1	587
12:45	27	172	19	0	50	19	21	2	50	181	44	2	13	12	28	0	640
13:00	24	164	18	1	40	14	16	0	36	194	45	1	11	12	36	1	613
13:15	23	156	10	3	33	4	19	0	43	171	31	1	24	10	29	2	559
Total	213	1366	117	8	364	95	152	3	323	1367	315	4	130	95	243	5	4800
Peak	104	692	69	3	196	62	72	3	177	685	160	2	59	41	109	1	2435

PM 17:00



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
16:00	43	233	12	1	34	3	24	1	19	194	53	0	10	14	54	0	695
16:15	32	246	9	2	41	4	32	1	16	206	44	1	15	13	36	2	700
16:30	42	229	11	2	53	6	28	0	13	193	66	0	8	11	44	2	708
16:45	58	267	18	0	44	5	22	0	21	220	65	0	18	21	48	4	811
17:00	42	304	15	0	52	9	30	0	15	214	57	1	20	14	55	1	829
17:15	50	267	12	0	66	9	28	0	17	232	76	2	13	10	40	2	824
17:30	55	260	14	1	46	10	21	1	11	268	61	2	16	14	43	1	824
17:45	33	290	12	1	71	4	29	0	12	244	77	3	12	10	24	2	824
Total	355	2096	103	7	407	50	214	3	124	1771	499	9	112	107	344	14	6215
Peak	180	1121	53	2	235	32	108	1	55	958	271	8	61	48	162	6	3301

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM	8:00 AM	2661	8:00 AM	714
MID	12:00 PM	2435	12:45 PM	640
PM	5:00 PM	3301	5:00 PM	829

Approach Statistics

Per	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol
AM	7:45 AM	835	7:30 AM	456	7:45 AM	1241	8:00 AM	160
MID	12:00 PM	868	12:00 PM	333	12:30 PM	1055	11:30 AM	267
PM	4:45 PM	1363	5:00 PM	376	5:00 PM	1292	4:45 PM	320

Comments

Approach & Departure Volumes (No Peds)

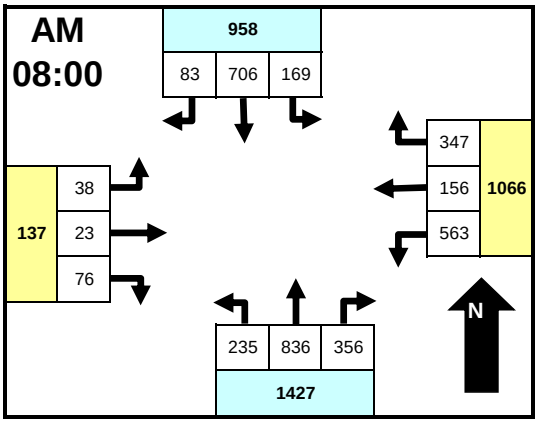
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	1445	1868	822	323	2212	1907	257	638
MID	1696	1649	611	623	2005	1973	468	535
PM	2554	2097	671	961	2394	2847	563	277

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

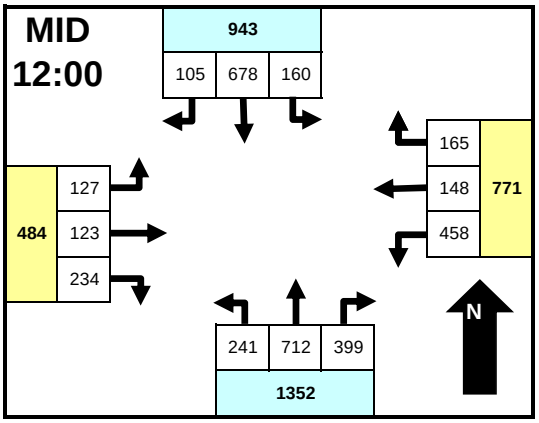
Intersection TMC: 1300564
Count Date: 10/9/2013

AM 08:00



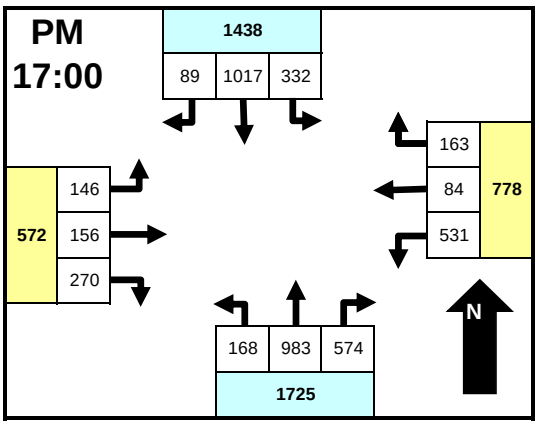
Time	From North MCCASLIN BLVD LT	Thru	RT	Ped	From East DILLON RD LT	Thru	RT	Ped	From South MCCASLIN BLVD LT	Thru	RT	Ped	From West DILLON RD LT	Thru	RT	Ped	INTSEC TOTAL
7:00	28	140	27	0	75	14	35	0	22	145	56	1	4	0	9	0	556
7:15	20	151	19	0	84	21	44	0	22	155	72	0	2	0	14	0	604
7:30	18	211	14	0	138	28	79	0	25	191	77	0	12	0	16	0	809
7:45	28	170	17	0	108	25	79	0	43	215	116	0	5	2	19	0	827
8:00	46	201	23	1	143	39	72	0	55	218	95	1	5	5	18	2	924
8:15	48	176	24	1	143	42	92	0	70	221	97	2	7	4	17	1	945
8:30	35	181	19	0	135	39	94	0	59	202	87	0	11	7	25	0	894
8:45	40	148	17	0	142	36	89	0	51	195	77	2	15	7	16	0	835
Total	263	1378	160	2	968	244	584	0	347	1542	677	6	61	25	134	3	6394
Peak	169	706	83	2	563	156	347	0	235	836	356	5	38	23	76	3	3598

MID 12:00



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
11:30	36	189	32	3	104	40	48	0	48	160	83	0	10	27	54	1	835
11:45	36	166	23	0	124	40	49	2	59	165	78	2	28	26	51	0	849
12:00	39	168	29	0	123	44	44	1	56	197	92	0	26	35	69	0	923
12:15	34	144	21	0	114	37	45	0	58	153	92	0	32	32	55	0	817
12:30	40	198	23	0	122	40	32	0	57	188	97	0	32	25	59	0	913
12:45	47	168	32	1	99	27	44	0	70	174	118	0	37	31	51	1	900
13:00	47	152	33	2	98	28	39	2	64	190	106	0	42	30	49	0	882
13:15	42	160	23	5	106	22	37	3	53	154	98	0	26	31	40	0	800
Total	321	1345	216	11	890	278	338	8	465	1381	764	2	233	237	428	2	6919
Peak	160	678	105	1	458	148	165	1	241	712	399	0	127	123	234	1	3553

PM 17:00



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
16:00	67	236	16	0	141	26	43	0	29	183	102	2	30	26	68	0	969
16:15	55	220	22	0	127	17	40	3	22	229	93	2	19	25	47	0	921
16:30	59	249	19	1	112	18	41	0	37	179	127	4	31	36	40	2	955
16:45	62	235	15	0	152	30	40	1	37	229	133	0	34	38	54	0	1060
17:00	95	266	22	0	153	18	31	0	37	247	146	0	33	52	80	0	1180
17:15	76	245	28	1	137	30	45	2	47	239	135	3	41	36	78	0	1143
17:30	81	250	19	4	145	23	50	4	39	253	141	3	40	36	55	0	1143
17:45	80	256	20	1	96	13	37	1	45	244	152	4	32	32	57	2	1072
Total	575	1957	161	7	1063	175	327	11	293	1803	1029	18	260	281	479	4	8443
Peak	332	1017	89	6	531	84	163	7	168	983	574	10	146	156	270	2	4538

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM	8:00 AM	3598	8:15 AM	945
MID	12:00 PM	3553	12:00 PM	923
PM	5:00 PM	4538	5:00 PM	1180

Approach Statistics

Per	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol	Peak Hour	Pk Hr Vol
AM	7:30 AM	978	8:00 AM	1066	7:45 AM	1481	8:00 AM	140
MID	12:30 PM	973	11:45 AM	817	12:30 PM	1369	12:00 PM	485
PM	5:00 PM	1444	4:45 PM	861	5:00 PM	1735	4:45 PM	577

Comments

Approach & Departure Volumes (No Peds)

Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	1801	2187	1796	965	2566	2480	220	751
MID	1882	1952	1506	1322	2610	2663	898	959
PM	2693	2390	1565	1885	3125	3499	1020	629

McCaslin and Via Appia Accidents

McCASLIN & VIA APPIA

2013

	DATE	TIME	VIOLATION	No. Injured	# of Cars	Conditions
1	25-Apr	8:00	Careless Driving	0	3	
2						
3						
4						
5						

13 TOTAL	
	Failed to yield on left turn
	Following too closely
1	Careless driving
	Hit & Run
	Special hazard
1	

2012

	DATE	TIME	VIOLATION	No. Injured	# of Cars	Conditions
1	13-Feb	17:23	Unsafe Lane Change	0	2	
2	28-Apr	9:34	Required Method of Turning	0	2	
3	26-Jul	10:00	Roadway Lanes for Traffic	0	2	
4	17-Aug	16:22	Turning Movement	0	2	
5	14-Sep	17:31	Turning Movement	0	2	

12 TOTAL	
1	Required Method of Turning
1	Roadway Lanes for Traffic
2	Turning Movement
1	Unsafe Lane Change
5	

McCaslin & Century

2014

	DATE	TIME	VIOLATION	No. Injured	# of Cars	Conditions
1	7-Mar	11:40	Unsafe lane change	0	2	
2	29-Apr	16:35	Unsafe lane change	0	2	Hit & Run
3	22-May	20:39	Unsafe operation of bicycle	1	2	Bicycle's fault
4						

14 TOTAL

2	Unsafe lane change
1	unsafe bicycle operation
	Special hazard
3	

2013

	DATE	TIME	VIOLATION	No. Injured	# of Cars	Conditions
1	28-May	9:15	Careless Driving	0	2	
2	20-Jun	19:50	Careless Driving	0	2	
3	26-Aug	17:59	Failed to yield turning left	1	2	
4	21-Nov	8:40	Careless Driving	0	2	Ice/Snow
5						

13 TOTAL

1	Failed to yield on left turn
3	Careless driving
	Special hazard
4	

2012

	DATE	TIME	VIOLATION	No. Injured	# of Cars	Conditions
1						
2						
3						
4						
5						

TOTAL

	Failed to yield on left turn
	Careless driving
	Special hazard
0	

McCaslin & Centennial Parkway

2013

	DATE	TIME	VIOLATION	No. Injured	# of Cars	Conditions
1	25-Jun	16:43	Failed to yield on left turn	0	2	
2						
3						
4						
5						

13 TOTAL	
1	Failed to yield on left turn
	Following too closely
	Careless driving
	Hit & Run
	Special hazard
1	

McCASLIN & DILLON ROAD

2014

	DATE	TIME	VIOLATION	No. Injured	# of Cars	Conditions
1	14-Jan	11:28	Careless Driving	0	2	
2	17-Feb	16:45	Following too close	0	2	
3	27-Feb	15:55	Careless Driving	0	2	
4	28-Feb	8:22	Following too close	0	2	
5	13-Mar	13:25	Careless Driving	0	2	
6	21-Mar	18:27	Following too close	1	2	
7	17-Apr	17:36	Failed to stop at red light	1	2	
8	22-May	18:34	Careless Driving	4	3	DUI

14 TOTAL	
1	Failed stop at red light/stop sign
3	Following too closely
4	Careless driving
8	

2013

	DATE	TIME	VIOLATION	No. Injured	# of Cars	Conditions
1	18-Jan	14:40	Following too close	0	2	
2	20-Feb	18:20	Special Hazards	0	2	Icy
3	3-Mar	12:53	Failed to stop on red light	0	2	
4	25-Mar	5:59	Failed to stop on red light	1	2	
5	12-Apr	13:29	Careless-Turning Movements	0	2	Merge Collision
6	19-Apr	14:47	Following too close	1	2	
7	30-Apr	20:25	Careless Driving	0	2	
8	4-May	22:21	Failed to stop on red light	0	2	
9	7-May	10:52	Failed to yield at stop sign	0	2	
10	10-Jun	14:45	Special Hazards	0	1	Vehicle Fire
11	9-Jul	12:20	Careless Driving	0	1	
12	29-Jul	13:51	Careless Driving	0	2	
13	27-Aug	12:20	No Citation	0	2	
14	26-Aug	15:00	Careless Driving	2	2	
15	8-Sep	19:50	Careless Driving	1	2	
16	27-Sep	17:23	Careless Driving	0	2	
17	27-Sep	16:10	Careless Driving	0	2	
18	9-Oct	18:56	Careless Driving	0	2	
19	5-Nov	9:38	Careless Driving	0	2	
20	15-Nov	7:40	Careless Driving	0	3	
21	3-Dec	12:28	Careless Driving	0	2	
22	11-Dec	12:56	Following too close	0	2	
23	23-Dec	12:15	Careless Driving	2	2	

13 TOTAL	
4	Failed stop at red light/stop sign
3	Following too closely
13	Careless driving
2	Special hazard
22	

2012

	DATE	TIME	VIOLATION	No. Injured	# of Cars	Conditions
1	9-Jan	18:05	Careless Driving	0	2	
2	10-Feb	8:55	Unsafe lane change	0	4	
3	21-Mar	17:37	Stopping,Standing,Prkg Prohibited	0	2	
4	7-Apr	14:26	Failed to turn as required	0	2	
5	14-Apr	10:50	Careless Driving	0	2	
6	27-Apr	17:21	Roadways laned for traffic	0	2	
7	8-May	14:41	Roadways laned for traffic	0	2	
8	22-Jun	12:25	Following too close	0	2	
9	3-Jul	13:22	Careless Driving	0	2	
10	4-Jul	11:09	Careless Driving	0	1	Sign Dmg
11	18-Jul	16:55	Following too close	0	2	
12	21-Aug	22:08	Careless Driving	0	2	
13	25-Aug	12:57	Following too close	0	2	
14	17-Sep	15:20	Roadways laned for traffic	0	2	
15	5-Oct	11:26	Following too close	1	3	
16	12-Oct	16:55	Careless Driving	0	2	

12 TOTAL	
4	Following too close
3	Roadways laned for traffic
1	Failed to turn as required
1	Stopping,Standing,Prkg Prohibited
6	Careless Driving
1	Unsafe lane change
16	

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Blvd Overall - Alt 1**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)	77	Avg	9.52	0.75	1.00	734	58	77	15	43	49	28	464	46	46	10	36	33	13	464	46	46	10	36	33	13
710	Office	General Office Building (1)	1,000 Sq Ft	2396.9	Avg	11.03	1.56	1.49	26438	3739	3571	3290	449	607	2964	26228	3735	3557	3289	446	599	2958	26228	3735	3557	3289	446	599	2958
820	Retail	Shopping Center	1,000 Sq Ft GLA	133.36	Avg	42.70	0.96	3.71	5696	128	495	79	49	238	257	5238	112	452	69	43	218	234	5238	112	298	69	43	144	154
	Select Use																												
								Totals	32868	3925	4143	3384	541	894	3249	31930	3893	4055	3368	525	850	3205	31930	3893	3901	3368	525	776	3125

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

A Trip Generation data from ITE *Trip Generation, 9th Edition*
B AM/PM rates correspond to peak of adjacent street traffic (if data available)
C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
G Worksheet is intended as a planning tool. Verify results w/ ITE *Trip Generation 9th Edition*

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Blvd Overall - Alt 2**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)	293	Avg	9.52	0.75	1.00	2790	220	293	55	165	185	108	1758	186	178	39	147	124	54	1758	186	178	39	147	124	54
710	Office	General Office Building (1)	1,000 Sq Ft	2755.3	Avg	11.03	1.56	1.49	30392	4298	4105	3782	516	698	3407	29846	4284	4069	3778	506	678	3391	29846	4284	4069	3778	506	678	3391
820	Retail	Shopping Center	1,000 Sq Ft GLA	337.67	Avg	42.70	0.96	3.71	14420	324	1253	201	123	601	652	12926	280	1110	175	105	535	575	12926	280	806	175	105	388	417
	Select Use																												
								Totals	47602	4842	5651	4038	804	1484	4167	44530	4750	5357	3992	758	1337	4020	44530	4750	5053	3992	758	1190	3862

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

A Trip Generation data from ITE *Trip Generation, 9th Edition*
B AM/PM rates correspond to peak of adjacent street traffic (if data available)
C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
G Worksheet is intended as a planning tool. Verify results w/ ITE *Trip Generation 9th Edition*

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Blvd Overall - Alt 3**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)	514	Avg	9.52	0.75	1.00	4894	386	514	97	289	324	190	3224	344	347	77	267	223	124	3224	344	347	77	267	223	124
710	Office	General Office Building (1)	1,000 Sq Ft	2839.7	Avg	11.03	1.56	1.49	31324	4430	4231	3898	532	719	3512	30638	4412	4186	3893	519	695	3491	30638	4412	4186	3893	519	695	3491
820	Retail	Shopping Center	1,000 Sq Ft GLA	410.61	Avg	42.70	0.96	3.71	17534	394	1523	244	150	731	792	15324	340	1323	212	128	650	673	15324	340	980	212	128	482	499
	Select Use																												
								Totals	53752	5210	6268	4239	971	1774	4494	49186	5096	5856	4182	914	1568	4288	49186	5096	5513	4182	914	1400	4114

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

A Trip Generation data from ITE *Trip Generation, 9th Edition*
B AM/PM rates correspond to peak of adjacent street traffic (if data available)
C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
G Worksheet is intended as a planning tool. Verify results w/ ITE *Trip Generation 9th Edition*

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Colony Square 1,2,3**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	**Internal Capture Land Use**	**Land Use Description**	**Independent Variable**	**No. of Units**	**Avg Rate or Eq**	**Daily Rate**	**AM Rate**	**PM Rate**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00								454	10	42	4	6	25	17	454	10	42	4	6	25	17
710	Office	General Office Building (1)	1,000 Sq Ft	577.16	Avg	11.03	1.56	1.49	6368	900	860	792	108	146	714	6528	904	870	793	111	152	718	6528	904	870	793	111	152	718
820	Retail	Shopping Center	1,000 Sq Ft GLA	-106.11	Avg	42.70	0.96	3.71	-4532	-102	-394	-63	-39	-189	-205	-3920	-88	-342	-54	-34	-168	-174	-3920	-88	-226	-54	-34	-111	-115
	Select Use																												
								Totals	1836	798	466	729	69	-43	509	3062	826	570	743	83	9	561	3062	826	686	743	83	66	620

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

A Trip Generation data from ITE *Trip Generation, 9th Edition*
B AM/PM rates correspond to peak of adjacent street traffic (if data available)
C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
G Worksheet is intended as a planning tool. Verify results w/ ITE *Trip Generation 9th Edition*

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Hotels - Alt 1**
Project Number **096426000**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: AM Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: AM Trips	Total Trips: PM Trips	Total Trips: AM Trips In	Total Trips: AM Trips Out	Total Trips: PM Trips In	Total Trips: PM Trips Out	Net Trips after Internal Capture: Daily Trips	Net Trips after Internal Capture: AM Trips	Net Trips after Internal Capture: PM Trips	Net Trips after Internal Capture: AM Trips In	Net Trips after Internal Capture: AM Trips Out	Net Trips after Internal Capture: PM Trips In	Net Trips after Internal Capture: PM Trips Out	Net Trips after Internal Capture & Pass-By: Daily Trips	Net Trips after Internal Capture & Pass-By: AM Trips	Net Trips after Internal Capture & Pass-By: PM Trips	Net Trips after Internal Capture & Pass-By: AM Trips In	Net Trips after Internal Capture & Pass-By: AM Trips Out	Net Trips after Internal Capture & Pass-By: PM Trips In	Net Trips after Internal Capture & Pass-By: PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00																					
710	Office	General Office Building (1)	1,000 Sq Ft	57.961	Avg	11.03	1.56	1.49	640	90	86	79	11	15	71	530	87	79	78	9	11	68	530	87	79	78	9	11	68
820	Retail	Shopping Center	1,000 Sq Ft GLA	73.313	Avg	42.70	0.96	3.71	3132	70	272	43	27	131	141	3022	67	265	41	26	128	137	3022	67	175	41	26	85	90
	Select Use																												
								Totals	3772	160	358	122	38	146	212	3552	154	344	119	35	139	205	3552	154	254	119	35	96	158

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

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C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
G Worksheet is intended as a planning tool. Verify results w/ ITE *Trip Generation 9th Edition*

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Hotels - Alt 2**
Project Number **096426000**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: AM Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: AM Trips	Total Trips: PM Trips	Total Trips: AM Trips In	Total Trips: AM Trips Out	Total Trips: PM Trips In	Total Trips: PM Trips Out	Net Trips after Internal Capture: Daily Trips	Net Trips after Internal Capture: AM Trips	Net Trips after Internal Capture: PM Trips	Net Trips after Internal Capture: AM Trips In	Net Trips after Internal Capture: AM Trips Out	Net Trips after Internal Capture: PM Trips In	Net Trips after Internal Capture: PM Trips Out	Net Trips after Internal Capture & Pass-By: Daily Trips	Net Trips after Internal Capture & Pass-By: AM Trips	Net Trips after Internal Capture & Pass-By: PM Trips	Net Trips after Internal Capture & Pass-By: AM Trips In	Net Trips after Internal Capture & Pass-By: AM Trips Out	Net Trips after Internal Capture & Pass-By: PM Trips In	Net Trips after Internal Capture & Pass-By: PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00																					
710	Office	General Office Building (1)	1,000 Sq Ft	206.81	Avg	11.03	1.56	1.49	2282	323	308	284	39	52	256	2100	319	297	283	36	45	252	2100	319	297	283	36	45	252
820	Retail	Shopping Center	1,000 Sq Ft GLA	122.19	Avg	42.70	0.96	3.71	5218	117	453	73	44	217	236	5036	113	442	70	43	213	229	5036	113	292	70	43	141	151
	Select Use																												
								Totals	7500	440	761	357	83	269	492	7136	432	739	353	79	258	481	7136	432	589	353	79	186	403

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

A Trip Generation data from ITE *Trip Generation, 9th Edition*
B AM/PM rates correspond to peak of adjacent street traffic (if data available)
C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
G Worksheet is intended as a planning tool. Verify results w/ ITE *Trip Generation 9th Edition*

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Sams - Alt 1**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	**Internal Capture Land Use**	**Land Use Description**	**Independent Variable**	**No. of Units**	**Avg Rate or Eq**	**Daily Rate**	**AM Rate**	**PM Rate**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00																					
710	Office	General Office Building (1)	1,000 Sq Ft	471.13	Avg	11.03	1.56	1.49	5198	735	702	647	88	119	583	5138	734	699	647	87	117	582	5138	734	699	647	87	117	582
820	Retail	Shopping Center	1,000 Sq Ft GLA	41.159	Avg	42.70	0.96	3.71	1758	40	153	25	15	73	80	1698	39	150	24	15	72	78	1698	39	99	24	15	48	52
	Select Use																												
								Totals	6956	775	855	672	103	192	663	6836	773	849	671	102	189	660	6836	773	798	671	102	165	634

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

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D Total trips include pass-by trips w/ no internal capture
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F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
G Worksheet is intended as a planning tool. Verify results w/ ITE *Trip Generation 9th Edition*

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Sams - Alt 2**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	**Internal Capture Land Use**	**Land Use Description**	**Independent Variable**	**No. of Units**	**Avg Rate or Eq**	**Daily Rate**	**AM Rate**	**PM Rate**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)	216	Avg	9.52	0.75	1.00	2058	162	216	41	121	136	80	1516	150	166	35	115	105	61	1516	150	166	35	115	105	61
710	Office	General Office Building (1)	1,000 Sq Ft	565.36	Avg	11.03	1.56	1.49	6236	882	842	776	106	143	699	6026	877	828	775	102	136	692	6026	877	828	775	102	136	692
820	Retail	Shopping Center	1,000 Sq Ft GLA	119.68	Avg	42.70	0.96	3.71	5112	115	444	71	44	213	231	4422	100	386	62	38	190	196	4422	100	255	62	38	125	129
	Select Use																												
								Totals	13406	1159	1502	888	271	492	1010	11964	1127	1380	872	255	431	949	11964	1127	1249	872	255	366	882

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

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C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
G Worksheet is intended as a planning tool. Verify results w/ ITE *Trip Generation 9th Edition*

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Sams - Alt 3**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	**Internal Capture Land Use**	**Land Use Description**	**Independent Variable**	**No. of Units**	**Avg Rate or Eq**	**Daily Rate**	**AM Rate**	**PM Rate**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)	361	Avg	9.52	0.75	1.00	3438	271	361	68	203	227	134	3042	262	324	63	199	203	121	3042	262	324	63	199	203	121
710	Office	General Office Building (1)	1,000 Sq Ft	494.69	Avg	11.03	1.56	1.49	5458	772	737	679	93	125	612	5286	767	724	678	89	120	604	5286	767	724	678	89	120	604
820	Retail	Shopping Center	1,000 Sq Ft GLA	80.42	Avg	42.70	0.96	3.71	3434	77	298	48	29	143	155	2970	67	258	42	25	127	131	2970	67	170	42	25	84	87
	Select Use																												
								Totals	12330	1120	1396	795	325	495	901	11298	1096	1306	783	313	450	856	11298	1096	1218	783	313	407	812

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

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B AM/PM rates correspond to peak of adjacent street traffic (if data available)
C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
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Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Lowes - Alt 1**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	**Internal Capture Land Use**	**Land Use Description**	**Independent Variable**	**No. of Units**	**Avg Rate or Eq**	**Daily Rate**	**AM Rate**	**PM Rate**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00								268	6	25	3	3	15	10	268	6	25	3	3	15	10
710	Office	General Office Building (1)	1,000 Sq Ft	230.73	Avg	11.03	1.56	1.49	2546	360	344	317	43	58	286	2640	362	350	318	44	62	288	2640	362	350	318	44	62	288
820	Retail	Shopping Center	1,000 Sq Ft GLA	-62.48	Avg	42.70	0.96	3.71	-2668	-60	-232	-37	-23	-111	-121	-2308	-52	-201	-33	-19	-99	-102	-2308	-52	-133	-33	-19	-65	-67
	Select Use																												
								Totals	-122	300	112	280	20	-53	165	600	316	174	288	28	-22	196	600	316	242	288	28	12	231

Notes:
(1) AM and/or PM rates correspond to peak hour of generator

A Trip Generation data from ITE *Trip Generation, 9th Edition*
B AM/PM rates correspond to peak of adjacent street traffic (if data available)
C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
G Worksheet is intended as a planning tool. Verify results w/ ITE *Trip Generation 9th Edition*

Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Lowes - Alt 2&3**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00																					
710	Office	General Office Building (1)	1,000 Sq Ft	346.1	Avg	11.03	1.56	1.49	3818	540	516	475	65	88	428	3798	540	514	475	65	87	427	3798	540	514	475	65	87	427
820	Retail	Shopping Center	1,000 Sq Ft GLA	14.43	Avg	42.70	0.96	3.71	618	14	54	9	5	26	28	598	14	52	9	5	25	27	598	14	34	9	5	17	18
	Select Use																												
								Totals	4436	554	570	484	70	114	456	4396	554	566	484	70	112	454	4396	554	548	484	70	104	445

Notes:
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Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin East 1 & 2**
Project Number **096426000**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: AM Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: AM Trips	Total Trips: PM Trips	Total Trips: AM Trips In	Total Trips: AM Trips Out	Total Trips: PM Trips In	Total Trips: PM Trips Out	Net Trips after Internal Capture: Daily Trips	Net Trips after Internal Capture: AM Trips	Net Trips after Internal Capture: PM Trips	Net Trips after Internal Capture: AM Trips In	Net Trips after Internal Capture: AM Trips Out	Net Trips after Internal Capture: PM Trips In	Net Trips after Internal Capture: PM Trips Out	Net Trips after Internal Capture & Pass-By: Daily Trips	Net Trips after Internal Capture & Pass-By: AM Trips	Net Trips after Internal Capture & Pass-By: PM Trips	Net Trips after Internal Capture & Pass-By: AM Trips In	Net Trips after Internal Capture & Pass-By: AM Trips Out	Net Trips after Internal Capture & Pass-By: PM Trips In	Net Trips after Internal Capture & Pass-By: PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)	60	Avg	9.52	0.75	1.00	572	45	60	11	34	38	22	438	42	48	10	32	31	17	438	42	48	10	32	31	17
710	Office	General Office Building (1)	1,000 Sq Ft	-41.991	Avg	11.03	1.56	1.49	-464	-66	-63	-58	-8	-11	-52	-374	-55	-47	-49	-6	-8	-39	-374	-55	-47	-49	-6	-8	-39
820	Retail	Shopping Center	1,000 Sq Ft GLA	32.952	Avg	42.70	0.96	3.71	1408	32	122	20	12	59	63	1354	40	124	20	20	66	58	1354	40	82	20	20	44	38
	Select Use																												
								Totals	1516	11	119	-27	38	86	33	1418	27	125	-19	46	89	36	1418	27	83	-19	46	67	16

Notes:
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D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
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Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin East Alt 3**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	**Internal Capture Land Use**	**Land Use Description**	**Independent Variable**	**No. of Units**	**Avg Rate or Eq**	**Daily Rate**	**AM Rate**	**PM Rate**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)	136	Avg	9.52	0.75	1.00	1296	102	136	26	76	86	50	1124	98	120	24	74	77	43	1124	98	120	24	74	77	43
710	Office	General Office Building (1)	1,000 Sq Ft	-41.991	Avg	11.03	1.56	1.49	-464	-66	-63	-58	-8	-11	-52	-374	-55	-47	-49	-6	-8	-39	-374	-55	-47	-49	-6	-8	-39
820	Retail	Shopping Center	1,000 Sq Ft GLA	41.764	Avg	42.70	0.96	3.71	1784	40	155	25	15	74	81	1692	47	153	25	22	79	74	1692	47	101	25	22	52	49
	Select Use																												
								Totals	2616	76	228	-7	83	149	79	2442	90	226		90	148	78	2442	90	174		90	121	53

Notes:
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D Total trips include pass-by trips w/ no internal capture
E Pass-by rates from ITE *Trip Generation Handbook, 2nd Edition*
F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
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Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin West Alt 1&2**
Project Number **096426000**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: AM Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: AM Trips	Total Trips: PM Trips	Total Trips: AM Trips In	Total Trips: AM Trips Out	Total Trips: PM Trips In	Total Trips: PM Trips Out	Net Trips after Internal Capture: Daily Trips	Net Trips after Internal Capture: AM Trips	Net Trips after Internal Capture: PM Trips	Net Trips after Internal Capture: AM Trips In	Net Trips after Internal Capture: AM Trips Out	Net Trips after Internal Capture: PM Trips In	Net Trips after Internal Capture: PM Trips Out	Net Trips after Internal Capture & Pass-By: Daily Trips	Net Trips after Internal Capture & Pass-By: AM Trips	Net Trips after Internal Capture & Pass-By: PM Trips	Net Trips after Internal Capture & Pass-By: AM Trips In	Net Trips after Internal Capture & Pass-By: AM Trips Out	Net Trips after Internal Capture & Pass-By: PM Trips In	Net Trips after Internal Capture & Pass-By: PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00																					
710	Office	General Office Building (1)	1,000 Sq Ft	84.821	Avg	11.03	1.56	1.49	936	132	126	116	16	21	105	804	129	118	115	14	16	102	804	129	118	115	14	16	102
820	Retail	Shopping Center	1,000 Sq Ft GLA	89.516	Avg	42.70	0.96	3.71	3824	86	332	53	33	159	173	3692	83	324	51	32	156	168	3692	83	214	51	32	103	111
	Select Use																												
								Totals	4760	218	458	169	49	180	278	4496	212	442	166	46	172	270	4496	212	332	166	46	119	213

Notes:
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C Includes weekday rates only
D Total trips include pass-by trips w/ no internal capture
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F Internal capture rates from ITE *Trip Generation Handbook, 2nd Edition*
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Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin West Alt 3**
Project Number **096426000**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: AM Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: AM Trips	Total Trips: PM Trips	Total Trips: AM Trips In	Total Trips: AM Trips Out	Total Trips: PM Trips In	Total Trips: PM Trips Out	Net Trips after Internal Capture: Daily Trips	Net Trips after Internal Capture: AM Trips	Net Trips after Internal Capture: PM Trips	Net Trips after Internal Capture: AM Trips In	Net Trips after Internal Capture: AM Trips Out	Net Trips after Internal Capture: PM Trips In	Net Trips after Internal Capture: PM Trips Out	Net Trips after Internal Capture & Pass-By: Daily Trips	Net Trips after Internal Capture & Pass-By: AM Trips	Net Trips after Internal Capture & Pass-By: PM Trips	Net Trips after Internal Capture & Pass-By: AM Trips In	Net Trips after Internal Capture & Pass-By: AM Trips Out	Net Trips after Internal Capture & Pass-By: PM Trips In	Net Trips after Internal Capture & Pass-By: PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00																					
710	Office	General Office Building (1)	1,000 Sq Ft	239.9	Avg	11.03	1.56	1.49	2648	374	357	329	45	61	296	2360	367	339	327	40	50	289	2360	367	339	327	40	50	289
820	Retail	Shopping Center	1,000 Sq Ft GLA	192.9	Avg	42.70	0.96	3.71	8238	185	716	115	70	344	372	7950	178	698	110	68	337	361	7950	178	473	110	68	228	245
	Select Use																												
								Totals	10886	559	1073	444	115	405	668	10310	545	1037	437	108	387	650	10310	545	812	437	108	278	534

Notes:
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Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin North - 1, 2, and 3**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	**Internal Capture Land Use**	**Land Use Description**	**Independent Variable**	**No. of Units**	**Avg Rate or Eq**	**Daily Rate**	**AM Rate**	**PM Rate**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)	19	Avg	9.52	0.75	1.00	182	14	19	4	10	12	7	114	10	11	3	7	8	3	114	10	11	3	7	8	3
710	Office	General Office Building (1)	1,000 Sq Ft	174.61	Avg	11.03	1.56	1.49	1926	272	260	239	33	44	216	1826	269	254	238	31	40	214	1826	269	254	238	31	40	214
820	Retail	Shopping Center	1,000 Sq Ft GLA	65.013	Avg	42.70	0.96	3.71	2778	62	241	38	24	116	125	2616	55	227	33	22	110	117	2616	55	150	33	22	73	77
	Select Use																												
								Totals	4886	348	520	281	67	172	348	4556	334	492	274	60	158	334	4556	334	415	274	60	121	294

Notes:
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Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Centennial East 1 2 3**
Project Number **096426000**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: AM Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: AM Trips	Total Trips: PM Trips	Total Trips: AM Trips In	Total Trips: AM Trips Out	Total Trips: PM Trips In	Total Trips: PM Trips Out	Net Trips after Internal Capture: Daily Trips	Net Trips after Internal Capture: AM Trips	Net Trips after Internal Capture: PM Trips	Net Trips after Internal Capture: AM Trips In	Net Trips after Internal Capture: AM Trips Out	Net Trips after Internal Capture: PM Trips In	Net Trips after Internal Capture: PM Trips Out	Net Trips after Internal Capture & Pass-By: Daily Trips	Net Trips after Internal Capture & Pass-By: AM Trips	Net Trips after Internal Capture & Pass-By: PM Trips	Net Trips after Internal Capture & Pass-By: AM Trips In	Net Trips after Internal Capture & Pass-By: AM Trips Out	Net Trips after Internal Capture & Pass-By: PM Trips In	Net Trips after Internal Capture & Pass-By: PM Trips Out
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00																					
710	Office	General Office Building (1)	1,000 Sq Ft	306.69	Avg	11.03	1.56	1.49	3384	478	457	421	57	78	379	3384	478	457	421	57	78	379	3384	478	457	421	57	78	379
820	Retail	Shopping Center	1,000 Sq Ft GLA		Avg	42.70	0.96	3.71																					
	Select Use																												
								Totals	3384	478	457	421	57	78	379	3384	478	457	421	57	78	379	3384	478	457	421	57	78	379

Notes:
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Trip Generation Planner (ITE 9th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **McCaslin Centennial West 1 2 3**
Project Number **096426000**

						Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By						
ITE Code	**Internal Capture Land Use**	**Land Use Description**	**Independent Variable**	**No. of Units**	**Avg Rate or Eq**	**Daily Rate**	**AM Rate**	**PM Rate**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**	**Daily Trips**	**AM Trips**	**PM Trips**	**AM Trips In**	**AM Trips Out**	**PM Trips In**	**PM Trips Out**
210	Residential	Single-Family Detached Housing	Dwelling Unit(s)		Avg	9.52	0.75	1.00																					
710	Office	General Office Building (1)	1,000 Sq Ft	535.72	Avg	11.03	1.56	1.49	5910	836	798	736	100	136	662	5910	836	798	736	100	136	662	5910	836	798	736	100	136	662
820	Retail	Shopping Center	1,000 Sq Ft GLA		Avg	42.70	0.96	3.71																					
	Select Use																												
								Totals	5910	836	798	736	100	136	662	5910	836	798	736	100	136	662	5910	836	798	736	100	136	662

Notes:
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	19	8	340	61	175	29	752	174	35	445	45
Future Volume (veh/h)	29	19	8	340	61	175	29	752	174	35	445	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	32	21	0	370	66	0	32	817	0	38	484	0
Adj No. of Lanes	1	2	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	164	74	466	291	247	615	2087	934	534	2098	939
Arrive On Green	0.03	0.05	0.00	0.14	0.16	0.00	0.05	1.00	0.00	0.03	0.59	0.00
Sat Flow, veh/h	1774	3539	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	32	21	0	370	66	0	32	817	0	38	484	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.4	0.5	0.0	8.3	2.5	0.0	0.6	0.0	0.0	0.7	5.2	0.0
Cycle Q Clear(g_c), s	1.4	0.5	0.0	8.3	2.5	0.0	0.6	0.0	0.0	0.7	5.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	164	74	466	291	247	615	2087	934	534	2098	939
V/C Ratio(X)	0.16	0.13	0.00	0.79	0.23	0.00	0.05	0.39	0.00	0.07	0.23	0.00
Avail Cap(c_a), veh/h	240	708	317	602	605	515	658	2087	934	572	2098	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.1	36.6	0.0	33.5	29.5	0.0	6.0	0.0	0.0	6.0	7.7	0.0
Incr Delay (d2), s/veh	0.4	0.3	0.0	5.6	0.4	0.0	0.0	0.5	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	4.3	1.3	0.0	0.3	0.2	0.0	0.3	2.6	0.0
LnGrp Delay(d),s/veh	35.5	36.9	0.0	39.1	29.9	0.0	6.1	0.5	0.0	6.0	7.9	0.0
LnGrp LOS	D	D		D	C		A	A		A	A	
Approach Vol, veh/h		53			436			849			522	
Approach Delay, s/veh		36.1			37.7			0.8			7.8	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	51.2	14.8	7.7	6.0	51.4	6.0	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	30.0	14.0	16.0	4.0	30.0	4.0	26.0
Max Q Clear Time (g_c+I1), s	2.7	2.0	10.3	2.5	2.6	7.2	3.4	4.5
Green Ext Time (p_c), s	0.0	9.9	0.5	0.3	0.0	9.1	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	68	10	267	11	64	23	554	460	137	928	20
Future Volume (veh/h)	35	68	10	267	11	64	23	554	460	137	928	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	38	74	0	290	12	0	25	602	0	149	1009	0
Adj No. of Lanes	1	2	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	154	69	375	233	198	400	2190	980	674	2297	1028
Arrive On Green	0.03	0.04	0.00	0.11	0.13	0.00	0.04	1.00	0.00	0.05	0.65	0.00
Sat Flow, veh/h	1774	3539	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	38	74	0	290	12	0	25	602	0	149	1009	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.8	1.8	0.0	7.4	0.5	0.0	0.5	0.0	0.0	2.7	12.6	0.0
Cycle Q Clear(g_c), s	1.8	1.8	0.0	7.4	0.5	0.0	0.5	0.0	0.0	2.7	12.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	154	69	375	233	198	400	2190	980	674	2297	1028
V/C Ratio(X)	0.20	0.48	0.00	0.77	0.05	0.00	0.06	0.27	0.00	0.22	0.44	0.00
Avail Cap(c_a), veh/h	220	629	281	535	538	457	442	2190	980	702	2297	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.95	0.95	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.7	42.0	0.0	39.0	34.7	0.0	6.4	0.0	0.0	5.1	7.7	0.0
Incr Delay (d2), s/veh	0.5	2.3	0.0	4.4	0.1	0.0	0.1	0.3	0.0	0.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.0	3.7	0.3	0.0	0.2	0.1	0.0	1.3	6.2	0.0
LnGrp Delay(d),s/veh	40.2	44.3	0.0	43.5	34.8	0.0	6.4	0.3	0.0	5.3	8.4	0.0
LnGrp LOS	D	D		D	C		A	A		A	A	
Approach Vol, veh/h		112			302			627			1158	
Approach Delay, s/veh		42.9			43.1			0.5			8.0	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	59.7	13.8	7.9	5.9	62.4	6.5	15.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	38.0	14.0	16.0	4.0	40.0	4.0	26.0
Max Q Clear Time (g_c+I1), s	4.7	2.0	9.4	3.8	2.5	14.6	3.8	2.5
Green Ext Time (p_c), s	0.0	14.4	0.4	0.3	0.0	12.3	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	45	25	905	300	210	180	790	285	40	640	165
Future Volume (veh/h)	55	45	25	905	300	210	180	790	285	40	640	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	60	49	0	984	326	0	196	859	0	43	696	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	133	113	989	592	503	370	1452	650	353	1340	599
Arrive On Green	0.04	0.07	0.00	0.29	0.32	0.00	0.13	0.82	0.00	0.03	0.38	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	60	49	0	984	326	0	196	859	0	43	696	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.5	2.0	0.0	22.8	11.6	0.0	5.0	6.8	0.0	1.2	12.2	0.0
Cycle Q Clear(g_c), s	2.5	2.0	0.0	22.8	11.6	0.0	5.0	6.8	0.0	1.2	12.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	133	113	989	592	503	370	1452	650	353	1340	599
V/C Ratio(X)	0.25	0.37	0.00	0.99	0.55	0.00	0.53	0.59	0.00	0.12	0.52	0.00
Avail Cap(c_a), veh/h	254	373	317	989	815	693	370	1452	650	387	1340	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.87	0.87	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.6	35.4	0.0	28.4	22.6	0.0	15.4	4.8	0.0	14.4	19.2	0.0
Incr Delay (d2), s/veh	0.5	1.7	0.0	27.2	0.8	0.0	1.3	1.6	0.0	0.2	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.1	0.0	14.5	6.0	0.0	1.4	3.4	0.0	0.6	6.2	0.0
LnGrp Delay(d),s/veh	33.1	37.1	0.0	55.6	23.4	0.0	16.7	6.4	0.0	14.6	20.7	0.0
LnGrp LOS	C	D		E	C		B	A		B	C	
Approach Vol, veh/h		109			1310			1055			739	
Approach Delay, s/veh		34.9			47.6			8.3			20.3	
Approach LOS		C			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	36.8	27.0	9.7	9.0	34.3	7.3	29.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	21.0	23.0	16.0	5.0	20.0	4.0	35.0
Max Q Clear Time (g_c+I1), s	3.2	8.8	24.8	4.0	7.0	14.2	4.5	13.6
Green Ext Time (p_c), s	0.0	7.5	0.0	1.7	0.0	4.2	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	325	160	410	80	75	75	845	965	165	980	50
Future Volume (veh/h)	110	325	160	410	80	75	75	845	965	165	980	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	120	353	0	446	87	0	82	918	0	179	1065	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	479	401	341	517	556	473	242	1342	600	306	1463	654
Arrive On Green	0.07	0.22	0.00	0.15	0.30	0.00	0.03	0.25	0.00	0.08	0.41	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	120	353	0	446	87	0	82	918	0	179	1065	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.7	16.5	0.0	11.4	3.1	0.0	2.5	21.1	0.0	5.4	22.7	0.0
Cycle Q Clear(g_c), s	4.7	16.5	0.0	11.4	3.1	0.0	2.5	21.1	0.0	5.4	22.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	401	341	517	556	473	242	1342	600	306	1463	654
V/C Ratio(X)	0.25	0.88	0.00	0.86	0.16	0.00	0.34	0.68	0.00	0.59	0.73	0.00
Avail Cap(c_a), veh/h	479	455	387	535	621	528	244	1342	600	306	1463	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.31	0.31	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.9	34.2	0.0	37.3	23.2	0.0	18.5	28.7	0.0	18.0	22.2	0.0
Incr Delay (d2), s/veh	0.3	16.5	0.0	13.3	0.1	0.0	0.3	0.9	0.0	2.9	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	10.3	0.0	6.3	1.6	0.0	1.2	10.4	0.0	2.8	11.7	0.0
LnGrp Delay(d),s/veh	25.2	50.7	0.0	50.7	23.4	0.0	18.8	29.6	0.0	20.8	25.4	0.0
LnGrp LOS	C	D		D	C		B	C		C	C	
Approach Vol, veh/h		473			533			1000			1244	
Approach Delay, s/veh		44.2			46.2			28.7			24.7	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	38.1	17.5	23.4	7.9	41.2	10.0	30.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	31.0	14.0	22.0	4.0	34.0	6.0	30.0
Max Q Clear Time (g_c+I1), s	7.4	23.1	13.4	18.5	4.5	24.7	6.7	5.1
Green Ext Time (p_c), s	0.0	6.3	0.1	0.8	0.0	7.3	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	45	25	1005	300	210	180	805	335	40	685	165
Future Volume (veh/h)	55	45	25	1005	300	210	180	805	335	40	685	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	60	49	0	1092	326	0	196	875	0	43	745	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	133	113	1076	638	543	330	1364	610	317	1251	560
Arrive On Green	0.04	0.07	0.00	0.31	0.34	0.00	0.13	0.77	0.00	0.03	0.35	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	60	49	0	1092	326	0	196	875	0	43	745	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.5	2.0	0.0	25.0	11.2	0.0	5.0	9.0	0.0	1.2	13.8	0.0
Cycle Q Clear(g_c), s	2.5	2.0	0.0	25.0	11.2	0.0	5.0	9.0	0.0	1.2	13.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	133	113	1076	638	543	330	1364	610	317	1251	560
V/C Ratio(X)	0.25	0.37	0.00	1.02	0.51	0.00	0.59	0.64	0.00	0.14	0.60	0.00
Avail Cap(c_a), veh/h	254	373	317	1076	862	732	330	1364	610	351	1251	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.85	0.85	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.6	35.4	0.0	27.5	20.9	0.0	17.7	6.7	0.0	15.8	21.2	0.0
Incr Delay (d2), s/veh	0.5	1.7	0.0	31.3	0.6	0.0	2.4	2.0	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.1	0.0	16.5	5.8	0.0	1.7	4.5	0.0	0.6	7.1	0.0
LnGrp Delay(d),s/veh	33.1	37.1	0.0	58.8	21.6	0.0	20.1	8.7	0.0	16.0	23.3	0.0
LnGrp LOS	C	D		F	C		C	A		B	C	
Approach Vol, veh/h		109			1418			1071			788	
Approach Delay, s/veh		34.9			50.3			10.8			22.9	
Approach LOS		C			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	34.8	29.0	9.7	9.0	32.3	7.3	31.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	19.0	25.0	16.0	5.0	18.0	4.0	37.0
Max Q Clear Time (g_c+I1), s	3.2	11.0	27.0	4.0	7.0	15.8	4.5	13.2
Green Ext Time (p_c), s	0.0	5.6	0.0	1.7	0.0	1.8	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	315	160	485	80	75	75	890	1085	165	1015	50
Future Volume (veh/h)	110	315	160	485	80	75	75	890	1085	165	1015	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	120	342	0	527	87	0	82	967	0	179	1103	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	470	388	330	604	590	502	220	1277	571	280	1395	624
Arrive On Green	0.07	0.21	0.00	0.18	0.32	0.00	0.03	0.24	0.00	0.08	0.39	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	120	342	0	527	87	0	82	967	0	179	1103	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.7	16.0	0.0	13.4	3.0	0.0	2.6	22.8	0.0	5.6	24.7	0.0
Cycle Q Clear(g_c), s	4.7	16.0	0.0	13.4	3.0	0.0	2.6	22.8	0.0	5.6	24.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	388	330	604	590	502	220	1277	571	280	1395	624
V/C Ratio(X)	0.26	0.88	0.00	0.87	0.15	0.00	0.37	0.76	0.00	0.64	0.79	0.00
Avail Cap(c_a), veh/h	470	435	369	650	662	563	220	1277	571	280	1395	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.11	0.11	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.4	34.6	0.0	36.1	22.0	0.0	20.1	30.5	0.0	19.7	24.0	0.0
Incr Delay (d2), s/veh	0.3	17.4	0.0	11.9	0.1	0.0	0.1	0.5	0.0	4.8	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	10.1	0.0	7.4	1.6	0.0	1.3	11.3	0.0	3.1	12.8	0.0
LnGrp Delay(d),s/veh	25.7	51.9	0.0	48.0	22.1	0.0	20.2	30.9	0.0	24.5	28.6	0.0
LnGrp LOS	C	D		D	C		C	C		C	C	
Approach Vol, veh/h		462			614			1049			1282	
Approach Delay, s/veh		45.1			44.4			30.1			28.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	36.5	19.8	22.7	8.0	39.5	10.0	32.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	29.0	17.0	21.0	4.0	32.0	6.0	32.0
Max Q Clear Time (g_c+I1), s	7.6	24.8	15.4	18.0	4.6	26.7	6.7	5.0
Green Ext Time (p_c), s	0.0	3.6	0.4	0.7	0.0	4.5	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	50	30	1015	350	210	210	815	375	40	685	190
Future Volume (veh/h)	60	50	30	1015	350	210	210	815	375	40	685	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	65	54	0	1103	380	0	228	886	0	43	745	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	145	123	1032	621	528	346	1385	620	321	1228	550
Arrive On Green	0.04	0.08	0.00	0.30	0.33	0.00	0.15	0.78	0.00	0.03	0.35	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	65	54	0	1103	380	0	228	886	0	43	745	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.7	2.2	0.0	24.0	13.7	0.0	6.0	8.7	0.0	1.2	13.9	0.0
Cycle Q Clear(g_c), s	2.7	2.2	0.0	24.0	13.7	0.0	6.0	8.7	0.0	1.2	13.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	145	123	1032	621	528	346	1385	620	321	1228	550
V/C Ratio(X)	0.26	0.37	0.00	1.07	0.61	0.00	0.66	0.64	0.00	0.13	0.61	0.00
Avail Cap(c_a), veh/h	279	373	317	1032	815	693	346	1385	620	355	1228	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.84	0.84	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.0	35.0	0.0	28.0	22.3	0.0	17.1	6.2	0.0	16.0	21.6	0.0
Incr Delay (d2), s/veh	0.6	1.6	0.0	48.1	1.0	0.0	3.8	1.9	0.0	0.2	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.2	0.0	18.2	7.1	0.0	2.2	4.3	0.0	0.6	7.1	0.0
LnGrp Delay(d),s/veh	32.5	36.6	0.0	76.1	23.3	0.0	20.9	8.2	0.0	16.2	23.8	0.0
LnGrp LOS	C	D		F	C		C	A		B	C	
Approach Vol, veh/h		119			1483			1114			788	
Approach Delay, s/veh		34.4			62.6			10.8			23.4	
Approach LOS		C			E			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	35.3	28.0	10.2	10.0	31.8	7.6	30.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	20.0	24.0	16.0	6.0	18.0	5.0	35.0
Max Q Clear Time (g_c+I1), s	3.2	10.7	26.0	4.2	8.0	15.9	4.7	15.7
Green Ext Time (p_c), s	0.0	6.4	0.0	2.0	0.0	1.7	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	435	190	615	95	75	85	920	1110	165	1030	50
Future Volume (veh/h)	125	435	190	615	95	75	85	920	1110	165	1030	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	136	473	0	668	103	0	92	1000	0	179	1120	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	527	476	405	688	724	616	163	1101	493	196	1140	510
Arrive On Green	0.07	0.26	0.00	0.20	0.39	0.00	0.01	0.10	0.00	0.06	0.32	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	136	473	0	668	103	0	92	1000	0	179	1120	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.1	22.8	0.0	17.3	3.2	0.0	3.2	25.2	0.0	5.0	28.2	0.0
Cycle Q Clear(g_c), s	5.1	22.8	0.0	17.3	3.2	0.0	3.2	25.2	0.0	5.0	28.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	527	476	405	688	724	616	163	1101	493	196	1140	510
V/C Ratio(X)	0.26	0.99	0.00	0.97	0.14	0.00	0.56	0.91	0.00	0.91	0.98	0.00
Avail Cap(c_a), veh/h	527	476	405	688	724	616	163	1101	493	196	1140	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.09	0.09	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.4	33.4	0.0	35.7	17.8	0.0	24.8	39.1	0.0	28.1	30.2	0.0
Incr Delay (d2), s/veh	0.3	39.5	0.0	27.0	0.1	0.0	0.4	1.4	0.0	40.6	22.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	16.9	0.0	10.8	1.7	0.0	1.5	12.6	0.0	4.2	17.3	0.0
LnGrp Delay(d),s/veh	22.6	72.9	0.0	62.8	17.9	0.0	25.2	40.5	0.0	68.6	52.9	0.0
LnGrp LOS	C	E		E	B		C	D		E	D	
Approach Vol, veh/h		609			771			1092			1299	
Approach Delay, s/veh		61.7			56.8			39.2			55.1	
Approach LOS		E			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	32.0	22.0	27.0	8.0	33.0	10.0	39.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	28.0	18.0	23.0	4.0	29.0	6.0	35.0
Max Q Clear Time (g_c+I1), s	7.0	27.2	19.3	24.8	5.2	30.2	7.1	5.2
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.0	0.0	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	6	30	55	19	71	101	776	13	18	723	57
Future Volume (veh/h)	36	6	30	55	19	71	101	776	13	18	723	57
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	39	7	33	60	21	77	110	843	14	20	786	62
Adj No. of Lanes	1	1	0	1	1	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	22	103	236	31	114	583	3377	1052	505	3060	240
Arrive On Green	0.03	0.08	0.08	0.04	0.09	0.09	0.05	0.66	0.66	0.04	1.00	1.00
Sat Flow, veh/h	1774	285	1341	1774	351	1285	1774	5085	1583	1774	4809	378
Grp Volume(v), veh/h	39	0	40	60	0	98	110	843	14	20	553	295
Grp Sat Flow(s),veh/h/ln	1774	0	1626	1774	0	1636	1774	1695	1583	1774	1695	1796
Q Serve(g_s), s	1.6	0.0	1.9	2.5	0.0	4.6	1.7	5.3	0.2	0.3	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	1.9	2.5	0.0	4.6	1.7	5.3	0.2	0.3	0.0	0.0
Prop In Lane	1.00		0.82	1.00		0.79	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	181	0	125	236	0	146	583	3377	1052	505	2158	1143
V/C Ratio(X)	0.22	0.00	0.32	0.25	0.00	0.67	0.19	0.25	0.01	0.04	0.26	0.26
Avail Cap(c_a), veh/h	263	0	386	296	0	389	724	3377	1052	606	2158	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.92	0.92	0.92
Uniform Delay (d), s/veh	32.8	0.0	35.0	32.2	0.0	35.3	4.2	5.4	4.6	4.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	1.5	0.6	0.0	5.3	0.1	0.2	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.9	1.2	0.0	2.3	0.8	2.5	0.1	0.1	0.1	0.2
LnGrp Delay(d),s/veh	33.4	0.0	36.4	32.8	0.0	40.6	4.4	5.6	4.6	4.8	0.3	0.5
LnGrp LOS	C		D	C		D	A	A	A	A	A	A
Approach Vol, veh/h		79			158			967			868	
Approach Delay, s/veh		34.9			37.7			5.4			0.4	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	57.1	7.3	10.1	7.7	54.9	6.3	11.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	33.0	6.0	19.0	10.0	29.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	2.3	7.3	4.5	3.9	3.7	2.0	3.6	6.6
Green Ext Time (p_c), s	0.0	12.7	0.0	0.6	0.1	13.0	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	30	75	39	11	30	94	880	62	89	1139	32
Future Volume (veh/h)	141	30	75	39	11	30	94	880	62	89	1139	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	153	33	82	42	12	33	102	957	67	97	1238	35
Adj No. of Lanes	1	1	0	1	1	0	1	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	59	148	202	24	67	424	3191	994	409	3188	90
Arrive On Green	0.10	0.13	0.13	0.03	0.06	0.06	0.01	0.21	0.21	0.08	1.00	1.00
Sat Flow, veh/h	1774	475	1180	1774	440	1209	1774	5085	1583	1774	5084	144
Grp Volume(v), veh/h	153	0	115	42	0	45	102	957	67	97	826	447
Grp Sat Flow(s),veh/h/ln	1774	0	1655	1774	0	1649	1774	1695	1583	1774	1695	1837
Q Serve(g_s), s	7.0	0.0	5.9	2.0	0.0	2.4	1.8	14.3	3.1	1.8	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	5.9	2.0	0.0	2.4	1.8	14.3	3.1	1.8	0.0	0.0
Prop In Lane	1.00		0.71	1.00		0.73	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	294	0	207	202	0	92	424	3191	994	409	2126	1152
V/C Ratio(X)	0.52	0.00	0.55	0.21	0.00	0.49	0.24	0.30	0.07	0.24	0.39	0.39
Avail Cap(c_a), veh/h	336	0	423	230	0	293	549	3191	994	455	2126	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.87	0.87	0.87
Uniform Delay (d), s/veh	33.5	0.0	37.0	38.6	0.0	41.3	5.4	19.0	14.5	6.3	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	2.3	0.5	0.0	4.0	0.3	0.2	0.1	0.3	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	2.8	1.0	0.0	1.2	0.9	6.8	1.4	0.9	0.1	0.3
LnGrp Delay(d),s/veh	34.9	0.0	39.3	39.1	0.0	45.3	5.7	19.2	14.6	6.6	0.5	0.9
LnGrp LOS	C		D	D		D	A	B	B	A	A	A
Approach Vol, veh/h		268			87			1126			1370	
Approach Delay, s/veh		36.8			42.3			17.7			1.0	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	60.5	6.6	15.3	7.7	60.4	12.9	9.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	41.0	4.0	23.0	10.0	37.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	3.8	16.3	4.0	7.9	3.8	2.0	9.0	4.4
Green Ext Time (p_c), s	0.0	16.8	0.0	0.8	0.1	21.0	0.1	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	5	65	95	35	75	300	1090	15	20	1410	125
Future Volume (veh/h)	65	5	65	95	35	75	300	1090	15	20	1410	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	5	71	103	38	82	326	1185	16	22	1533	136
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	11	151	253	54	117	342	2251	30	367	1724	152
Arrive On Green	0.05	0.10	0.10	0.05	0.10	0.10	0.25	1.00	1.00	0.02	0.52	0.52
Sat Flow, veh/h	1774	105	1494	1774	526	1136	1774	3576	48	1774	3291	290
Grp Volume(v), veh/h	71	0	76	103	0	120	326	586	615	22	819	850
Grp Sat Flow(s),veh/h/ln	1774	0	1599	1774	0	1662	1774	1770	1854	1774	1770	1812
Q Serve(g_s), s	2.8	0.0	3.6	4.0	0.0	5.6	8.8	0.0	0.0	0.5	32.8	33.7
Cycle Q Clear(g_c), s	2.8	0.0	3.6	4.0	0.0	5.6	8.8	0.0	0.0	0.5	32.8	33.7
Prop In Lane	1.00		0.93	1.00		0.68	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	217	0	162	253	0	172	342	1114	1167	367	927	949
V/C Ratio(X)	0.33	0.00	0.47	0.41	0.00	0.70	0.95	0.53	0.53	0.06	0.88	0.90
Avail Cap(c_a), veh/h	221	0	320	253	0	332	342	1114	1167	422	927	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.44	0.44	0.44	0.40	0.40	0.40
Uniform Delay (d), s/veh	30.4	0.0	33.9	30.8	0.0	34.7	17.9	0.0	0.0	8.5	16.9	17.1
Incr Delay (d2), s/veh	0.9	0.0	2.1	1.1	0.0	5.1	21.5	0.8	0.7	0.0	5.4	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.7	0.3	0.0	2.8	8.9	0.2	0.2	0.2	17.3	18.1
LnGrp Delay(d),s/veh	31.2	0.0	36.0	31.9	0.0	39.8	39.4	0.8	0.7	8.5	22.3	23.0
LnGrp LOS	C		D	C		D	D	A	A	A	C	C
Approach Vol, veh/h		147			223			1527			1691	
Approach Delay, s/veh		33.7			36.1			9.0			22.4	
Approach LOS		C			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	54.4	8.0	12.1	14.0	45.9	7.8	12.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	40.0	4.0	16.0	10.0	34.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.5	2.0	6.0	5.6	10.8	35.7	4.8	7.6
Green Ext Time (p_c), s	0.0	29.1	0.0	0.8	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	45	275	45	15	30	175	1520	100	110	1495	50
Future Volume (veh/h)	290	45	275	45	15	30	175	1520	100	110	1495	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	315	49	299	49	16	33	190	1652	109	120	1625	54
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	51	309	146	90	185	334	1766	116	183	1730	57
Arrive On Green	0.09	0.22	0.22	0.03	0.17	0.17	0.10	0.70	0.70	0.09	0.99	0.99
Sat Flow, veh/h	1774	228	1390	1774	544	1121	1774	3372	221	1774	3496	116
Grp Volume(v), veh/h	315	0	348	49	0	49	190	861	900	120	820	859
Grp Sat Flow(s),veh/h/ln	1774	0	1617	1774	0	1665	1774	1770	1824	1774	1770	1842
Q Serve(g_s), s	8.0	0.0	19.2	2.1	0.0	2.3	4.7	37.7	39.2	3.1	6.0	6.5
Cycle Q Clear(g_c), s	8.0	0.0	19.2	2.1	0.0	2.3	4.7	37.7	39.2	3.1	6.0	6.5
Prop In Lane	1.00		0.86	1.00		0.67	1.00		0.12	1.00		0.06
Lane Grp Cap(c), veh/h	427	0	359	146	0	275	334	927	955	183	875	911
V/C Ratio(X)	0.74	0.00	0.97	0.34	0.00	0.18	0.57	0.93	0.94	0.66	0.94	0.94
Avail Cap(c_a), veh/h	427	0	359	168	0	296	342	927	955	183	875	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.21	0.21	0.21	0.62	0.62	0.62
Uniform Delay (d), s/veh	30.9	0.0	34.7	31.0	0.0	32.3	9.6	12.2	12.4	19.5	0.3	0.3
Incr Delay (d2), s/veh	6.7	0.0	38.9	1.3	0.0	0.3	0.5	4.8	5.4	5.2	12.9	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	12.4	1.1	0.0	1.1	2.2	18.9	20.6	1.7	3.4	3.6
LnGrp Delay(d),s/veh	37.6	0.0	73.6	32.3	0.0	32.6	10.1	17.0	17.9	24.7	13.2	13.5
LnGrp LOS	D		E	C		C	B	B	B	C	B	B
Approach Vol, veh/h		663			98			1951			1799	
Approach Delay, s/veh		56.5			32.5			16.7			14.1	
Approach LOS		E			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	51.1	6.9	24.0	10.6	48.5	12.0	18.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	46.0	4.0	20.0	7.0	43.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	5.1	41.2	4.1	21.2	6.7	8.5	10.0	4.3
Green Ext Time (p_c), s	0.0	4.7	0.0	0.0	0.0	30.9	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	5	65	105	35	75	300	1155	20	20	1555	125
Future Volume (veh/h)	65	5	65	105	35	75	300	1155	20	20	1555	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	5	71	114	38	82	326	1255	22	22	1690	136
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	11	151	253	54	117	264	2240	39	366	1864	148
Arrive On Green	0.05	0.10	0.10	0.05	0.10	0.10	0.17	1.00	1.00	0.01	0.38	0.38
Sat Flow, veh/h	1774	105	1494	1774	526	1136	1774	3559	62	1774	3321	265
Grp Volume(v), veh/h	71	0	76	114	0	120	326	624	653	22	892	934
Grp Sat Flow(s),veh/h/ln	1774	0	1599	1774	0	1662	1774	1770	1852	1774	1770	1816
Q Serve(g_s), s	2.8	0.0	3.6	4.0	0.0	5.6	7.0	0.0	0.0	0.4	38.0	39.1
Cycle Q Clear(g_c), s	2.8	0.0	3.6	4.0	0.0	5.6	7.0	0.0	0.0	0.4	38.0	39.1
Prop In Lane	1.00		0.93	1.00		0.68	1.00		0.03	1.00		0.15
Lane Grp Cap(c), veh/h	217	0	162	253	0	172	264	1114	1166	366	993	1019
V/C Ratio(X)	0.33	0.00	0.47	0.45	0.00	0.70	1.24	0.56	0.56	0.06	0.90	0.92
Avail Cap(c_a), veh/h	221	0	320	253	0	332	264	1114	1166	421	993	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.22	0.22	0.22	0.28	0.28	0.28
Uniform Delay (d), s/veh	30.4	0.0	33.9	31.4	0.0	34.7	20.6	0.0	0.0	7.2	22.8	23.2
Incr Delay (d2), s/veh	0.9	0.0	2.1	1.3	0.0	5.1	114.1	0.5	0.4	0.0	4.1	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.7	0.5	0.0	2.8	14.1	0.1	0.1	0.2	19.6	20.9
LnGrp Delay(d),s/veh	31.2	0.0	36.0	32.6	0.0	39.8	134.8	0.5	0.4	7.2	26.9	27.9
LnGrp LOS	C		D	C		D	F	A	A	A	C	C
Approach Vol, veh/h		147			234			1603			1848	
Approach Delay, s/veh		33.7			36.3			27.8			27.2	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	54.4	8.0	12.1	11.0	48.9	7.8	12.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	40.0	4.0	16.0	7.0	37.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.4	2.0	6.0	5.6	9.0	41.1	4.8	7.6
Green Ext Time (p_c), s	0.0	31.4	0.0	0.8	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	45	275	50	15	30	175	1695	100	110	1640	50
Future Volume (veh/h)	290	45	275	50	15	30	175	1695	100	110	1640	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	315	49	299	54	16	33	190	1842	109	120	1783	54
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	411	48	293	142	92	189	202	1807	106	159	1787	54
Arrive On Green	0.08	0.21	0.21	0.03	0.17	0.17	0.09	0.71	0.71	0.09	1.00	1.00
Sat Flow, veh/h	1774	228	1390	1774	544	1121	1774	3398	199	1774	3508	106
Grp Volume(v), veh/h	315	0	348	54	0	49	190	950	1001	120	896	941
Grp Sat Flow(s),veh/h/ln	1774	0	1617	1774	0	1665	1774	1770	1828	1774	1770	1844
Q Serve(g_s), s	7.0	0.0	19.0	2.3	0.0	2.3	5.3	47.9	47.9	3.0	0.0	45.9
Cycle Q Clear(g_c), s	7.0	0.0	19.0	2.3	0.0	2.3	5.3	47.9	47.9	3.0	0.0	45.9
Prop In Lane	1.00		0.86	1.00		0.67	1.00		0.11	1.00		0.06
Lane Grp Cap(c), veh/h	411	0	341	142	0	280	202	941	972	159	902	939
V/C Ratio(X)	0.77	0.00	1.02	0.38	0.00	0.17	0.94	1.01	1.03	0.76	0.99	1.00
Avail Cap(c_a), veh/h	411	0	341	159	0	296	202	941	972	159	902	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.55	0.55	0.55
Uniform Delay (d), s/veh	32.1	0.0	35.5	30.7	0.0	32.1	22.6	13.2	13.2	20.3	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.0	53.7	1.7	0.0	0.3	8.6	11.4	17.7	10.9	20.9	22.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	13.5	1.2	0.0	1.1	5.2	25.5	28.0	1.9	5.2	5.8
LnGrp Delay(d),s/veh	40.5	0.0	89.2	32.4	0.0	32.4	31.2	24.6	30.9	31.2	20.9	22.2
LnGrp LOS	D		F	C		C	C	F	F	C	C	F
Approach Vol, veh/h		663			103			2141			1957	
Approach Delay, s/veh		66.1			32.4			28.1			22.2	
Approach LOS		E			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	51.9	7.1	23.0	10.0	49.9	11.0	19.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	47.0	4.0	19.0	6.0	45.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	5.0	49.9	4.3	21.0	7.3	47.9	9.0	4.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	5	70	105	40	75	340	1180	20	20	1605	140
Future Volume (veh/h)	70	5	70	105	40	75	340	1180	20	20	1605	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	76	5	76	114	43	82	370	1283	22	22	1745	152
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	10	159	255	61	116	290	2223	38	347	1753	151
Arrive On Green	0.05	0.11	0.11	0.05	0.11	0.11	0.22	1.00	1.00	0.01	0.36	0.36
Sat Flow, veh/h	1774	99	1499	1774	574	1095	1774	3561	61	1774	3299	284
Grp Volume(v), veh/h	76	0	81	114	0	125	370	637	668	22	925	972
Grp Sat Flow(s),veh/h/ln	1774	0	1598	1774	0	1669	1774	1770	1852	1774	1770	1813
Q Serve(g_s), s	3.0	0.0	3.8	4.0	0.0	5.8	9.0	0.0	0.0	0.5	41.5	42.5
Cycle Q Clear(g_c), s	3.0	0.0	3.8	4.0	0.0	5.8	9.0	0.0	0.0	0.5	41.5	42.5
Prop In Lane	1.00		0.94	1.00		0.66	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	221	0	170	255	0	177	290	1105	1156	347	940	963
V/C Ratio(X)	0.34	0.00	0.48	0.45	0.00	0.70	1.28	0.58	0.58	0.06	0.98	1.01
Avail Cap(c_a), veh/h	221	0	320	255	0	334	290	1105	1156	402	940	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.16	0.16	0.16	0.19	0.19	0.19
Uniform Delay (d), s/veh	30.0	0.0	33.7	31.0	0.0	34.5	21.4	0.0	0.0	8.2	25.4	25.8
Incr Delay (d2), s/veh	0.9	0.0	2.1	1.2	0.0	5.0	129.4	0.4	0.3	0.0	9.8	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.8	0.5	0.0	2.9	16.7	0.1	0.1	0.2	22.8	25.2
LnGrp Delay(d),s/veh	30.9	0.0	35.7	32.3	0.0	39.6	150.7	0.4	0.3	8.2	35.2	40.7
LnGrp LOS	C		D	C		D	F	A	A	A	D	F
Approach Vol, veh/h		157			239			1675			1919	
Approach Delay, s/veh		33.4			36.1			33.6			37.7	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	54.0	8.0	12.5	13.0	46.5	8.0	12.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	40.0	4.0	16.0	9.0	35.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.5	2.0	6.0	5.8	11.0	44.5	5.0	7.8
Green Ext Time (p_c), s	0.0	32.3	0.0	0.8	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	35.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	50	315	55	15	30	190	1705	100	110	1655	55
Future Volume (veh/h)	320	50	315	55	15	30	190	1705	100	110	1655	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	348	54	342	60	16	33	207	1853	109	120	1799	60
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	49	310	149	94	193	218	1757	102	159	1690	56
Arrive On Green	0.09	0.22	0.22	0.04	0.17	0.17	0.10	0.69	0.69	0.09	0.97	0.97
Sat Flow, veh/h	1774	220	1396	1774	544	1121	1774	3399	198	1774	3496	116
Grp Volume(v), veh/h	348	0	396	60	0	49	207	956	1006	120	907	952
Grp Sat Flow(s),veh/h/ln	1774	0	1616	1774	0	1665	1774	1770	1828	1774	1770	1842
Q Serve(g_s), s	8.0	0.0	20.0	2.5	0.0	2.3	6.3	46.5	46.5	3.2	43.5	43.5
Cycle Q Clear(g_c), s	8.0	0.0	20.0	2.5	0.0	2.3	6.3	46.5	46.5	3.2	43.5	43.5
Prop In Lane	1.00		0.86	1.00		0.67	1.00		0.11	1.00		0.06
Lane Grp Cap(c), veh/h	436	0	359	149	0	286	218	915	945	159	856	891
V/C Ratio(X)	0.80	0.00	1.10	0.40	0.00	0.17	0.95	1.05	1.07	0.76	1.06	1.07
Avail Cap(c_a), veh/h	436	0	359	159	0	296	218	915	945	159	856	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.33	0.33	0.33
Uniform Delay (d), s/veh	31.5	0.0	35.0	30.3	0.0	31.8	24.0	14.1	14.1	20.3	1.5	1.5
Incr Delay (d2), s/veh	10.0	0.0	78.0	1.8	0.0	0.3	9.2	23.8	31.9	6.8	36.1	39.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	16.7	1.3	0.0	1.1	5.7	27.9	30.9	1.8	15.7	17.2
LnGrp Delay(d),s/veh	41.5	0.0	113.0	32.1	0.0	32.1	33.1	37.9	45.9	27.1	37.6	40.9
LnGrp LOS	D		F	C		C	C	F	F	C	F	F
Approach Vol, veh/h		744			109			2169			1979	
Approach Delay, s/veh		79.6			32.1			41.2			38.5	
Approach LOS		E			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	50.5	7.5	24.0	11.0	47.5	12.0	19.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	46.0	4.0	20.0	7.0	43.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	5.2	48.5	4.5	22.0	8.3	45.5	10.0	4.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	24	75	254	64	114	234	923	80	72	702	37
Future Volume (veh/h)	52	24	75	254	64	114	234	923	80	72	702	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	57	26	0	276	70	0	254	1003	0	78	763	0
Adj No. of Lanes	1	2	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	171	77	358	210	178	507	2147	960	476	1977	885
Arrive On Green	0.04	0.05	0.00	0.10	0.11	0.00	0.18	1.00	0.00	0.01	0.18	0.00
Sat Flow, veh/h	1774	3539	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	57	26	0	276	70	0	254	1003	0	78	763	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.4	0.6	0.0	6.3	2.8	0.0	4.8	0.0	0.0	1.5	15.1	0.0
Cycle Q Clear(g_c), s	2.4	0.6	0.0	6.3	2.8	0.0	4.8	0.0	0.0	1.5	15.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	171	77	358	210	178	507	2147	960	476	1977	885
V/C Ratio(X)	0.25	0.15	0.00	0.77	0.33	0.00	0.50	0.47	0.00	0.16	0.39	0.00
Avail Cap(c_a), veh/h	243	708	317	387	489	416	637	2147	960	513	1977	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.91	0.91	0.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	34.4	36.5	0.0	34.9	32.7	0.0	7.0	0.0	0.0	6.9	20.6	0.0
Incr Delay (d2), s/veh	0.6	0.4	0.0	8.6	0.9	0.0	0.7	0.7	0.0	0.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	0.0	3.4	1.5	0.0	2.3	0.2	0.0	0.7	7.6	0.0
LnGrp Delay(d),s/veh	35.0	36.9	0.0	43.6	33.7	0.0	7.7	0.7	0.0	7.0	21.1	0.0
LnGrp LOS	C	D		D	C		A	A		A	C	
Approach Vol, veh/h		83			346			1257			841	
Approach Delay, s/veh		35.6			41.6			2.1			19.8	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	52.5	12.3	7.9	11.1	48.7	7.2	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	34.0	9.0	16.0	13.0	26.0	4.0	21.0
Max Q Clear Time (g_c+I1), s	3.5	2.0	8.3	2.6	6.8	17.1	4.4	4.8
Green Ext Time (p_c), s	0.0	15.8	0.1	0.3	0.4	6.6	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	48	162	235	32	108	55	958	271	180	1121	53
Future Volume (veh/h)	61	48	162	235	32	108	55	958	271	180	1121	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	66	52	0	255	35	0	60	1041	0	196	1218	0
Adj No. of Lanes	1	2	1	2	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	154	69	333	178	152	321	2192	980	526	2292	1025
Arrive On Green	0.04	0.04	0.00	0.10	0.10	0.00	0.07	1.00	0.00	0.04	0.43	0.00
Sat Flow, veh/h	1774	3539	1583	3442	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	66	52	0	255	35	0	60	1041	0	196	1218	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.2	1.3	0.0	6.5	1.6	0.0	1.1	0.0	0.0	3.4	22.8	0.0
Cycle Q Clear(g_c), s	3.2	1.3	0.0	6.5	1.6	0.0	1.1	0.0	0.0	3.4	22.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	154	69	333	178	152	321	2192	980	526	2292	1025
V/C Ratio(X)	0.30	0.34	0.00	0.77	0.20	0.00	0.19	0.48	0.00	0.37	0.53	0.00
Avail Cap(c_a), veh/h	218	629	281	421	476	405	358	2192	980	651	2292	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.70	0.70	0.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	38.9	41.8	0.0	39.7	37.5	0.0	7.9	0.0	0.0	5.0	15.4	0.0
Incr Delay (d2), s/veh	0.8	1.3	0.0	6.4	0.5	0.0	0.2	0.5	0.0	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.7	0.0	3.4	0.8	0.0	0.5	0.2	0.0	1.7	11.4	0.0
LnGrp Delay(d),s/veh	39.7	43.1	0.0	46.0	38.0	0.0	8.1	0.5	0.0	5.4	16.3	0.0
LnGrp LOS	D	D		D	D		A	A		A	B	
Approach Vol, veh/h		118			290			1101			1414	
Approach Delay, s/veh		41.2			45.1			0.9			14.8	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	59.7	12.7	7.9	7.1	62.3	8.0	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	35.0	11.0	16.0	5.0	42.0	4.0	23.0
Max Q Clear Time (g_c+I1), s	5.4	2.0	8.5	3.3	3.1	24.8	5.2	3.6
Green Ext Time (p_c), s	0.3	21.6	0.2	0.3	0.0	13.3	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	45	175	255	65	115	630	1495	125	215	1155	175
Future Volume (veh/h)	75	45	175	255	65	115	630	1495	125	215	1155	175
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	82	49	0	277	71	0	685	1625	0	234	1255	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	124	541	172	124	106	655	2153	963	290	2077	0
Arrive On Green	0.05	0.07	0.00	0.05	0.07	0.00	0.18	0.41	0.00	0.02	0.13	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	5253	0
Grp Volume(v), veh/h	82	49	0	277	71	0	685	1625	0	234	1255	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1695	0
Q Serve(g_s), s	3.4	2.0	0.0	4.0	3.0	0.0	22.0	31.4	0.0	6.0	18.6	0.0
Cycle Q Clear(g_c), s	3.4	2.0	0.0	4.0	3.0	0.0	22.0	31.4	0.0	6.0	18.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	218	124	541	172	124	106	655	2153	963	290	2077	0
V/C Ratio(X)	0.38	0.39	0.00	1.61	0.57	0.00	1.05	0.75	0.00	0.81	0.60	0.00
Avail Cap(c_a), veh/h	218	373	752	172	373	317	655	2153	963	290	2077	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.39	0.39	0.00	0.21	0.21	0.00
Uniform Delay (d), s/veh	32.8	35.8	0.0	38.0	36.2	0.0	23.0	18.6	0.0	17.5	28.5	0.0
Incr Delay (d2), s/veh	1.1	2.0	0.0	299.6	4.1	0.0	34.9	1.0	0.0	3.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.1	0.0	9.0	1.7	0.0	20.8	15.6	0.0	3.2	8.8	0.0
LnGrp Delay(d),s/veh	33.9	37.8	0.0	337.6	40.3	0.0	57.9	19.6	0.0	21.2	28.8	0.0
LnGrp LOS	C	D		F	D		F	B		C	C	
Approach Vol, veh/h		131			348			2310			1489	
Approach Delay, s/veh		35.3			277.0			31.0			27.6	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	52.7	8.0	9.3	26.0	36.7	8.0	9.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	38.0	4.0	16.0	22.0	22.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	8.0	33.4	6.0	4.0	24.0	20.6	5.4	5.0
Green Ext Time (p_c), s	0.0	4.4	0.0	0.4	0.0	1.4	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	49.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	170	550	235	30	110	135	1570	355	280	1655	75
Future Volume (veh/h)	175	170	550	235	30	110	135	1570	355	280	1655	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	190	185	0	255	33	0	147	1707	0	304	1799	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	232	294	268	232	197	250	1841	824	288	2840	0
Arrive On Green	0.08	0.12	0.00	0.08	0.12	0.00	0.08	0.69	0.00	0.03	0.18	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	5253	0
Grp Volume(v), veh/h	190	185	0	255	33	0	147	1707	0	304	1799	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1695	0
Q Serve(g_s), s	7.0	8.7	0.0	6.6	1.4	0.0	3.4	37.3	0.0	9.0	29.4	0.0
Cycle Q Clear(g_c), s	7.0	8.7	0.0	6.6	1.4	0.0	3.4	37.3	0.0	9.0	29.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	367	232	294	268	232	197	250	1841	824	288	2840	0
V/C Ratio(X)	0.52	0.80	0.00	0.95	0.14	0.00	0.59	0.93	0.00	1.06	0.63	0.00
Avail Cap(c_a), veh/h	367	331	379	268	331	281	476	1841	824	288	2840	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.60	0.60	0.00	0.38	0.38	0.00
Uniform Delay (d), s/veh	32.4	38.3	0.0	41.3	35.1	0.0	16.0	12.4	0.0	28.8	28.2	0.0
Incr Delay (d2), s/veh	1.3	8.7	0.0	42.1	0.3	0.0	1.3	6.3	0.0	49.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.0	0.0	4.7	0.8	0.0	1.9	19.2	0.0	11.1	14.0	0.0
LnGrp Delay(d),s/veh	33.7	47.0	0.0	83.4	35.4	0.0	17.3	18.7	0.0	77.9	28.6	0.0
LnGrp LOS	C	D		F	D		B	B		F	C	
Approach Vol, veh/h		375			288			1854			2103	
Approach Delay, s/veh		40.3			77.9			18.6			35.7	
Approach LOS		D			E			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	50.8	11.0	15.2	9.6	54.3	11.0	15.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	42.0	7.0	16.0	17.0	34.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	11.0	39.3	8.6	10.7	5.4	31.4	9.0	3.4
Green Ext Time (p_c), s	0.0	2.7	0.0	0.5	0.3	2.6	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	31.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	45	180	405	215	190	640	1535	130	235	1240	225
Future Volume (veh/h)	85	45	180	405	215	190	640	1535	130	235	1240	225
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	92	49	0	440	234	0	696	1668	0	255	1348	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	196	523	387	291	247	530	1883	843	200	1816	0
Arrive On Green	0.06	0.11	0.00	0.11	0.16	0.00	0.07	0.18	0.00	0.02	0.12	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	5253	0
Grp Volume(v), veh/h	92	49	0	440	234	0	696	1668	0	255	1348	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1695	0
Q Serve(g_s), s	3.6	1.9	0.0	9.0	9.7	0.0	18.0	36.8	0.0	4.0	20.5	0.0
Cycle Q Clear(g_c), s	3.6	1.9	0.0	9.0	9.7	0.0	18.0	36.8	0.0	4.0	20.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	239	196	523	387	291	247	530	1883	843	200	1816	0
V/C Ratio(X)	0.38	0.25	0.00	1.14	0.80	0.00	1.31	0.89	0.00	1.27	0.74	0.00
Avail Cap(c_a), veh/h	285	373	673	387	419	356	530	1883	843	200	1816	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.33	0.33	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	29.5	32.9	0.0	35.5	32.6	0.0	26.7	30.6	0.0	26.5	31.7	0.0
Incr Delay (d2), s/veh	1.0	0.7	0.0	88.3	7.2	0.0	145.6	2.3	0.0	127.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.0	0.0	9.0	5.6	0.0	33.2	18.7	0.0	9.5	9.7	0.0
LnGrp Delay(d),s/veh	30.5	33.5	0.0	123.8	39.8	0.0	172.4	32.9	0.0	153.7	32.0	0.0
LnGrp LOS	C	C		F	D		F	C		F	C	
Approach Vol, veh/h		141			674			2364			1603	
Approach Delay, s/veh		31.6			94.6			74.0			51.3	
Approach LOS		C			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	46.6	13.0	12.4	22.0	32.6	8.9	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	35.0	9.0	16.0	18.0	21.0	7.0	18.0
Max Q Clear Time (g_c+I1), s	6.0	38.8	11.0	3.9	20.0	22.5	5.6	11.7
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	68.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	170	600	385	65	220	155	1690	385	310	1715	95
Future Volume (veh/h)	205	170	600	385	65	220	155	1690	385	310	1715	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	223	185	0	418	71	0	168	1837	0	337	1864	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	234	306	344	254	216	253	1837	822	218	2690	0
Arrive On Green	0.09	0.13	0.00	0.10	0.14	0.00	0.09	0.69	0.00	0.05	0.35	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	5253	0
Grp Volume(v), veh/h	223	185	0	418	71	0	168	1837	0	337	1864	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1695	0
Q Serve(g_s), s	8.0	8.7	0.0	9.0	3.1	0.0	3.9	46.7	0.0	7.0	28.2	0.0
Cycle Q Clear(g_c), s	8.0	8.7	0.0	9.0	3.1	0.0	3.9	46.7	0.0	7.0	28.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	373	234	306	344	254	216	253	1837	822	218	2690	0
V/C Ratio(X)	0.60	0.79	0.00	1.21	0.28	0.00	0.66	1.00	0.00	1.55	0.69	0.00
Avail Cap(c_a), veh/h	373	331	389	344	352	299	409	1837	822	218	2690	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.26	0.26	0.00	0.17	0.17	0.00
Uniform Delay (d), s/veh	32.3	38.2	0.0	40.5	34.9	0.0	17.1	13.9	0.0	28.1	22.8	0.0
Incr Delay (d2), s/veh	2.6	8.3	0.0	120.3	0.6	0.0	0.8	10.8	0.0	249.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.0	0.0	10.0	1.6	0.0	2.2	24.7	0.0	20.5	13.3	0.0
LnGrp Delay(d),s/veh	34.9	46.5	0.0	160.8	35.5	0.0	17.9	24.7	0.0	277.6	23.0	0.0
LnGrp LOS	C	D		F	D		B	F		F	C	
Approach Vol, veh/h		408			489			2005			2201	
Approach Delay, s/veh		40.2			142.6			24.2			62.0	
Approach LOS		D			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	50.7	13.0	15.3	10.1	51.6	12.0	16.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	42.0	9.0	16.0	14.0	35.0	8.0	17.0
Max Q Clear Time (g_c+I1), s	9.0	48.7	11.0	10.7	5.9	30.2	10.0	5.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.3	4.7	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	53.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	50	200	450	240	230	710	1635	135	235	1265	245
Future Volume (veh/h)	90	50	200	450	240	230	710	1635	135	235	1265	245
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	98	54	0	489	261	0	772	1777	0	255	1375	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	249	568	344	319	271	520	1827	817	183	1735	0
Arrive On Green	0.06	0.13	0.00	0.10	0.17	0.00	0.07	0.17	0.00	0.02	0.11	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	5253	0
Grp Volume(v), veh/h	98	54	0	489	261	0	772	1777	0	255	1375	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1695	0
Q Serve(g_s), s	3.8	2.1	0.0	8.0	10.8	0.0	18.0	39.9	0.0	4.0	21.1	0.0
Cycle Q Clear(g_c), s	3.8	2.1	0.0	8.0	10.8	0.0	18.0	39.9	0.0	4.0	21.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	241	249	568	344	319	271	520	1827	817	183	1735	0
V/C Ratio(X)	0.41	0.22	0.00	1.42	0.82	0.00	1.49	0.97	0.00	1.39	0.79	0.00
Avail Cap(c_a), veh/h	241	373	673	344	442	376	520	1827	817	183	1735	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.23	0.23	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	27.8	30.9	0.0	36.0	31.9	0.0	27.2	32.6	0.0	26.2	32.7	0.0
Incr Delay (d2), s/veh	1.1	0.4	0.0	205.6	8.2	0.0	220.9	5.6	0.0	179.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.1	0.0	13.6	6.2	0.0	43.4	21.0	0.0	11.2	10.0	0.0
LnGrp Delay(d),s/veh	28.9	31.3	0.0	241.6	40.2	0.0	248.1	38.3	0.0	205.6	33.1	0.0
LnGrp LOS	C	C		F	D		F	D		F	C	
Approach Vol, veh/h		152			750			2549			1630	
Approach Delay, s/veh		29.7			171.5			101.8			60.1	
Approach LOS		C			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	45.3	12.0	14.7	22.0	31.3	9.0	17.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	36.0	8.0	16.0	18.0	22.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	6.0	41.9	10.0	4.1	20.0	23.1	5.8	12.8
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	96.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	195	675	435	70	265	170	1690	400	320	2160	100
Future Volume (veh/h)	220	195	675	435	70	265	170	1690	400	320	2160	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	239	212	0	473	76	0	185	1837	0	348	2348	0
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	259	339	344	301	255	223	1749	782	238	2585	0
Arrive On Green	0.08	0.14	0.00	0.10	0.16	0.00	0.10	0.66	0.00	0.06	0.34	0.00
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	1774	5253	0
Grp Volume(v), veh/h	239	212	0	473	76	0	185	1837	0	348	2348	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1774	1695	0
Q Serve(g_s), s	7.0	10.0	0.0	9.0	3.2	0.0	4.6	44.5	0.0	8.0	39.7	0.0
Cycle Q Clear(g_c), s	7.0	10.0	0.0	9.0	3.2	0.0	4.6	44.5	0.0	8.0	39.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	384	259	339	344	301	255	223	1749	782	238	2585	0
V/C Ratio(X)	0.62	0.82	0.00	1.37	0.25	0.00	0.83	1.05	0.00	1.46	0.91	0.00
Avail Cap(c_a), veh/h	384	331	400	344	373	317	327	1749	782	238	2585	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.27	0.27	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	32.6	37.6	0.0	40.5	33.0	0.0	19.6	15.4	0.0	28.3	27.7	0.0
Incr Delay (d2), s/veh	3.1	11.9	0.0	185.9	0.4	0.0	3.2	27.4	0.0	211.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.0	0.0	13.1	1.7	0.0	2.4	27.9	0.0	19.8	18.7	0.0
LnGrp Delay(d),s/veh	35.7	49.5	0.0	226.4	33.4	0.0	22.9	42.8	0.0	239.3	28.3	0.0
LnGrp LOS	D	D		F	C		C	F		F	C	
Approach Vol, veh/h		451			549			2022			2696	
Approach Delay, s/veh		42.2			199.7			41.0			55.5	
Approach LOS		D			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	48.5	13.0	16.5	10.7	49.8	11.0	18.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	41.0	9.0	16.0	12.0	37.0	7.0	18.0
Max Q Clear Time (g_c+I1), s	10.0	46.5	11.0	12.0	6.6	41.7	9.0	5.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.2	0.0	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	63.2
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	23	76	563	156	347	235	836	356	169	706	83
Future Volume (veh/h)	38	23	76	563	156	347	235	836	356	169	706	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	41	25	0	612	170	0	255	909	0	184	767	0
Adj No. of Lanes	2	1	1	2	1	1	2	2	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	93	79	695	413	351	344	1106	495	812	2280	710
Arrive On Green	0.03	0.05	0.00	0.20	0.22	0.00	0.10	0.31	0.00	0.47	0.90	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	3442	3539	1583	3442	5085	1583
Grp Volume(v), veh/h	41	25	0	612	170	0	255	909	0	184	767	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1721	1770	1583	1721	1695	1583
Q Serve(g_s), s	0.9	1.0	0.0	13.8	6.3	0.0	5.8	19.0	0.0	2.5	1.8	0.0
Cycle Q Clear(g_c), s	0.9	1.0	0.0	13.8	6.3	0.0	5.8	19.0	0.0	2.5	1.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	93	79	695	413	351	344	1106	495	812	2280	710
V/C Ratio(X)	0.40	0.27	0.00	0.88	0.41	0.00	0.74	0.82	0.00	0.23	0.34	0.00
Avail Cap(c_a), veh/h	172	373	317	731	675	574	473	1106	495	812	2280	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	38.1	36.6	0.0	31.0	26.7	0.0	35.0	25.4	0.0	16.8	2.4	0.0
Incr Delay (d2), s/veh	2.5	1.5	0.0	11.7	0.7	0.0	4.0	6.9	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	0.0	7.7	3.3	0.0	2.9	10.3	0.0	1.2	0.8	0.0
LnGrp Delay(d),s/veh	40.6	38.2	0.0	42.7	27.3	0.0	39.0	32.4	0.0	16.9	2.7	0.0
LnGrp LOS	D	D		D	C		D	C		B	A	
Approach Vol, veh/h		66			782			1164			951	
Approach Delay, s/veh		39.7			39.4			33.8			5.5	
Approach LOS		D			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.9	29.0	20.1	8.0	12.0	39.9	6.4	21.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	25.0	17.0	16.0	11.0	20.0	4.0	29.0
Max Q Clear Time (g_c+I1), s	4.5	21.0	15.8	3.0	7.8	3.8	2.9	8.3
Green Ext Time (p_c), s	0.2	2.1	0.3	0.7	0.3	5.3	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	156	270	531	84	163	168	983	574	332	1017	89
Future Volume (veh/h)	146	156	270	531	84	163	168	983	574	332	1017	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	159	170	0	577	91	0	183	1068	0	361	1105	0
Adj No. of Lanes	2	1	1	2	1	1	2	2	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	787	215	183	643	137	116	257	1180	528	642	2264	705
Arrive On Green	0.23	0.12	0.00	0.19	0.07	0.00	0.07	0.33	0.00	0.37	0.89	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	3442	3539	1583	3442	5085	1583
Grp Volume(v), veh/h	159	170	0	577	91	0	183	1068	0	361	1105	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1721	1770	1583	1721	1695	1583
Q Serve(g_s), s	3.4	8.0	0.0	14.7	4.3	0.0	4.7	25.9	0.0	7.5	3.8	0.0
Cycle Q Clear(g_c), s	3.4	8.0	0.0	14.7	4.3	0.0	4.7	25.9	0.0	7.5	3.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	787	215	183	643	137	116	257	1180	528	642	2264	705
V/C Ratio(X)	0.20	0.79	0.00	0.90	0.66	0.00	0.71	0.91	0.00	0.56	0.49	0.00
Avail Cap(c_a), veh/h	787	331	281	650	517	440	344	1180	528	642	2264	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	28.1	38.7	0.0	35.8	40.6	0.0	40.7	28.6	0.0	25.3	2.9	0.0
Incr Delay (d2), s/veh	0.1	7.0	0.0	15.2	5.4	0.0	4.4	11.5	0.0	0.9	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.5	0.0	8.3	2.4	0.0	2.4	14.5	0.0	3.6	1.8	0.0
LnGrp Delay(d),s/veh	28.2	45.7	0.0	50.9	46.1	0.0	45.1	40.1	0.0	26.2	3.6	0.0
LnGrp LOS	C	D		D	D		D	D		C	A	
Approach Vol, veh/h		329			668			1251			1466	
Approach Delay, s/veh		37.2			50.3			40.9			9.2	
Approach LOS		D			D			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	34.0	20.8	14.4	10.7	44.1	24.6	10.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	17.0	16.0	9.0	32.0	8.0	25.0
Max Q Clear Time (g_c+I1), s	9.5	27.9	16.7	10.0	6.7	5.8	5.4	6.3
Green Ext Time (p_c), s	0.3	1.4	0.1	0.4	0.1	10.4	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	29.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	35	95	625	215	525	565	1755	440	265	1035	165
Future Volume (veh/h)	75	35	95	625	215	525	565	1755	440	265	1035	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	38	0	679	234	0	614	1908	0	288	1125	0
Adj No. of Lanes	2	1	1	2	1	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	109	92	516	310	587	645	1971	614	703	2056	706
Arrive On Green	0.04	0.06	0.00	0.15	0.17	0.00	0.19	0.39	0.00	0.41	0.81	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	82	38	0	679	234	0	614	1908	0	288	1125	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.9	1.6	0.0	12.0	9.6	0.0	14.1	29.4	0.0	4.8	6.1	0.0
Cycle Q Clear(g_c), s	1.9	1.6	0.0	12.0	9.6	0.0	14.1	29.4	0.0	4.8	6.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	109	92	516	310	587	645	1971	614	703	2056	706
V/C Ratio(X)	0.57	0.35	0.00	1.32	0.76	0.00	0.95	0.97	0.00	0.41	0.55	0.00
Avail Cap(c_a), veh/h	258	373	317	516	512	759	645	1971	614	703	2056	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.21	0.21	0.00
Uniform Delay (d), s/veh	37.6	36.2	0.0	34.0	31.8	0.0	32.1	24.0	0.0	20.2	5.1	0.0
Incr Delay (d2), s/veh	3.5	1.9	0.0	155.2	3.7	0.0	24.0	14.0	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.9	0.0	16.8	5.3	0.0	8.8	16.2	0.0	2.2	2.5	0.0
LnGrp Delay(d),s/veh	41.1	38.1	0.0	189.2	35.5	0.0	56.2	38.1	0.0	20.3	5.4	0.0
LnGrp LOS	D	D		F	D		E	D		C	A	
Approach Vol, veh/h		120			913			2522			1413	
Approach Delay, s/veh		40.2			149.8			42.5			8.4	
Approach LOS		D			F			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	35.0	16.0	8.7	19.0	36.3	7.4	17.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	31.0	12.0	16.0	15.0	21.0	6.0	22.0
Max Q Clear Time (g_c+I1), s	6.8	31.4	14.0	3.6	16.1	8.1	3.9	11.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	7.0	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	215	395	815	95	270	195	1310	595	545	1810	100
Future Volume (veh/h)	360	215	395	815	95	270	195	1310	595	545	1810	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	391	234	0	886	103	0	212	1424	0	592	1967	0
Adj No. of Lanes	2	1	1	2	1	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	887	276	235	650	148	126	191	1695	528	522	2184	680
Arrive On Green	0.26	0.15	0.00	0.19	0.08	0.00	0.06	0.33	0.00	0.30	0.86	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	391	234	0	886	103	0	212	1424	0	592	1967	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	8.6	11.0	0.0	17.0	4.8	0.0	5.0	23.3	0.0	13.6	21.7	0.0
Cycle Q Clear(g_c), s	8.6	11.0	0.0	17.0	4.8	0.0	5.0	23.3	0.0	13.6	21.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	887	276	235	650	148	126	191	1695	528	522	2184	680
V/C Ratio(X)	0.44	0.85	0.00	1.36	0.69	0.00	1.11	0.84	0.00	1.13	0.90	0.00
Avail Cap(c_a), veh/h	887	331	281	650	414	352	191	1695	528	522	2184	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.22	0.22	0.00
Uniform Delay (d), s/veh	28.0	37.3	0.0	36.5	40.4	0.0	42.5	27.8	0.0	31.4	5.2	0.0
Incr Delay (d2), s/veh	0.3	15.8	0.0	173.1	5.7	0.0	97.2	5.2	0.0	66.3	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.9	0.0	23.7	2.7	0.0	4.9	11.6	0.0	11.2	9.1	0.0
LnGrp Delay(d),s/veh	28.3	53.1	0.0	209.6	46.1	0.0	139.7	33.0	0.0	97.7	6.8	0.0
LnGrp LOS	C	D		F	D		F	C		F	A	
Approach Vol, veh/h		625			989			1636			2559	
Approach Delay, s/veh		37.6			192.6			46.8			27.8	
Approach LOS		D			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	34.0	21.0	17.4	9.0	42.6	27.2	11.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	17.0	16.0	5.0	36.0	13.0	20.0
Max Q Clear Time (g_c+I1), s	15.6	25.3	19.0	13.0	7.0	23.7	10.6	6.8
Green Ext Time (p_c), s	0.0	3.4	0.0	0.3	0.0	10.5	0.8	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	62.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	35	105	670	225	540	580	1825	455	360	1060	205
Future Volume (veh/h)	75	35	105	670	225	540	580	1825	455	360	1060	205
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	38	0	728	245	0	630	1984	0	391	1152	0
Adj No. of Lanes	2	1	1	2	1	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	110	93	516	311	587	645	1971	614	701	2052	705
Arrive On Green	0.04	0.06	0.00	0.15	0.17	0.00	0.19	0.39	0.00	0.41	0.81	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	82	38	0	728	245	0	630	1984	0	391	1152	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.9	1.6	0.0	12.0	10.1	0.0	14.6	31.0	0.0	7.0	6.4	0.0
Cycle Q Clear(g_c), s	1.9	1.6	0.0	12.0	10.1	0.0	14.6	31.0	0.0	7.0	6.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	110	93	516	311	587	645	1971	614	701	2052	705
V/C Ratio(X)	0.57	0.35	0.00	1.41	0.79	0.00	0.98	1.01	0.00	0.56	0.56	0.00
Avail Cap(c_a), veh/h	258	373	317	516	512	758	645	1971	614	701	2052	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	37.6	36.2	0.0	34.0	32.0	0.0	32.3	24.5	0.0	21.0	5.2	0.0
Incr Delay (d2), s/veh	3.5	1.9	0.0	195.9	4.4	0.0	29.4	21.9	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.9	0.0	19.7	5.6	0.0	9.5	18.4	0.0	3.3	2.8	0.0
LnGrp Delay(d),s/veh	41.1	38.0	0.0	229.9	36.4	0.0	61.7	46.4	0.0	21.0	5.3	0.0
LnGrp LOS	D	D		F	D		E	F		C	A	
Approach Vol, veh/h		120			973			2614			1543	
Approach Delay, s/veh		40.1			181.2			50.1			9.3	
Approach LOS		D			F			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	35.0	16.0	8.7	19.0	36.3	7.4	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	31.0	12.0	16.0	15.0	21.0	6.0	22.0
Max Q Clear Time (g_c+I1), s	9.0	33.0	14.0	3.6	16.6	8.4	3.9	12.1
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	7.3	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.2
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	225	485	915	100	335	210	1420	620	580	1875	115
Future Volume (veh/h)	360	225	485	915	100	335	210	1420	620	580	1875	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	391	245	0	995	109	0	228	1543	0	630	2038	0
Adj No. of Lanes	2	1	1	2	1	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1046	286	243	803	155	132	153	1356	422	580	1987	619
Arrive On Green	0.30	0.15	0.00	0.23	0.08	0.00	0.04	0.27	0.00	0.22	0.52	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	391	245	0	995	109	0	228	1543	0	630	2038	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	8.0	11.5	0.0	21.0	5.1	0.0	4.0	24.0	0.0	15.2	35.2	0.0
Cycle Q Clear(g_c), s	8.0	11.5	0.0	21.0	5.1	0.0	4.0	24.0	0.0	15.2	35.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1046	286	243	803	155	132	153	1356	422	580	1987	619
V/C Ratio(X)	0.37	0.86	0.00	1.24	0.70	0.00	1.49	1.14	0.00	1.09	1.03	0.00
Avail Cap(c_a), veh/h	1046	331	281	803	435	369	153	1356	422	580	1987	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	24.6	37.1	0.0	34.5	40.2	0.0	43.0	33.0	0.0	34.9	21.6	0.0
Incr Delay (d2), s/veh	0.2	17.4	0.0	118.1	5.7	0.0	252.1	71.5	0.0	42.2	14.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.3	0.0	23.1	2.9	0.0	7.2	20.2	0.0	10.5	18.9	0.0
LnGrp Delay(d),s/veh	24.8	54.5	0.0	152.6	45.9	0.0	295.1	104.5	0.0	77.1	35.9	0.0
LnGrp LOS	C	D		F	D		F	F		F	F	
Approach Vol, veh/h		636			1104			1771			2668	
Approach Delay, s/veh		36.2			142.1			129.1			45.6	
Approach LOS		D			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	28.0	25.0	17.8	8.0	39.2	31.4	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	24.0	21.0	16.0	4.0	33.0	16.0	21.0
Max Q Clear Time (g_c+I1), s	17.2	26.0	23.0	13.5	6.0	37.2	10.0	7.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	0.0	1.6	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	85.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	35	105	670	225	565	580	1915	465	370	1120	205
Future Volume (veh/h)	75	35	105	670	225	565	580	1915	465	370	1120	205
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	38	0	728	245	0	630	2082	0	402	1217	0
Adj No. of Lanes	2	1	1	2	1	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	110	93	516	311	587	645	1971	614	701	2052	705
Arrive On Green	0.04	0.06	0.00	0.15	0.17	0.00	0.19	0.39	0.00	0.41	0.81	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	82	38	0	728	245	0	630	2082	0	402	1217	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.9	1.6	0.0	12.0	10.1	0.0	14.6	31.0	0.0	7.2	7.1	0.0
Cycle Q Clear(g_c), s	1.9	1.6	0.0	12.0	10.1	0.0	14.6	31.0	0.0	7.2	7.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	110	93	516	311	587	645	1971	614	701	2052	705
V/C Ratio(X)	0.57	0.35	0.00	1.41	0.79	0.00	0.98	1.06	0.00	0.57	0.59	0.00
Avail Cap(c_a), veh/h	258	373	317	516	512	758	645	1971	614	701	2052	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	37.6	36.2	0.0	34.0	32.0	0.0	32.3	24.5	0.0	21.0	5.3	0.0
Incr Delay (d2), s/veh	3.5	1.9	0.0	195.9	4.4	0.0	29.4	37.1	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.9	0.0	19.7	5.6	0.0	9.5	21.2	0.0	3.4	2.9	0.0
LnGrp Delay(d),s/veh	41.1	38.0	0.0	229.9	36.4	0.0	61.7	61.6	0.0	21.1	5.4	0.0
LnGrp LOS	D	D		F	D		E	F		C	A	
Approach Vol, veh/h		120			973			2712			1619	
Approach Delay, s/veh		40.1			181.2			61.7			9.3	
Approach LOS		D			F			E			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	35.0	16.0	8.7	19.0	36.3	7.4	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	31.0	12.0	16.0	15.0	21.0	6.0	22.0
Max Q Clear Time (g_c+I1), s	9.2	33.0	14.0	3.6	16.6	9.1	3.9	12.1
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	7.3	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	67.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	225	485	920	105	345	210	1495	635	620	2055	115
Future Volume (veh/h)	360	225	485	920	105	345	210	1495	635	620	2055	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	391	245	0	1000	114	0	228	1625	0	674	2234	0
Adj No. of Lanes	2	1	1	2	1	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	959	286	243	727	160	136	153	1469	457	580	2100	654
Arrive On Green	0.28	0.15	0.00	0.21	0.09	0.00	0.04	0.29	0.00	0.22	0.55	0.00
Sat Flow, veh/h	3442	1863	1583	3442	1863	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	391	245	0	1000	114	0	228	1625	0	674	2234	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	8.3	11.5	0.0	19.0	5.4	0.0	4.0	26.0	0.0	15.2	37.2	0.0
Cycle Q Clear(g_c), s	8.3	11.5	0.0	19.0	5.4	0.0	4.0	26.0	0.0	15.2	37.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	959	286	243	727	160	136	153	1469	457	580	2100	654
V/C Ratio(X)	0.41	0.86	0.00	1.38	0.71	0.00	1.49	1.11	0.00	1.16	1.06	0.00
Avail Cap(c_a), veh/h	959	331	281	727	455	387	153	1469	457	580	2100	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	26.4	37.1	0.0	35.5	40.0	0.0	43.0	32.0	0.0	34.9	20.3	0.0
Incr Delay (d2), s/veh	0.3	17.4	0.0	178.0	5.7	0.0	252.1	58.2	0.0	75.0	30.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.3	0.0	26.9	3.0	0.0	7.2	20.0	0.0	13.2	22.8	0.0
LnGrp Delay(d),s/veh	26.7	54.5	0.0	213.5	45.7	0.0	295.1	90.2	0.0	110.0	50.3	0.0
LnGrp LOS	C	D		F	D		F	F		F	F	
Approach Vol, veh/h		636			1114			1853			2908	
Approach Delay, s/veh		37.4			196.3			115.4			64.1	
Approach LOS		D			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	30.0	23.0	17.8	8.0	41.2	29.1	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	26.0	19.0	16.0	4.0	35.0	13.0	22.0
Max Q Clear Time (g_c+I1), s	17.2	28.0	21.0	13.5	6.0	39.2	10.3	7.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	0.0	0.8	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	98.7
HCM 2010 LOS	F

1: McCaslin Boulevard & Centennial Parkway/Via Appia

3/7/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	21	9	370	66	190	32	817	189	38	484	49
v/c Ratio	0.21	0.08	0.01	0.67	0.20	0.44	0.05	0.38	0.18	0.09	0.22	0.05
Control Delay	28.3	34.8	0.0	38.0	28.8	8.0	2.5	4.3	0.4	6.3	8.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	34.8	0.0	38.0	28.8	8.0	2.5	4.3	0.4	6.3	8.9	0.1
Queue Length 50th (ft)	16	5	0	89	29	0	1	33	1	4	32	0
Queue Length 95th (ft)	30	16	0	132	60	51	6	57	0	19	111	0
Internal Link Dist (ft)		1110			648			1407			263	
Turn Bay Length (ft)	200		150	150		200	100			150		150
Base Capacity (vph)	149	707	1583	600	605	642	644	2150	1036	446	2242	1067
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.03	0.01	0.62	0.11	0.30	0.05	0.38	0.18	0.09	0.22	0.05

Intersection Summary

1: McCaslin Boulevard & Centennial Parkway/Via Appia

3/7/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	74	11	290	12	70	25	602	500	149	1009	22
v/c Ratio	0.22	0.26	0.01	0.62	0.03	0.18	0.07	0.32	0.47	0.28	0.46	0.02
Control Delay	27.7	40.6	0.0	42.5	29.3	3.4	5.3	7.5	6.9	7.9	11.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	40.6	0.0	42.5	29.3	3.4	5.3	7.5	6.9	7.9	11.9	0.1
Queue Length 50th (ft)	16	21	0	80	6	0	2	44	49	30	134	0
Queue Length 95th (ft)	38	42	0	120	20	15	m9	94	140	58	266	0
Internal Link Dist (ft)		1110			648			1407			263	
Turn Bay Length (ft)	200		150	150		200	100			150		150
Base Capacity (vph)	174	629	1583	534	538	534	362	1880	1075	536	2206	1046
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.12	0.01	0.54	0.02	0.13	0.07	0.32	0.47	0.28	0.46	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

1: McCaslin Boulevard & Centennial Parkway/Via Appia

3/7/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	60	49	27	984	326	228	196	859	310	43	696	179
v/c Ratio	0.33	0.28	0.09	1.00	0.53	0.34	0.52	0.60	0.37	0.15	0.68	0.31
Control Delay	21.4	37.0	0.6	58.4	25.1	4.2	28.5	20.4	8.1	14.2	30.6	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	37.0	0.6	58.4	25.1	4.2	28.5	20.4	8.1	14.2	30.6	5.7
Queue Length 50th (ft)	17	23	0	252	130	0	47	54	0	11	170	0
Queue Length 95th (ft)	36	54	0	#382	198	44	149	#247	105	30	#235	47
Internal Link Dist (ft)		1110			648			1407			263	
Turn Bay Length (ft)	200		150	150		200	100		300	150		150
Base Capacity (vph)	181	372	458	986	815	820	376	1441	828	285	1023	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.13	0.06	1.00	0.40	0.28	0.52	0.60	0.37	0.15	0.68	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	353	174	446	87	82	82	918	1049	179	1065	54
v/c Ratio	0.29	0.84	0.36	0.85	0.14	0.14	0.46	0.72	0.66	0.74	0.73	0.07
Control Delay	18.6	52.3	8.4	53.4	22.0	2.9	28.7	37.4	4.1	35.5	27.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	52.3	8.4	53.4	22.0	2.9	28.7	37.4	4.1	35.5	27.0	0.2
Queue Length 50th (ft)	39	187	7	128	34	0	39	280	41	58	278	0
Queue Length 95th (ft)	73	#317	57	#204	68	19	m44	m314	m95	#156	360	0
Internal Link Dist (ft)		1110			648			1407			263	
Turn Bay Length (ft)	200		150	150		200	100		300	150		150
Base Capacity (vph)	411	455	506	534	631	608	179	1267	1583	242	1458	745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.78	0.34	0.84	0.14	0.13	0.46	0.72	0.66	0.74	0.73	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	60	49	27	1092	326	228	196	875	364	43	745	179
v/c Ratio	0.33	0.28	0.09	1.02	0.50	0.32	0.54	0.65	0.44	0.17	0.80	0.33
Control Delay	20.9	37.0	0.6	61.3	22.9	3.9	31.6	27.0	11.2	15.6	37.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	37.0	0.6	61.3	22.9	3.9	31.6	27.0	11.2	15.6	37.4	6.2
Queue Length 50th (ft)	16	23	0	~288	125	0	62	93	0	12	193	0
Queue Length 95th (ft)	34	54	0	#421	189	42	161	#332	144	31	#301	48
Internal Link Dist (ft)		1110			648			1407			263	
Turn Bay Length (ft)	200		150	150		200	100		300	150		150
Base Capacity (vph)	181	372	458	1072	861	854	366	1350	829	260	931	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.13	0.06	1.02	0.38	0.27	0.54	0.65	0.44	0.17	0.80	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	342	174	527	87	82	82	967	1179	179	1103	54
v/c Ratio	0.30	0.85	0.37	0.84	0.13	0.13	0.47	0.81	0.74	0.77	0.80	0.08
Control Delay	17.9	53.9	8.8	48.6	20.5	2.7	30.5	43.4	6.7	40.6	30.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	53.9	8.8	48.6	20.5	2.7	30.5	43.4	6.7	40.6	30.9	0.2
Queue Length 50th (ft)	38	184	7	149	33	0	42	313	104	61	304	0
Queue Length 95th (ft)	70	#315	58	#224	66	18	m43	m317	m109	#165	#424	0
Internal Link Dist (ft)		1110			648			1407			263	
Turn Bay Length (ft)	200		150	150		200	100		300	150		150
Base Capacity (vph)	400	434	490	648	669	639	176	1193	1583	232	1385	715
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.79	0.36	0.81	0.13	0.13	0.47	0.81	0.74	0.77	0.80	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	65	54	33	1103	380	228	228	886	408	43	745	207
v/c Ratio	0.32	0.28	0.10	1.07	0.60	0.33	0.59	0.65	0.47	0.17	0.82	0.37
Control Delay	19.5	35.7	0.6	78.5	26.0	4.0	34.0	26.0	10.0	15.9	38.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	35.7	0.6	78.5	26.0	4.0	34.0	26.0	10.0	15.9	38.8	6.3
Queue Length 50th (ft)	18	26	0	~320	157	0	73	88	0	12	193	0
Queue Length 95th (ft)	35	56	0	#439	221	41	#193	#350	143	33	#301	52
Internal Link Dist (ft)		1110			648			1407			263	
Turn Bay Length (ft)	200		150	150		200	100		300	150		150
Base Capacity (vph)	203	372	458	1029	815	820	385	1373	863	256	907	559
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.15	0.07	1.07	0.47	0.28	0.59	0.65	0.47	0.17	0.82	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: McCaslin Boulevard & Centennial Parkway/Via Appia

3/7/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	136	473	207	668	103	82	92	1000	1207	179	1120	54
v/c Ratio	0.30	0.99	0.40	0.97	0.13	0.11	0.56	0.91	0.76	0.98	0.93	0.08
Control Delay	16.2	75.1	10.5	65.7	18.2	2.4	34.9	47.7	7.2	87.2	44.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	75.1	10.5	65.7	18.2	2.4	34.9	47.7	7.2	87.2	44.4	0.3
Queue Length 50th (ft)	40	269	21	195	37	0	48	323	129	65	329	0
Queue Length 95th (ft)	72	#467	78	#307	71	17	m48	m321	m112	#185	#472	0
Internal Link Dist (ft)		1110			648			1407			263	
Turn Bay Length (ft)	200		150	150		200	100		300	150		150
Base Capacity (vph)	446	476	522	686	765	715	163	1101	1583	183	1203	642
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.99	0.40	0.97	0.13	0.11	0.56	0.91	0.76	0.98	0.93	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	40	60	98	110	843	14	20	848
v/c Ratio	0.19	0.22	0.28	0.45	0.22	0.23	0.01	0.04	0.26
Control Delay	27.1	17.4	29.0	18.7	2.7	4.1	0.0	7.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	17.4	29.0	18.7	2.7	4.1	0.0	7.6	10.3
Queue Length 50th (ft)	16	3	25	10	12	41	0	1	37
Queue Length 95th (ft)	38	30	52	51	18	92	m0	m12	104
Internal Link Dist (ft)		492		573		1558			1407
Turn Bay Length (ft)	100		100		250		125	125	
Base Capacity (vph)	211	412	219	448	554	3644	1169	512	3289
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.27	0.22	0.20	0.23	0.01	0.04	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	153	115	42	45	102	957	67	97	1273
v/c Ratio	0.56	0.38	0.26	0.29	0.30	0.31	0.06	0.22	0.41
Control Delay	38.6	16.4	32.1	23.2	5.5	6.4	1.0	5.7	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	16.4	32.1	23.2	5.5	6.4	1.0	5.7	9.3
Queue Length 50th (ft)	73	17	19	7	9	95	0	12	119
Queue Length 95th (ft)	124	62	43	39	19	154	m6	m33	153
Internal Link Dist (ft)		492		573		1558			1407
Turn Bay Length (ft)	100		100		250		125	125	
Base Capacity (vph)	283	486	160	321	386	3133	1036	434	3119
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.24	0.26	0.14	0.26	0.31	0.06	0.22	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	76	103	120	326	1201	22	1669
v/c Ratio	0.39	0.34	0.52	0.50	0.70	0.48	0.06	0.97
Control Delay	32.7	14.1	37.2	20.8	15.9	10.9	10.4	44.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	14.1	37.2	20.8	15.9	10.9	10.4	44.5
Queue Length 50th (ft)	30	2	45	18	39	133	5	~526
Queue Length 95th (ft)	61	38	82	63	m97	m374	m6	m#590
Internal Link Dist (ft)		492		573		1558		1407
Turn Bay Length (ft)	100		100		250		125	
Base Capacity (vph)	181	377	200	399	464	2487	342	1712
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.20	0.52	0.30	0.70	0.48	0.06	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	315	348	49	49	190	1761	120	1679
v/c Ratio	1.01	0.83	0.30	0.20	0.78	0.88	0.62	0.88
Control Delay	86.5	37.9	29.8	17.9	26.5	24.1	33.1	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.5	37.9	29.8	17.9	26.5	24.1	33.1	22.0
Queue Length 50th (ft)	153	110	20	8	43	572	43	225
Queue Length 95th (ft)	#297	#229	46	38	m56	m562	m#79	#645
Internal Link Dist (ft)		492		573		1558		1407
Turn Bay Length (ft)	100		100		250		125	
Base Capacity (vph)	312	474	161	324	243	1999	193	1907
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.73	0.30	0.15	0.78	0.88	0.62	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	76	114	120	326	1277	22	1826
v/c Ratio	0.39	0.34	0.57	0.50	0.68	0.51	0.07	1.09
Control Delay	32.7	14.1	39.8	20.8	14.6	12.7	9.2	75.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	14.1	39.8	20.8	14.6	12.7	9.2	75.2
Queue Length 50th (ft)	30	2	50	18	46	221	4	~543
Queue Length 95th (ft)	61	38	89	63	m82	m345	m6	m#592
Internal Link Dist (ft)		492		573		1558		1407
Turn Bay Length (ft)	100		100		250		125	
Base Capacity (vph)	181	377	200	399	482	2485	321	1678
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.20	0.57	0.30	0.68	0.51	0.07	1.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	315	348	54	49	190	1951	120	1837
v/c Ratio	0.93	0.85	0.34	0.20	0.82	1.00	0.64	0.99
Control Delay	68.3	41.1	31.3	17.7	22.0	31.7	32.9	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	41.1	31.3	17.7	22.0	31.7	32.9	33.4
Queue Length 50th (ft)	152	115	22	8	49	~673	40	~588
Queue Length 95th (ft)	#335	#249	50	38	m54	m#581	m#66	#720
Internal Link Dist (ft)		492		573		1558		1407
Turn Bay Length (ft)	100		100		250		125	
Base Capacity (vph)	337	449	161	324	232	1948	187	1863
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.78	0.34	0.15	0.82	1.00	0.64	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	81	114	125	370	1305	22	1897
v/c Ratio	0.42	0.35	0.56	0.52	0.71	0.53	0.07	1.19
Control Delay	33.4	13.7	39.3	21.5	15.8	11.3	10.1	118.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	13.7	39.3	21.5	15.8	11.3	10.1	118.8
Queue Length 50th (ft)	32	2	50	20	59	155	4	~636
Queue Length 95th (ft)	63	39	89	66	m95	m342	m5	m#654
Internal Link Dist (ft)		492		573		1558		1407
Turn Bay Length (ft)	100		100		250		125	
Base Capacity (vph)	182	380	202	401	519	2478	307	1596
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.21	0.56	0.31	0.71	0.53	0.07	1.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	348	396	60	49	207	1962	120	1859
v/c Ratio	0.91	0.89	0.37	0.20	0.87	1.04	0.68	1.05
Control Delay	60.2	46.6	32.0	17.7	24.8	41.6	31.0	51.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	46.6	32.0	17.7	24.8	41.6	31.0	51.8
Queue Length 50th (ft)	169	146	24	8	57	~692	44	~618
Queue Length 95th (ft)	#363	#307	53	38	m59	m#562	m52	m#694
Internal Link Dist (ft)		492		573		1558		1407
Turn Bay Length (ft)	100		100		250		125	
Base Capacity (vph)	383	466	161	324	238	1889	177	1772
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.85	0.37	0.15	0.87	1.04	0.68	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

3/7/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	57	26	82	276	70	124	254	1003	87	78	763	40
v/c Ratio	0.38	0.10	0.05	0.62	0.30	0.08	0.49	0.47	0.08	0.20	0.40	0.04
Control Delay	35.8	34.9	0.1	40.1	35.1	0.1	13.1	5.8	0.2	9.7	10.2	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	34.9	0.1	40.1	35.1	0.1	13.1	5.8	0.2	9.7	10.2	0.7
Queue Length 50th (ft)	29	6	0	61	33	0	20	65	0	4	149	0
Queue Length 95th (ft)	51	18	0	#119	68	0	110	88	m1	49	261	5
Internal Link Dist (ft)		371			715			1003			1558	
Turn Bay Length (ft)	75		50	125		300	300			300		
Base Capacity (vph)	150	707	1583	449	489	1583	575	2148	1030	393	1914	962
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.04	0.05	0.61	0.14	0.08	0.44	0.47	0.08	0.20	0.40	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

3/7/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	66	52	176	255	35	117	60	1041	295	196	1218	58
v/c Ratio	0.35	0.20	0.11	0.64	0.15	0.07	0.19	0.53	0.29	0.48	0.55	0.06
Control Delay	34.7	40.4	0.1	45.8	34.5	0.1	2.0	3.3	0.9	8.6	7.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	40.4	0.1	45.8	34.5	0.1	2.0	3.3	0.9	8.6	7.8	0.6
Queue Length 50th (ft)	30	14	0	72	17	0	1	54	0	7	311	1
Queue Length 95th (ft)	62	32	0	111	44	0	m3	73	m0	35	227	3
Internal Link Dist (ft)		371			715			1003			1558	
Turn Bay Length (ft)	75		50	125		300	300			300		
Base Capacity (vph)	186	629	1583	419	476	1583	313	1965	1010	446	2206	1046
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.08	0.11	0.61	0.07	0.07	0.19	0.53	0.29	0.44	0.55	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	82	49	190	277	71	125	685	1625	136	234	1445
v/c Ratio	0.44	0.26	0.23	0.99	0.36	0.08	0.87	0.91	0.16	0.61	1.04
Control Delay	35.4	35.3	7.7	95.4	37.8	0.1	35.6	18.9	3.3	27.3	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	35.3	7.7	95.4	37.8	0.1	35.6	18.9	3.3	27.3	44.3
Queue Length 50th (ft)	34	23	29	~104	34	0	296	176	1	73	~209
Queue Length 95th (ft)	69	52	63	#179	70	0	m#442	m#315	m11	m84	m#290
Internal Link Dist (ft)		371			715			1003			1558
Turn Bay Length (ft)	75		50	125		300	300			300	
Base Capacity (vph)	185	372	815	280	372	1583	789	1780	863	386	1395
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.13	0.23	0.99	0.19	0.08	0.87	0.91	0.16	0.61	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	190	185	598	255	33	120	147	1707	386	304	1881
v/c Ratio	0.56	0.67	0.89	0.96	0.12	0.32	0.33	1.03	0.24	0.98	0.96
Control Delay	33.9	47.9	40.3	88.1	32.8	5.0	19.3	41.1	0.3	73.2	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	47.9	40.3	88.1	32.8	5.0	19.3	41.1	0.3	73.2	27.5
Queue Length 50th (ft)	87	100	278	75	16	0	35	~546	0	~144	346
Queue Length 95th (ft)	143	165	#486	#151	42	26	m65	#665	m0	m#245	#512
Internal Link Dist (ft)		371			715			1003			1558
Turn Bay Length (ft)	75		50	125		300	300			300	
Base Capacity (vph)	342	331	669	267	331	411	448	1651	1583	310	1968
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.56	0.89	0.96	0.10	0.29	0.33	1.03	0.24	0.98	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	92	49	196	440	234	207	696	1668	141	255	1593
v/c Ratio	0.33	0.19	0.27	0.84	0.69	0.13	1.12	1.08	0.09	0.82	1.19
Control Delay	24.0	29.7	9.9	53.0	40.8	0.2	97.7	59.6	0.0	32.4	109.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	29.7	9.9	53.0	40.8	0.2	97.7	59.6	0.0	32.4	109.1
Queue Length 50th (ft)	32	21	35	~134	109	0	~399	~476	0	~88	~338
Queue Length 95th (ft)	62	49	74	#223	176	0	m#526	m#550	m0	m#77	m#302
Internal Link Dist (ft)		371			715			1003			1558
Turn Bay Length (ft)	75		50	125		300	300			300	
Base Capacity (vph)	282	372	728	521	419	1583	619	1548	1583	311	1336
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.13	0.27	0.84	0.56	0.13	1.12	1.08	0.09	0.82	1.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	223	185	652	418	71	239	168	1837	418	337	1967
v/c Ratio	0.63	0.67	1.03	1.22	0.24	0.58	0.41	1.11	0.26	1.25	1.00
Control Delay	35.1	47.9	69.9	158.6	34.0	14.5	23.4	70.1	0.2	158.0	31.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	47.9	69.9	158.6	34.0	14.5	23.4	70.1	0.2	158.0	31.6
Queue Length 50th (ft)	101	100	~376	~151	35	23	47	~628	0	~204	352
Queue Length 95th (ft)	161	165	#589	#244	72	91	m63	m#619	m0	m#266	m#463
Internal Link Dist (ft)		371			715			1003			1558
Turn Bay Length (ft)	75		50	125		300	300			300	
Base Capacity (vph)	354	331	635	343	351	454	409	1651	1583	270	1968
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.56	1.03	1.22	0.20	0.53	0.41	1.11	0.26	1.25	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	98	54	217	489	261	250	772	1777	147	255	1641
v/c Ratio	0.42	0.20	0.30	0.99	0.72	0.16	1.27	1.12	0.09	0.84	1.17
Control Delay	27.7	29.9	10.7	79.0	41.1	0.2	154.2	74.5	0.0	33.8	97.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	29.9	10.7	79.0	41.1	0.2	154.2	74.5	0.0	33.8	97.9
Queue Length 50th (ft)	35	23	41	~172	122	0	~483	~526	0	~90	~341
Queue Length 95th (ft)	66	53	84	#265	192	0	m#577	m#588	m0	m#55	m#198
Internal Link Dist (ft)		371			715			1003			1558
Turn Bay Length (ft)	75		50	125		300	300			300	
Base Capacity (vph)	235	372	721	493	442	1583	610	1592	1583	302	1400
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.15	0.30	0.99	0.59	0.16	1.27	1.12	0.09	0.84	1.17

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	239	212	734	473	76	288	185	1837	435	348	2457
v/c Ratio	0.69	0.73	1.22	1.38	0.23	0.64	0.52	1.14	0.27	1.26	1.18
Control Delay	38.8	50.9	139.9	221.3	32.6	17.7	27.8	79.7	0.2	162.6	105.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	50.9	139.9	221.3	32.6	17.7	27.8	79.7	0.2	162.6	105.5
Queue Length 50th (ft)	107	114	~497	~185	37	41	59	~642	0	~212	~632
Queue Length 95th (ft)	173	187	#717	#281	75	122	m74	m#645	m0	m#254	m#639
Internal Link Dist (ft)		371			715			1003			1558
Turn Bay Length (ft)	75		50	125		300	300			300	
Base Capacity (vph)	344	331	602	343	372	479	357	1612	1583	277	2081
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.64	1.22	1.38	0.20	0.60	0.52	1.14	0.27	1.26	1.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	41	25	83	612	170	377	255	909	387	184	767	90
v/c Ratio	0.24	0.16	0.05	0.82	0.42	0.24	0.53	0.51	0.24	0.72	0.35	0.11
Control Delay	40.1	36.0	0.1	40.8	30.1	0.4	35.8	16.1	0.4	48.1	16.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	36.0	0.1	40.8	30.1	0.4	35.8	16.1	0.4	48.1	16.0	3.5
Queue Length 50th (ft)	10	12	0	142	80	0	61	145	0	40	58	0
Queue Length 95th (ft)	26	34	0	#235	122	0	93	246	0	m#88	141	m13
Internal Link Dist (ft)		509			661			808			1003	
Turn Bay Length (ft)	150		125	275		275	425			225		100
Base Capacity (vph)	171	372	1583	760	675	1583	513	1768	1583	257	2213	789
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.07	0.05	0.81	0.25	0.24	0.50	0.51	0.24	0.72	0.35	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	159	170	293	577	91	177	183	1068	624	361	1105	97
v/c Ratio	0.19	0.64	0.19	0.90	0.45	0.11	0.53	0.82	0.39	0.86	0.56	0.14
Control Delay	28.6	47.0	0.3	54.5	44.1	0.1	44.5	32.9	0.7	54.3	20.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	47.0	0.3	54.5	44.1	0.1	44.5	32.9	0.7	54.3	20.3	3.1
Queue Length 50th (ft)	37	92	0	166	49	0	51	287	0	88	112	0
Queue Length 95th (ft)	64	152	0	#258	92	0	85	#425	0	#176	181	m15
Internal Link Dist (ft)		509			661			808			1003	
Turn Bay Length (ft)	150		125	275		275	425			225		100
Base Capacity (vph)	841	331	1583	648	517	1583	356	1306	1583	419	1990	715
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.51	0.19	0.89	0.18	0.11	0.51	0.82	0.39	0.86	0.56	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	38	103	679	234	571	614	1908	478	288	1125	179
v/c Ratio	0.32	0.17	0.07	1.01	0.66	1.16	0.77	0.79	0.48	1.35	0.73	0.23
Control Delay	38.8	31.6	0.1	75.1	38.6	114.7	37.0	22.1	4.0	208.0	44.4	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	31.6	0.1	75.1	38.6	114.7	37.0	22.1	4.0	208.0	44.4	8.8
Queue Length 50th (ft)	20	17	0	~229	109	~253	142	282	7	~95	204	9
Queue Length 95th (ft)	41	41	0	#333	167	#452	#243	#435	65	m#100	m205	m9
Internal Link Dist (ft)		509			661			808			1003	
Turn Bay Length (ft)	150		125	275		275	425		200	225		100
Base Capacity (vph)	257	372	1583	670	512	492	799	2406	987	214	1540	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.10	0.07	1.01	0.46	1.16	0.77	0.79	0.48	1.35	0.73	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	391	234	429	886	103	293	212	1424	647	592	1967	109
v/c Ratio	0.50	0.77	0.27	1.37	0.45	0.71	0.88	0.80	0.41	1.41	0.97	0.16
Control Delay	33.6	53.7	0.4	206.3	41.4	17.6	79.0	31.2	0.8	225.2	38.2	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	53.7	0.4	206.3	41.4	17.6	79.0	31.2	0.8	225.2	38.2	9.7
Queue Length 50th (ft)	96	126	0	~345	56	23	~71	271	0	~231	349	11
Queue Length 95th (ft)	157	#225	0	#463	95	95	#142	331	0	m#255	m#386	m13
Internal Link Dist (ft)		509			661			808			1003	
Turn Bay Length (ft)	150		125	275		275	425		200	225		100
Base Capacity (vph)	781	331	1583	648	414	545	241	1771	1583	419	2034	698
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.71	0.27	1.37	0.25	0.54	0.88	0.80	0.41	1.41	0.97	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	38	114	728	245	587	630	1984	495	391	1152	223
v/c Ratio	0.32	0.17	0.07	1.08	0.67	1.18	0.77	0.83	0.51	1.83	0.77	0.29
Control Delay	38.8	31.1	0.1	92.5	38.6	120.2	37.1	24.0	4.5	404.9	43.9	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	31.1	0.1	92.5	38.6	120.2	37.1	24.0	4.5	404.9	43.9	8.6
Queue Length 50th (ft)	20	17	0	~256	114	~270	145	304	12	~152	210	16
Queue Length 95th (ft)	41	41	0	#362	173	#465	#259	#471	78	m#146	m200	m15
Internal Link Dist (ft)		509			661			808			1003	
Turn Bay Length (ft)	150		125	275		275	425		200	225		100
Base Capacity (vph)	257	372	1583	676	512	499	816	2379	980	214	1488	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.10	0.07	1.08	0.48	1.18	0.77	0.83	0.51	1.83	0.77	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	391	245	527	995	109	364	228	1543	674	630	2038	125
v/c Ratio	0.43	0.80	0.33	1.24	0.43	0.76	1.18	1.09	0.43	1.27	1.09	0.19
Control Delay	30.5	55.6	0.6	151.4	39.2	17.7	161.0	84.4	0.8	163.0	78.2	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	55.6	0.6	151.4	39.2	17.7	161.0	84.4	0.8	163.0	78.2	12.0
Queue Length 50th (ft)	90	133	0	~366	59	30	~93	~378	0	~231	~473	15
Queue Length 95th (ft)	154	#241	0	#487	96	109	#167	#472	0	m#220	m#446	m14
Internal Link Dist (ft)		509			661			808			1003	
Turn Bay Length (ft)	150		125	275		275	425		200	225		100
Base Capacity (vph)	900	331	1583	801	434	605	194	1418	1583	495	1864	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.74	0.33	1.24	0.25	0.60	1.18	1.09	0.43	1.27	1.09	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	38	114	728	245	614	630	2082	505	402	1217	223
v/c Ratio	0.32	0.17	0.07	1.08	0.67	1.23	0.77	0.88	0.52	1.88	0.82	0.29
Control Delay	38.8	31.1	0.1	92.5	38.6	141.9	37.1	26.0	5.1	427.1	43.9	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	31.1	0.1	92.5	38.6	141.9	37.1	26.0	5.1	427.1	43.9	9.7
Queue Length 50th (ft)	20	17	0	~256	114	~314	145	329	18	~158	224	16
Queue Length 95th (ft)	41	41	0	#362	173	#497	#259	#509	91	m#147	m207	m14
Internal Link Dist (ft)		509			661			808			1003	
Turn Bay Length (ft)	150		125	275		275	425		200	225		100
Base Capacity (vph)	257	372	1583	676	512	499	816	2379	973	214	1488	768
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.10	0.07	1.08	0.48	1.23	0.77	0.88	0.52	1.88	0.82	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	391	245	527	1000	114	375	228	1625	690	674	2234	125
v/c Ratio	0.49	0.80	0.33	1.38	0.43	0.77	1.18	1.06	0.44	1.36	1.13	0.18
Control Delay	33.9	55.6	0.6	210.7	38.4	19.2	161.0	73.4	0.9	200.1	92.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	55.6	0.6	210.7	38.4	19.2	161.0	73.4	0.9	200.1	92.2	10.9
Queue Length 50th (ft)	94	133	0	~392	62	38	~93	~389	0	~259	~534	15
Queue Length 95th (ft)	#177	#241	0	#513	98	119	#167	#483	0	m#186	m345	m9
Internal Link Dist (ft)		509			661			808			1003	
Turn Bay Length (ft)	150		125	275		275	425		200	225		100
Base Capacity (vph)	801	331	1583	724	455	615	194	1531	1583	495	1977	682
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.74	0.33	1.38	0.25	0.61	1.18	1.06	0.44	1.36	1.13	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

McCaslin Boulevard

Direction	NB	SB	All
Total Delay (hr)	10	11	21
Stops (#)	1550	1509	3059
Average Speed (mph)	27	24	26
Total Travel Time (hr)	38	29	68
Distance Traveled (mi)	1039	707	1746
Fuel Consumed (gal)	59	48	106
Fuel Economy (mpg)	17.7	14.9	16.4
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	148	226	374
Performance Index	14.6	15.3	29.9

Network Totals

Number of Intersections	4
Total Delay (hr)	40
Stops (#)	4660
Average Speed (mph)	22
Total Travel Time (hr)	97
Distance Traveled (mi)	2106
Fuel Consumed (gal)	146
Fuel Economy (mpg)	14.5
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	382
Performance Index	53.2

McCaslin Boulevard

Direction	NB	SB	All
Total Delay (hr)	16	20	36
Stops (#)	1908	2529	4437
Average Speed (mph)	25	23	24
Total Travel Time (hr)	47	50	97
Distance Traveled (mi)	1167	1140	2307
Fuel Consumed (gal)	71	79	150
Fuel Economy (mpg)	16.5	14.4	15.4
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	135	222	357
Performance Index	21.2	27.3	48.5

Network Totals

Number of Intersections	4
Total Delay (hr)	60
Stops (#)	6155
Average Speed (mph)	20
Total Travel Time (hr)	132
Distance Traveled (mi)	2669
Fuel Consumed (gal)	194
Fuel Economy (mpg)	13.8
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	364
Performance Index	76.9

McCaslin Boulevard

Direction	NB	SB	All
Total Delay (hr)	40	55	96
Stops (#)	5349	4080	9429
Average Speed (mph)	20	14	17
Total Travel Time (hr)	87	88	175
Distance Traveled (mi)	1715	1272	2987
Fuel Consumed (gal)	137	124	261
Fuel Economy (mpg)	12.5	10.3	11.4
Unserved Vehicles (#)	0	112	112
Vehicles in dilemma zone (#)	131	116	247
Performance Index	55.3	66.4	121.7

Network Totals

Number of Intersections	4
Total Delay (hr)	158
Stops (#)	12341
Average Speed (mph)	14
Total Travel Time (hr)	254
Distance Traveled (mi)	3556
Fuel Consumed (gal)	350
Fuel Economy (mpg)	10.2
Unserved Vehicles (#)	192
Vehicles in dilemma zone (#)	259
Performance Index	192.3

McCaslin Boulevard

Direction	NB	SB	All
Total Delay (hr)	72	74	146
Stops (#)	4831	5835	10666
Average Speed (mph)	15	14	15
Total Travel Time (hr)	121	118	239
Distance Traveled (mi)	1863	1671	3535
Fuel Consumed (gal)	162	168	330
Fuel Economy (mpg)	11.5	9.9	10.7
Unserved Vehicles (#)	184	83	267
Vehicles in dilemma zone (#)	120	178	298
Performance Index	85.1	90.4	175.5

Network Totals

Number of Intersections	4
Total Delay (hr)	217
Stops (#)	14286
Average Speed (mph)	13
Total Travel Time (hr)	331
Distance Traveled (mi)	4231
Fuel Consumed (gal)	433
Fuel Economy (mpg)	9.8
Unserved Vehicles (#)	348
Vehicles in dilemma zone (#)	318
Performance Index	256.3

McCaslin Boulevard

Direction	NB	SB	All
Total Delay (hr)	65	119	184
Stops (#)	5041	4483	9524
Average Speed (mph)	16	9	12
Total Travel Time (hr)	113	155	268
Distance Traveled (mi)	1783	1398	3181
Fuel Consumed (gal)	155	179	334
Fuel Economy (mpg)	11.5	7.8	9.5
Unserved Vehicles (#)	144	476	619
Vehicles in dilemma zone (#)	171	104	275
Performance Index	78.9	131.8	210.7

Network Totals

Number of Intersections	4
Total Delay (hr)	257
Stops (#)	12836
Average Speed (mph)	11
Total Travel Time (hr)	361
Distance Traveled (mi)	3833
Fuel Consumed (gal)	436
Fuel Economy (mpg)	8.8
Unserved Vehicles (#)	764
Vehicles in dilemma zone (#)	288
Performance Index	292.3

McCaslin Boulevard

Direction	NB	SB	All
Total Delay (hr)	114	102	216
Stops (#)	5793	6147	11940
Average Speed (mph)	12	12	12
Total Travel Time (hr)	167	148	315
Distance Traveled (mi)	2024	1772	3796
Fuel Consumed (gal)	208	195	403
Fuel Economy (mpg)	9.7	9.1	9.4
Unserved Vehicles (#)	414	248	662
Vehicles in dilemma zone (#)	152	178	330
Performance Index	129.6	119.1	248.7

Network Totals

Number of Intersections	4
Total Delay (hr)	321
Stops (#)	15960
Average Speed (mph)	10
Total Travel Time (hr)	445
Distance Traveled (mi)	4587
Fuel Consumed (gal)	537
Fuel Economy (mpg)	8.5
Unserved Vehicles (#)	924
Vehicles in dilemma zone (#)	349
Performance Index	364.9

McCaslin Boulevard

Direction	NB	SB	All
Total Delay (hr)	94	153	247
Stops (#)	5377	4572	9949
Average Speed (mph)	13	8	10
Total Travel Time (hr)	145	190	335
Distance Traveled (mi)	1879	1446	3324
Fuel Consumed (gal)	182	206	389
Fuel Economy (mpg)	10.3	7.0	8.6
Unserved Vehicles (#)	317	670	987
Vehicles in dilemma zone (#)	149	108	257
Performance Index	109.2	165.7	274.9

Network Totals

Number of Intersections	4
Total Delay (hr)	333
Stops (#)	13407
Average Speed (mph)	9
Total Travel Time (hr)	442
Distance Traveled (mi)	4012
Fuel Consumed (gal)	503
Fuel Economy (mpg)	8.0
Unserved Vehicles (#)	1206
Vehicles in dilemma zone (#)	270
Performance Index	370.3

McCaslin Boulevard

Direction	NB	SB	All
Total Delay (hr)	130	179	309
Stops (#)	5995	6187	12182
Average Speed (mph)	11	9	10
Total Travel Time (hr)	185	230	415
Distance Traveled (mi)	2072	1966	4038
Fuel Consumed (gal)	223	259	482
Fuel Economy (mpg)	9.3	7.6	8.4
Unserved Vehicles (#)	486	794	1280
Vehicles in dilemma zone (#)	130	228	358
Performance Index	146.5	196.2	342.8

Network Totals

Number of Intersections	4
Total Delay (hr)	466
Stops (#)	16626
Average Speed (mph)	8
Total Travel Time (hr)	600
Distance Traveled (mi)	4922
Fuel Consumed (gal)	661
Fuel Economy (mpg)	7.4
Unserved Vehicles (#)	1774
Vehicles in dilemma zone (#)	384
Performance Index	512.4

Boulder Valley School District

6500 East Arapahoe, PO Box 9011
Boulder, CO 80301

Planning Office
303-245-5794
Fax: 303-447-5118
www.bvsd.org

July 22, 2016

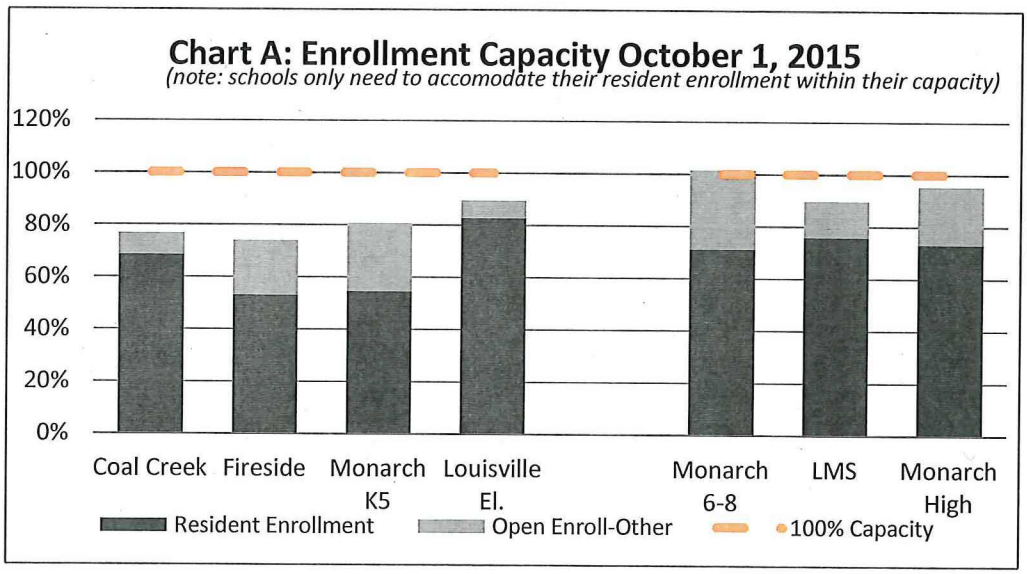
City of Louisville
Dept. of Planning and Building Safety
Attn: Scott Robinson
749 Main St.
Louisville, CO 80027

RE: McCaslin Blvd Small Area Plan

Dear Scott:

The purpose of this letter is to provide an update to estimated school impacts for the McCaslin McCaslin Blvd Small Area Plan.

Chart A below shows the current program capacity and enrollment composition for each school in Louisville. On the whole, Louisville schools possess a sizeable ability to accommodate additional students, particularly when considering the level of current capacity being occupied by open enrolled students (those from outside a school's attendance area that a school is not required to accommodate). As the chart shows, however, the capacity to accommodate additional students does vary between schools.



The McCaslin Blvd Small Area plan proposes additional residential development potential in two school feeder systems. The first is the addition of 361 multifamily units with an impact of 60 students

on the Monarch K-8 (45 students) and Monarch High School (15 students) feeder system. The second is the addition of 30 multifamily units in the Fireside El. (2 students), Monarch K-8 (1 student), and Monarch High School (3 students) feeder system.

When considering all development activity in Louisville (Attachment A), and resident enrollment growth within the attendance areas of Louisville schools, these facilities are able to accommodate projected growth. Although Monarch K-8 and Monarch High school will approach their program capacities, current enrollment at these schools include sizeable populations of open enrolled students (248 and 415 students respectively) that can be effectively managed through future restrictions on new open enrollment applications.

CHART B

School	Program Capacity	2015-16	Projected Enrollment 2016-17	2017-18	2018-19	2019-20	2020-21
Fireside El.	576	453	431	423	419	413	406
% capacity		*79%*	*75%*	*73%*	*73%*	*72%*	*70%*
Monarch K-5	427	384	397	426	421	425	424
% capacity		*90%*	*93%*	*99%*	*99%*	*99%*	*99%*
Monarch 6-8	506	464	452	449	460	484	515
% capacity		*92%*	*89%*	*89%*	*91%*	*96%*	*102%*
Monarch H.S.	1833	1,749	1,820	1,831	1,833	1,796	1,802
% capacity		*95%*	*99%*	*100%*	*100%*	*98%*	*98%*

Projection notes and assumptions:

- *Capacity methodology held over from 2012 and currently under review.*
- *Only the impacts of housing units expected during projection period are included.*
- *Enrollment growth in existing neighborhoods is assumed to be near current levels over the next 5 years.*
- *Louisville El. will graduate out the last significant number of open enrolled (O.E.) students in 2018.*
- *Louisville Middle and Monarch High may see increasing restrictions on O.E. through the projections period but will still retain sizeable O.E. populations at the end of the 5 year projection period shown above.*

If you have any other questions, concerns, or further clarifications, feel free to contact me at 303-245-5794 or via e-mail at glen.segrue@bvsd.org.

Sincerely,

Glen Segrue, A.I.C.P.
Senior Planner

ATTACHMENT A: Planned Residential Development and Student Yield

Louisville Schools *(revised 7/20/16)*

ELEM Att. Area	Unbuilt Residential Units* SFD	Dup	Twnhm	Condo	Apt	All	Elem_Yld	MS_Yld	HS_Yld
COAL CREEK									
Platted or Under Construction									
Copper Hill	2	0	0	0	0	2	1	0	0
Village Square	0	0	0	0	111	111	10	3	4
						113	**11**	**4**	**5**
	2	**0**	**0**	**0**	**111**	**113**	**11**	**4**	**5**
Eldorado K-5									
Platted or Under Construction									
CALMANTE	0	0	(2)	0	0	(2)	0	0	0
						(2)	**0**	**0**	**0**
Additional Residential Development Potential									
Eldorado K-5 CP Units	0	48	61	0	0	109	16	7	9
						109	**16**	**7**	**9**
	0	**48**	**59**	**0**	**0**	**107**	**16**	**7**	**9**
Fireside									
Additional Residential Development Potential									
McCaslin Blvd Small Area Plan	0	0	0	0	30	30	3	1	1
						30	**3**	**1**	**1**
	0	**0**	**0**	**0**	**30**	**30**	**3**	**1**	**1**
Louisville El.									
Platted or Under Construction									
917 Main St	0	2	0	0	0	2	0	0	0
Coal Creek Station	0	51	0	0	0	51	10	4	4
Concord Partners LLC	3	0	0	0	0	3	1	0	1
DELO Phase I	0	0	43	0	0	43	5	2	3
DELO Phase II	0	0	5	0	130	135	12	4	6
Kestrel	0	0	0	0	129	129	12	4	5
Lofts at DELO	0	0	0	13	33	46	4	1	3
North End	13	12	0	60	0	85	10	4	10
North End Market	0	0	0	34	0	34	2	1	3
North End Phase II	10	0	6	36	0	52	6	3	6
Parkwood Minor	1	0	0	0	0	1	0	0	0
The Foundary	0	0	0	8	0	8	0	0	1
The Lanterns	0	24	0	0	0	24	5	2	2
						613	**67**	**26**	**44**
In Development Review									
Alkonis Annex SFD	24	0	0	0	0	24	7	4	5
North End Phase III	18	0	0	0	0	18	5	3	4
North End Phase IV	10	0	0	0	0	10	3	2	2
						52	**15**	**8**	**10**

*lots unbuilt as indicated in parcel records as of 5/01/15 and periodic site inspections

ATTACHMENT A: Planned Residential Development and Student Yield

Louisville Schools *(revised 7/20/16)*

ELEM Att. Area	Unbuilt Residential Units* SFD	Dup	Twnhm	Condo	Apt	All	Elem_Yld	MS_Yld	HS_Yld
Additional Residential Development Potential									
Zoned for Additional Density	65	0	118	0	0	183	33	16	22
						183	**33**	**16**	**22**
	144	**89**	**172**	**151**	**292**	**848**	**115**	**49**	**76**
Monarch K-5									
Platted or Under Construction									
Coal Creek Crossing	38	0	0	0	0	38	11	6	8
Discover Office Park	0	0	23	0	0	23	3	1	2
Superior Town Center	0	0	643	0	0	643	77	32	51
						704	**91**	**39**	**61**
In Development Review									
Superior Town Center	400	0	0	356	0	756	137	67	116
Varra Estates	11	0	0	0	0	11	3	2	2
						767	**141**	**69**	**118**
Additional Residential Development Potential									
McCaslin Blvd Small Area Plan	0	0	0	0	361	361	32	11	14
Monarch K-5 CP Units	76	0	0	0	0	76	22	11	15
						437	**55**	**22**	**30**
	525	**0**	**666**	**356**	**361**	**1,908**	**286**	**130**	**208**
Superior El									
Additional Residential Development Potential									
Superior El CP Units	62	56	52	0	0	170	35	16	21
						170	**35**	**16**	**21**
	62	**56**	**52**	**0**	**0**	**170**	**35**	**16**	**21**
	733	**193**	**949**	**507**	**794**	**3,176**	**465**	**207**	**320**

*lots unbuilt as indicated in parcel records as of 5/01/15 and periodic site inspections

Scott Robinson

From: Monica Garland on behalf of Planning
Sent: Friday, March 18, 2016 10:44 AM
To: Scott Robinson; Aaron DeJong
Subject: FW: Sam's Club Area Ideas

Monica Garland
Senior Administrative Assistant
Planning & Building Safety Division
City of Louisville
Phone: 303.335.4592
Fax: 303.335.4588
monicag@louisvilleco.gov

From: Kristin Dean [mailto:kristindean11@gmail.com]
Sent: Friday, March 18, 2016 10:02 AM
To: Planning
Subject: Sam's Club Area Ideas

Hello,
I am a resident of Louisville and own a home nearby on S. Lark Ave. I'm also a professional land use planner. I would like to submit my input on the redevelopment of the Sam's Club site and surrounding property. I strongly encourage high density, mixed use for the entire site. I would love to see it energized with boutique shops and locally owned restaurants anchored by a great brewery!! :) I recognize that chains help to ensure funding for projects, but the less the better in my opinion.

As for the Sam's club building, I attend Ascent church and love it. The congregation is growing! It is such a value to the community. Over 700 people there on Sundays, leaving to shop and dine in Louisville!!! I would love to see a building constructed within the mixed-use development that would house the church on Sundays and then could serve as an event space and other flex space throughout the week. This could be owned by the city or other entity and leased to the church and interested business. The space could be designed with movable walls so that various uses could take place during the week such as art and yoga classes, workshops, general meeting space, and events in general.

I have not been able to attend any of the meetings due to scheduling conflicts, but hope you will consider these comments.

Best Regards,
Kristin Dean
, AICP

City of Louisville
COLORADO • SINCE 1878

Business Retention and Development Committee

June 16, 2016

Re: McCaslin Small Area Plan

Dear Louisville Planning Commission, Mayor and City Council:

The McCaslin Small Area Plan will be coming soon for your review. This document is intended to lay out the vision for the area for the foreseeable future. It will have great implications on how residents utilize the corridor, how property owners view the potential for their properties, and how businesses evaluate their viability in the area. **Please note that in preparing these recommendations, the City Council Members serving on the BRaD Committee did not participate in this opinion.**

The BRaD Committee held a property owner roundtable very early in the process to make sure we understood if the business district was thriving or struggling. Businesses and property owners attended the meeting and provided input on a variety of issues. The main input received was:

- The area is not friendly to pedestrians
- More rooftops would help the retailers
- There is an opportunity to provide a greater mix of housing types in town
- There is an opportunity to create a place for special events in addition to Old Town

The Planning Department held several public input meetings to discuss the area with residents and outlined options and improvements being considered in the area. The preliminary outcome of that work product appears to have many of these key ingredients; however, the BRaD Committee believes that many of the key issues to create the best possible outcome are still missing.

BRaD believes the McCaslin Small Area Plan must anticipate and allow for future conditions that will require additional permitted uses in order for the area to maintain its vibrancy and relevance to the City. Specifically, BRaD endorses planning that will allow for moderately dense, residential development in proximity to the new Bus Rapid Transit (BRT) corridor along US 36. Mixed use developments are essential for economic viability and this is precisely the scenario brought to our attention by the Urban Land Institute when they studied the area in 2013. One of ULI's key recommendations was:

"Reconsider the role of housing in creating vibrant, walkable, mixed-use urban environments in the McCaslin District."

The BRaD Committee believes that if the McCaslin area remains as solely retail centers and business parks, it will limit the potential for the area to create a new vibrancy. The McCaslin Small Area Plan should allow for some properties to transition to allow for a mix of uses, which will encourage redevelopment of underperforming properties and begin to evolve the corridor.

The McCaslin Area is well positioned to be a lasting asset for Louisville if we listen to the market and the needs of our community. With an expansion of the uses and infrastructure, McCaslin can again be a vibrant area for residents, businesses, and owners.

Sincerely,

The Business Retention and Development Committee

Scott Robinson

From: Justen Staufer <justen@stauferteam.com>
Sent: Tuesday, April 19, 2016 1:44 PM
To: City Council; Scott Robinson; Robert Muckle
Cc: Ciel Lawrence; Cindy Mueller; Fran Ryan; Jeff Lucas; Jennifer Grathwohl; Marilyn Davenport; Mark Zaremba; MaryLynn Gillaspie; Michael Crowe; Norman F. Rick Kron; Patrick Walsh; Wendy Atkin
Subject: RE: McCaslin Small Area Plan

LOUISVILLE HISTORIC DOWNTOWN MAIN STREET BUSINESS ASSOCIATION

TO: Mayor, City Council and Planning Commission

FROM: Downtown Business Association

Date: April 19th, 2016

RE: McCaslin Small Area Plan

The DBA would like to thank the Planning Commission for all their hard work on the McCaslin Small Area Plan. We understand how many citizens you have to consider when coming up with a plan as extensive as this one. We know that rezoning is very complicated and that it affects all the residents in Louisville and not just the ones near the rezoning.

After reviewing your plan for the McCaslin corridor, we felt we needed to speak up on behalf of the businesses in Historic Downtown Louisville. We would urge you to select a plan that allows for moderately dense, residential development. We believe this is vital to commercial and retail in the McCaslin corridor as well as those in other areas of Louisville such as Historic Downtown. The market is dynamic and having an area plan that is flexible will allow the area to remain stable during shifts in the economy. Permitting this area to strike a balance between commercial, retail, and residential will ensure a healthy future for Louisville. More residents will allow the area to remain relevant, support retailers in the corridor and Historic Downtown, and encourage the growth of retail and commercial interests in the corridor.

Thank you for your consideration and all your hard work.

Yours Faithfully,

The Members of the Downtown Business Association

Louisville
Chamber of Commerce

TO: Mayor, City Council and Planning Commission

FROM: Louisville Chamber of Commerce Board of Directors

DATE: June 15, 2016

RE: McCaslin Small Area Plan

The Louisville Chamber of Commerce feels that the City has done an excellent job working on the McCaslin Small Area Plan by involving businesses and citizens. Their input is vital to the success and future growth of the corridor.

We understand that the McCaslin Small Area Plan will be coming soon for your review. After talking to many of the business owners in that area, and attending the property owner roundtable that the BRaD committee held, the Chamber Board wanted to communicate what changes we would like to see added to the McCaslin corridor.

The Chamber Board feels it is necessary for the McCaslin Small Area Plan to allow some residential development. We believe there needs to be a balance of new occupancy fees from commercial development while at the same time increasing the customer base and development fees from new residential development. Research has shown that rooftops are needed to help businesses thrive. The Chamber Board endorses planning that will allow for moderately dense residential development on the west side of McCaslin. We feel this is essential for the success of all the businesses in that area. We also believe this will encourage redevelopment of underperforming properties and help keep the area an asset to our beautiful city.

We appreciate everything that you do to for our City and we thank you for your consideration.

Scott Robinson

From: Brian Larson <larson.brian.m@gmail.com>
Sent: Thursday, June 23, 2016 4:46 PM
To: Scott Robinson
Subject: Re: McCaslin small area plan at Planning Commission

Good evening Mr. Robinson,

I would like to add a comment for tonight that I am highly supportive of the draft plan, particularly the redevelopment ideas for the west side of McCaslin to improve connectivity, increase business, retail, and residential space, and reduce car demand for the area closest to our major transit hub.

The City of Louisville planning department has done an excellent job listening to citizen input while also positioning Louisville for continued growth opportunities and redevelopment that will allow a variety of people to live in the city.

Thank you very much.

Sincerely,

Brian M. Larson

On Fri, Jun 17, 2016 at 2:11 PM, Scott Robinson <scottr@louisvilleco.gov> wrote:

Good afternoon,

The draft McCaslin Blvd small area plan will be discussed at next week's Planning Commission meeting. The packet for the meeting is available here: http://www.louisvilleco.gov/home/showdocument?id=9169. The meeting starts at 6:30 pm on Thursday, June 23, in City Hall. Please let me know if you have any questions or comments.

Thanks

Scott Robinson, AICP

Planner II

City of Louisville

303-335-4596

scottr@louisvilleco.gov

Scott Robinson

From: Joel <shay25@q.com>
Sent: Sunday, July 31, 2016 12:59 PM
To: Scott Robinson
Subject: McCaslin Boulevard Small Area Plan Concerns

Importance: High

Hi Scott,

I am very concerned over the "McCaslin Boulevard Small Area Plan," which will increase the density, and the congestion along the McCaslin Corridor giving it an ugly character, for example Aurora, CO.

I vote "NO" on the following McCaslin Boulevard Small Area Plan changes:

Eliminating set-backs

High density development

"Special Review Use"

Increased congestion

Extensive capital projects

Mega King Soopers

Cherry/Dahlia Roundabout

All of these will ensure that Louisville will never win the "Money Magazine Award" again.

Instead, why not fill the existing empty spaces.

Joel Waszak

Scott Robinson

From: Martha <margene17@q.com>
Sent: Sunday, July 31, 2016 1:03 PM
To: Scott Robinson
Subject: McCaslin Small Area Plan CONCERNS

Importance: High

July 31, 2016

Hi Scott,

I am very concerned over the "McCaslin Boulevard Small Area Plan. This plan will greatly increase the density, and double or triple the congestion along the McCaslin Corridor. This plan will turn Louisville from a beautiful town which I enjoy living in to an ugly town which I might want to leave.

Many businesses will have to close their doors or move to accommodate your "plan". Why pick on the Centennial Shopping Center area, the Cherry/Dahlia area, and the Movie Theater area? There is nothing wrong with the way they are now.

From the sounds of all this it sounds like you are going to put Via Toscana, Centennial Wines and Spirits, Albertsons, and many others out of business. Why would you want to do this?

What if any are the "benefits" to the citizens of Louisville?

For the record, I am vehemently opposed to the following bad ideas:

Eliminating set-backs

High density development

"Special Review Use"

Increased congestion

Extensive capital projects

Mega King Soopers

Cherry/Dahlia Roundabout

Replacing the Centennial Shopping Center

Increased noise

All of these so-called “plans” will ensure that Louisville will never win the “Money Magazine Award” again.

Also, why do we hire “outside expert panels” to tell us what is good for Louisville. The citizens know best.

Instead, why not try to KEEP businesses in Louisville. Since I have lived here many places have gone out of business or moved. Just to name a few.

- Storage Tek
- Bank of the West
- Hole-in-One
- Cartridge World
- Sam’s
- Pho
- Taj Mahal
- Chen’s Garden
- Panera’s
- 7-11
- And on and on.

I hope you will carefully consider the input of the current citizens of Louisville regarding this outrageous plan.

Thanks,

Martha

Scott Robinson

From: Planning Commission
Sent: Thursday, August 11, 2016 1:55 PM
To: Scott Robinson
Subject: FW: concerned resident

From: Geiger, Jacquelyn [mailto:jgeiger@ball.com]
Sent: Thursday, August 11, 2016 1:15 PM
To: Planning Commission
Cc: Jeff Lipton; Susan Loo
Subject: concerned resident

Greetings,

My husband and I and our two young children and dog live at:

361 S. Meeker Ct

Louisville, CO 80027

My husband has lived at this address since 1998 (I think) and I have lived there since 2009. Both of our children were born in the home. We love our home and we love our neighborhood. We regularly use the Centennial Center. The kids' pediatrician office is there, as is my dermatologist and allergist. Our bank is there. We are regulars at the burrito place. And on occasion we visit the other establishments in that complex as well.

I reviewed The Plan, and on page 23 it shows the area adjacent to our home as being redeveloped to 'Retail/Office/Residential'. I don't know what that means. It shows 3 buildings. Are those apartments? If so, then I have concerns.

First and foremost, apartments (meaning there will be many more people living in close proximity to us) indicate an adverse effect on both our privacy and our safety. Secondly, we currently have a nice view of the mountains from our bedroom window, and I presume that will likely go away. Even a two-story building will negatively impact our view. Lastly, construction is disruptive. I could potentially be in favor of the new construction if it doesn't impose on these concerns, but until then I am NOT IN FAVOR of new construction at the Centennial Center.

I also noticed that a roundabout is being considered for the intersection at Cherry and Dahlia. I am also NOT in favor of this. We regularly (many times per week) cross at this intersection, be it going for jogs, walking the kids in the stroller, running over to the grocery store, walking to the post office, etc. The street is already a bit dangerous to cross due to typical driving habits. And it is especially difficult to cross in the winter when the plows come through and pile snow up such that crossing from sidewalk to sidewalk is almost impossible. But factoring in a roundabout, that intersection becomes even more dangerous to cross since no one is ever truly stopping. And how will the snow plowing be any better with a roundabout? It will still be difficult to cross. As a resident who lives just a few doors away from this intersection, I can say that the timing of the current signals is adequate. It is a high-duty cycle light, no one is ever waiting at a red light for very long. I like that.

I am not able to be at tonight's meeting in person, but I hope that my email will provide some insight into my concerns as a resident of the area directly adjacent to the Small Area Plan at Centennial Center.

Thank you,

Jacqui Geiger

Ball Aerospace & Technologies Corp.

303-939-5214

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Scott Robinson

From: Monica Garland on behalf of Planning
Sent: Thursday, August 11, 2016 3:01 PM
To: Scott Robinson; Rob Zuccaro
Subject: FW: McCaslin Boulevard Small Area Plan Comments

From: David Powell [mailto:josephsdadky@yahoo.com]
Sent: Thursday, August 11, 2016 2:52 PM
To: Planning
Subject: McCaslin Boulevard Small Area Plan Comments

Mr. Robert Zuccaro
Planning Director
City of Louisville
Louisville, CO 80027

Dear Mr. Zuccaro and Members of the Planning Commission,

I am writing you today to register a few comments about the Draft McCaslin Boulevard Small Area Plan (SAP), scheduled to be discussed and voted on at tonight's Commission meeting. The Plan appears a good one, with a few exceptions:

1) The Plan calls for a road extension of Hillside Ln. to McCaslin, and this is a concern. The development plan for the next building scheduled to go up on Centennial Parkway (Case #15-044-FP, 168 Centennial Pkwy, Centennial Valley Business Park), a two-story medical office building facing that street, calls for 230 parking spaces, and access to the parking lot through a side entry, off a new street, essentially a southward extension of Hillside Ln. connecting to McCaslin Blvd., through an alley at the back of Champion Cleaners and Lamar's Donuts. The general need and utility of this road extension is debatable despite the Staff's opinion that this road is a "much needed connection".

If built, it will likely serve primarily as an exit for this new building, and will flood McCaslin with drivers at a very inconvenient spot during rush hours. Turning this alley into a street, intersecting a very busy arterial, and allowing bidirectional turns, will definitely cause traffic problems, and be hazardous to both drivers and pedestrians, due in no small measure to the existing conditions. Three lanes of traffic in each direction, combined with excessive speeds (cars always traveling 5-15 mph above the posted speed), and a new intersection which will be "blind" to southbound traffic (due to curvature), makes for a risky situation. It is predictable that a new traffic light, only 500 feet from two other signals, will be required to solve these problems. I would think that keeping cars on arterial roads designed to facilitate such traffic (i.e., McCaslin) would be preferred over a scheme which sends local traffic through the back access to a neighborhood shopping center, bypassing the Centennial Pkwy-McCaslin intersection, which already contains a recently-rebuilt "yield-merge" turn lane onto McCaslin. If, in fact, the doubtable recommendation of the Small Area Plan to remove the outer two lanes of McCaslin from through-traffic access is enacted, building this Hillside Ln. extension will only contribute to the traffic-jam chaos likely to occur.

I ask you to remove the extension road connecting Centennial Parkway with McCaslin Boulevard from the Small Area Plan.

2) The Plan appears to design the replacement of not only the old Sam's Club site, but also the present Albertson's store, the US post Office, and Kohl's. I am curious to know if the owners of these buildings/stores are planning to leave. Have they been part of this Small Area Plan process? If they do not agree with being replaced, and are the owners of their properties, this SAP will not succeed. Albertson's is a fine store that serves nearby residents well. It needs more customers to generate the funds to remodel, and look more like what we want to see in our main neighborhood corridor. The main character of the redevelopment of the Sam's Club property should be medium to high-density residential, not more commercial development. More people living near existing commercial establishments, accessible by walking or bicycle, will help improve that property better than will more stores. Given that parcels in the block just north of Cherry St., also on the east side of McCaslin, are existing high-density residential (Copper Ridge Apts., Balfour), more residential facing McCaslin in the Sam's Club block, with appropriate landscaping, would be desirable.

3) The two contiguous undeveloped lots at the southeast corner of Centennial Parkway and McCaslin, running between these two streets, should be bought by Louisville for a neighborhood park. The SAP claims to promote park establishment in the corridor, and specifies one at the south end of the street. A north end park on these lots would balance the scenic attributes of the corridor with the attractive commercial development anticipated in the Plan. Alternatively, some part of the hillside below the existing GHX building, on the north side of Centennial Parkway, should be planned as park land. This neighborhood does not need eight more office buildings (pg.23) in an area that already has multiple long-vacant office buildings.

Appearance matters. Relying too much on the illustrations in the Plan to make decisions about what is an appropriate type of development for this area can lead to mistakes. The "Centennial Valley Concept..." illustration on page 31 of the Plan is falsely reassuring, in part by being inaccurate. This drawing shows a park-like space between the new Flatirons Health and Rehabilitation facility on Century Dr., and its west-side neighbor, a pleasant and totally vacant office building. This space simply doesn't exist, and so renders the caption next to it, claiming it illustrates "a mix of sidewalks and trails", misleading. Development is already happening which will almost certainly compromise the goal of having adequate parks and open spaces in this neighborhood, as it grows, and so the commitment to providing these amenities, eventually, should happen now, at the planning stage.

Thank you for considering my views.

Sincerely yours,

David B. Powell
1057 W. Century Dr., #219
Louisville, CO 80027

Scott Robinson

From: Planning Commission
Sent: Tuesday, August 09, 2016 12:35 PM
To: Scott Robinson
Subject: FW: McCaslin development

From: Debbie Haseman [mailto:debfern@indra.com]
Sent: Tuesday, August 09, 2016 8:15 AM
To: Planning Commission
Subject: McCaslin development

Hello,

I am writing to express my concerns about developing the McCaslin area. We love the small town feel of Louisville. I am most concerned about losing that. Of course with development comes more traffic, congestion, longer waits at restaurants, hard to find parking, pollution and noise. That being said I also understand the interest in smart development and re-development of areas that are in need of a fix-up. I support more green space, more landscaping along major streets, increased safe bike trails and walkways and a careful consideration of new retail and commercial businesses. I am most adamantly against increasing the number of new residential developments and of increasing the height of existing and new buildings. In the 25 years that we have lived here we have seen the increase in traffic, noise and congestion. I am very concerned about our special Louisville following along the path of so many other cities and losing its small town character. Please, please make quality of life the priority of current citizens of Louisville.

Debbie Haseman

247 S. Lark Ave.

25 years in Louisville

Scott Robinson

From: Mark <mmnakasone@yahoo.com>
Sent: Tuesday, August 09, 2016 9:26 PM
To: Scott Robinson
Subject: McCaslin Blvd Small Area Plan

City of Louisville Planning Commission,

Please do not approve the current version of the Draft McCaslin Boulevard Small Area Plan.

I am concerned with many of the plan's proposed changes for McCaslin Boulevard and the surrounding area. Moving from a suburban office park and retail area to a more urban corridor would negatively change Louisville's small-town atmosphere.

Additions of high-density residential units, especially the proposed large developments east of McCaslin in the Centennial Shopping Center and in the Cherry/Dahlia area, would adversely affect traffic, congestion, and overall quality of life for current residents in the area. Allowing Special Review Use to change land use and allow residential does a disservice to the community. Regulatory changes that would affect so many people, especially those in the immediate area, should be something that is openly discussed and decided upon by the community.

The proposed changes to McCaslin Boulevard, eliminating outside vehicle lanes and adding two-way on-street bike lanes, would not only increase congestion and travel times, but would also push traffic onto the neighborhood side streets. Increased noise, pollution, and speeding vehicles would compromise the character of the neighborhood and the safety of its residents.

Eliminating lanes on Cherry Street and adding a roundabout at Dahlia Street would add unnecessary frustration, increased congestion, and more dangerous conditions for both pedestrians and vehicles.

There is a need to support existing commercial and retail businesses in the area and to fill the many vacant spaces. Additional office and retail spaces closer to the US36 corridor and west of McCaslin, expanding on the existing office/retail areas, would help to bring in money from outside Louisville. The proposed changes to McCaslin Blvd that would allow better and easier access to the area around the movie theaters could help businesses in that area. Increased commercial revenue will help sustain Louisville, not additional high-density residential units that will more likely be a drain on our resources.

The current draft of McCaslin Blvd Small Area Plan proposes too many negative changes. Please do not approve the current plan.

Thank you,
Mark Nakasone

Scott Robinson

From: J Sato <jsato47@yahoo.com>
Sent: Tuesday, August 09, 2016 9:41 PM
To: Scott Robinson
Subject: McCaslin Boulevard Small Area Plan

Hello Scott and City of Louisville Planning Commission,

Please do not approve the current Draft McCaslin Boulevard Small Area Plan.

Reading through the current plan draft, I find many of the proposed changes very concerning. Among the most troubling are the following.

High-density Residential Housing

The proposed concentration of high-density housing, especially to the east of McCaslin Boulevard and in the Cherry/Dahlia area, will negatively affect surrounding residential neighborhoods and irreparably change the small town character of Louisville. Along with increased traffic and congestion, greater drains on city resources (such as schools, library, rec center, fire and police services) will occur. The high number of residential units would not provide the necessary tax base to support the increased population, and would not bring into the city outside dollars that commercial businesses would attract. Three-story buildings would be vastly out of character for the neighborhood.

Special Review Use

"The most significant change in land use is the allowance of residential as a special review use along the east edge of the study area." (page 23 of the Draft Plan)
Regulatory changes of this magnitude should not be by special review use. There should be an open review process where the community is able to have input, especially when it could have such a big impact on those in the immediate area.

Proposed changes to McCaslin Boulevard

Eliminating outside vehicle lanes in both directions on McCaslin and replacing it with two-way, on-street bike lanes would greatly add to traffic, congestion, and dangerous conditions. Travel times in the corridor would at least double. Turning left onto McCaslin from cross streets could result in a standstill. We already saw this happen over and over again with traffic backups during construction of the diverging diamond. To have construction-type traffic jams on a daily basis would be bad for Louisville.

Increased congestion on McCaslin would also push traffic onto the neighborhood side streets. This is already happening on Cherry and Dahlia Streets. Plans to push additional through traffic from McCaslin onto neighborhood streets lends to increased congestion, noise, pollution, and danger from speeding cars that will negatively affect the small-town character of the neighborhood and safety of its residents.

One-lane Roundabout at Dahlia And Cherry

Installing a one-lane roundabout at this intersection would be dangerous for cyclists and pedestrians. With the already increased traffic, speeds, and large commercial vehicles that go through this intersection, a roundabout

would add unnecessary danger, confusion, and frustration for both drivers and pedestrians. Downsizing Cherry to one lane in each direction will also add to congestion.

Those are a few of my concerns with the current Draft McCaslin Blvd Small Area Plan. I do agree that we, the residents and the City of Louisville, need to support the existing commercial and retail businesses in the area, and current vacant spaces also need to be filled. The Plan's proposed new access off of McCaslin into the movie theater area could help to revitalize that area. Larger setbacks, natural landscaping, and more walkable connecting pathways help maintain Louisville's character. Additional commercial and retail spaces closer to the US 36 corridor and west of McCaslin where existing commercial/retail already exists will help to bring in revenue from outside the city. However, we need to maintain a buffer that protects the residential neighborhoods. Putting two and three story buildings next to current single family homes would change the nature of the neighborhoods.

Many of us moved here and made Louisville our homes for a reason. We like the small-town community feel of the neighborhoods. Changing the McCaslin Boulevard corridor from suburban to urban will alter this section of Louisville. We need to build up a solid tax base with the appropriate amount of increased retail and commercial spaces in the appropriate places. High-density residential in the proposed spaces east of McCaslin will completely change the tone of the area. Now is the time to not make these mistakes. Please consider the voices of current Louisville residents.

Again, I ask the Planning Commission, please do not approve the current Draft McCaslin Small Area Plan.

Thank you for your time and consideration.
Jonylle Sato

Scott Robinson

From: B McQuie <bmcquie@yahoo.com>
Sent: Tuesday, August 09, 2016 6:14 PM
To: Scott Robinson
Subject: McCaslin Small Area Plan and housing for seniors

Dear Scott Robinson,
I wrote to you a few weeks ago saying I was opposed to further development in Louisville, in general. I still think Louisville is pretty close to perfect the way it is, and it should not be developed much more. However, I have done some exploring recently, and talked to residents, and I'd like to alter my request slightly.
The only thing I think Louisville is lacking is affordable housing for seniors. We live in a 3,500 square foot house, with the master bedroom on the second floor. Eventually, we'd like to downsize, and to have a master bedroom on the main floor (as our knees and legs age!) and no (or little) yardwork. We have looked at the options in Louisville and found nothing. The only smaller places that might work are over $600,000, which is a lot to spend in our senior years. **I've talked to others who express the same concern**.
What about making part of the McCaslin Small Area Plan into condominiums just for seniors? They could be single floor condos. Perhaps there would be a way to restrict them to people who have lived in Louisville for a while, say at least 3-5 years. That way it would be a benefit for the Louisville residents, and would not be taken over by outsiders. A design that might work would be one similar to the rental apartments along Dillon Road, between the golf course and Kohl's. Those are attractive 2-story buildings, spaced far from the street, with nice landscaping. They retain the suburban feel, not an urban one. I have not seen the inside of them, so don't know about the floor design, but I like the exterior.
Seniors are part of the community, too, and shouldn't be forced out because of lack of affordable or appropriate housing.
Thanks for your attention.
Sincerely,
Beth McQuie
972 Saint Andrews Lane
Louisville, CO 80027

City of Louisville
COLORADO • SINCE 1878

Planning Commission

Meeting Minutes

June 23, 2016
City Hall, Council Chambers
749 Main Street
6:30 PM

Call to Order – Pritchard called the meeting to order at 6:30 P.M.

Roll Call was taken and the following members were present:

Commission Members Present:	Chris Pritchard, Chair Cary Tengler, Vice Chair Tom Rice Jeff Moline David Hsu
Commission Members Absent:	Ann O'Connell, Secretary Steve Brauneis
Staff Members Present:	Rob Zuccaro, Dir. Of Planning & Building Safety Scott Robinson, Planner II

- **McCaslin Blvd Small Area Plan, Resolution No. 17, Series 2016.** A resolution recommending approval of the McCaslin Blvd Small Area Plan.
  - Staff Member: Scott Robinson, Planner II

Robinson presents from Power Point:

- **What is a Small Area Plan?**
  - First Step to Implementing the Comprehensive Plan

STUDY AREA
Both sides of McCaslin from US Highway 36 on the south to Via Appia on the north, stretching east to Dahlia and west to the Davidson Mesa Open Space including Centennial Valley Office Park.

Goals for the Small Area Plan
1. Defines desired land uses for the corridor
2. Establishes preferred physical character (design guidelines)
3. Outlines public infrastructure priorities

Project Schedule
February 2015 – Kick-off Meeting
August 2015 – Walkability Audit/Placemaking Workshop #1
November 2015 – Placemaking Workshop #2
February 2016 – Placemaking Workshop #3

Workshop 3
Three development scenarios
Urban design elements
Roadway improvements

Plan Outline
Introduction
Process
Context
Principles
The Plan
Implementation

Project Principles
1. Improve connectivity and accessibility while accommodating regional transportation needs.

2. Create public and private gathering spaces to meet the needs of residents, employees, and visitors.
3. Enhance bicycle and pedestrian connections to private and public uses.
4. Utilize poly and design to encourage desired uses to locate in the corridor and to facilitate the reuse or redevelopment of vacant buildings.
5. Establish design regulations to ensure development closely reflects the community's vision for the corridor while accommodating creativity in design.
6. Establish development regulations to meet the fiscal and economic goals of the City.

Community Design Principles

<u>Improve McCaslin</u>

- Safer and more pleasant street to use for all
- Clear distinction between street and driveways
- Buildings that face the street and are accessible from the sidewalk

<u>Connect residents to amenities</u>

- Safer and simpler east/west connections
- Improvements to Cherry/Centennial and Century Drive
- Additional green fingers connecting to Davidson Mesa

<u>Smaller blocks</u>

- Facilitate incremental development with smaller blocks
- Create transportation options with additional street
- Eliminate confusion between driveways and roads

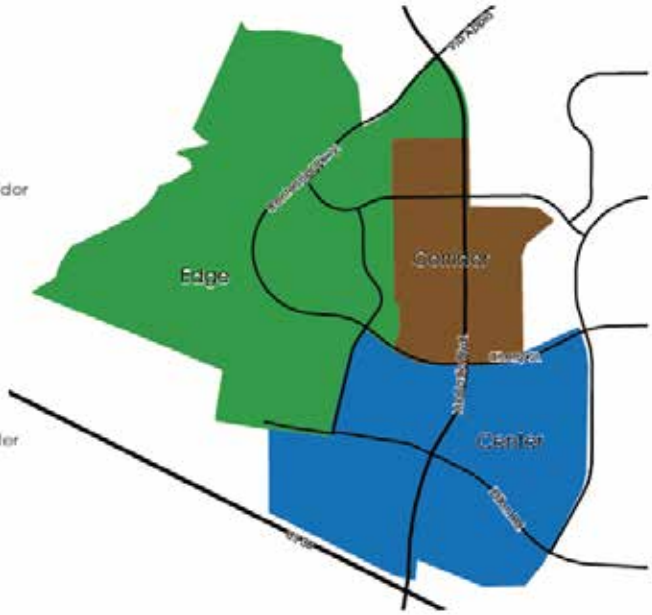
<u>Housing grows from housing, office grows from office</u>

- Introduce housing into redevelopment east of McCaslin
- Encourage low-impact clustered office development in Centennial Valley

<u>Development faces out</u>

- Transition from inward-facing development to outward-facing development
- Make developments fully accessible from sidewalks
- Put parking on the interior of the site and locate buildings on the property

Development Types



Placemaking Concepts – Center

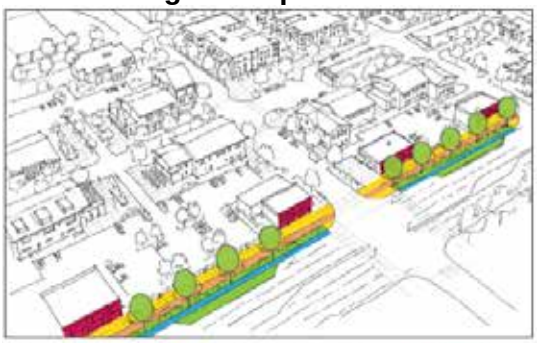
Placemaking Concepts - Center

Gateway park – a well-landscaped park and transit plaza that creates an attractive and welcoming entry to the community; provides bikes and pedestrian access to the BRT station; and allows for better visibility into the site and station area

Views into the site – perpindicular streets and spaces that showcase destinations within the site

Smaller Blocks – a regular pattern of gridded streets that break down the scale of development to create more walkable blocks

Placemaking Concepts – Corridor



Active Edges – an engaging environment for walkers, bikers, and shoppers along McCaslin, including pedestrian and bicycle accommodations (sidewalk, multi-use trail, and on-street bike lane); landscaping and street trees; adn active retail frontages with access from McCaslin

Views into the site – perpindicular streets and spaces that showcase destinations within the site

Core retail street – street parallel to McCaslin that serves as the primary retail spine; new development features active ground-floor retail that addresses the street, as well as pedestrian-friendly streetscape and gathering spaces

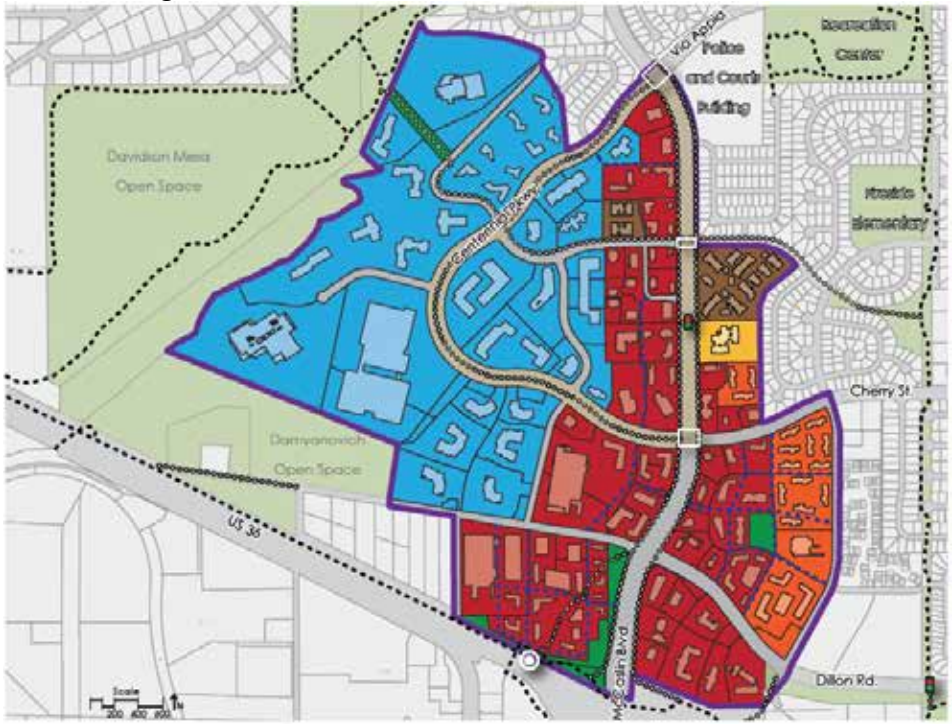
Internal gatherin spaces – green and/or hardscaped spaces (parks, plazas, courtyards, patios, ect.) that may be public or private and create places for gathering and community interaction within the site

Placemaking Concepts – Edge

Cluster buildings – a pattern of smaller footprint, low-profile buildings arranged in close proximity to one another in order to preserve open space and views into Davidson Mesa

Green fingers – trail and open space corridors between development sites that preserve and enhance access to Davidson Mesa adn local and regional trail networks

Urban Design Plan



Urban Design Plan

The urban design plan is a conceptual illustration of how the corridor could develop under this plan. It includes allowed land uses as well as footprints for existing, planned, and conceptual future buildings. The most significant change in land use is the allowance of residential as a special review use along the west edge of the study area. The plan also includes transportation and pedestrian improvements further detailed on following pages. This map and the maps and illustrations that follow are conceptual and not intended to show the exact locations or designs of improvements. Some areas in the original study area, such as Hillsborough West, have been removed from the plan area. It is recommended these areas be left mostly as they are, with detailed recommendations to come from the neighborhood planning process.

- Retail/Office
- Retail/Office/Residential
- Office
- Residential High Density
- Residential Medium Density
- Park
- Open Space

Community Survey

Figure 24: Level of Support for Housing Options for Former Sam's Club Area

Most of the land zoned for residential uses in Louisville has been built out. In the former Sam's Club shopping area residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?

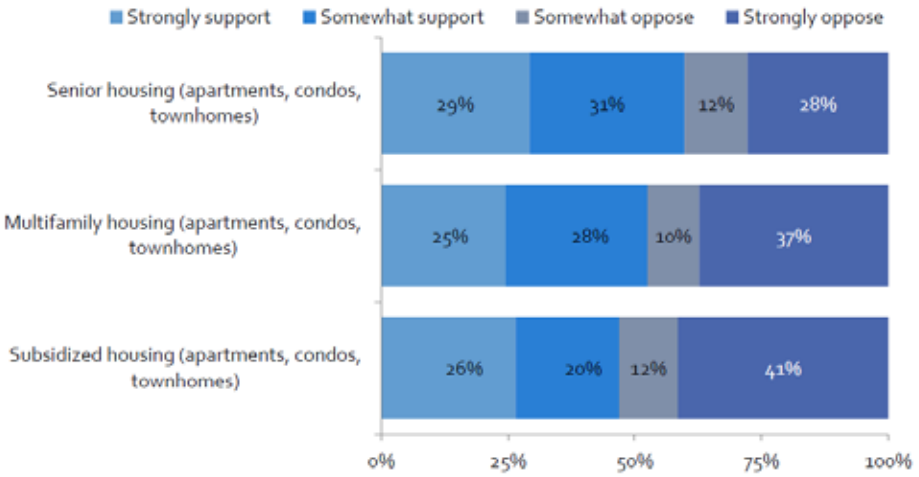
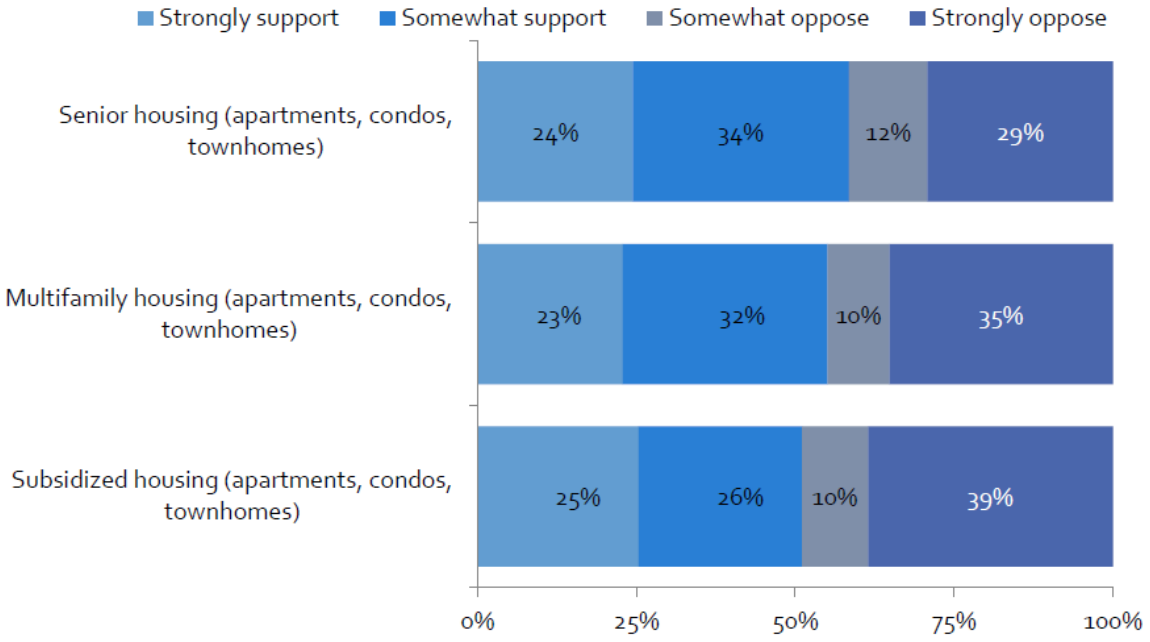
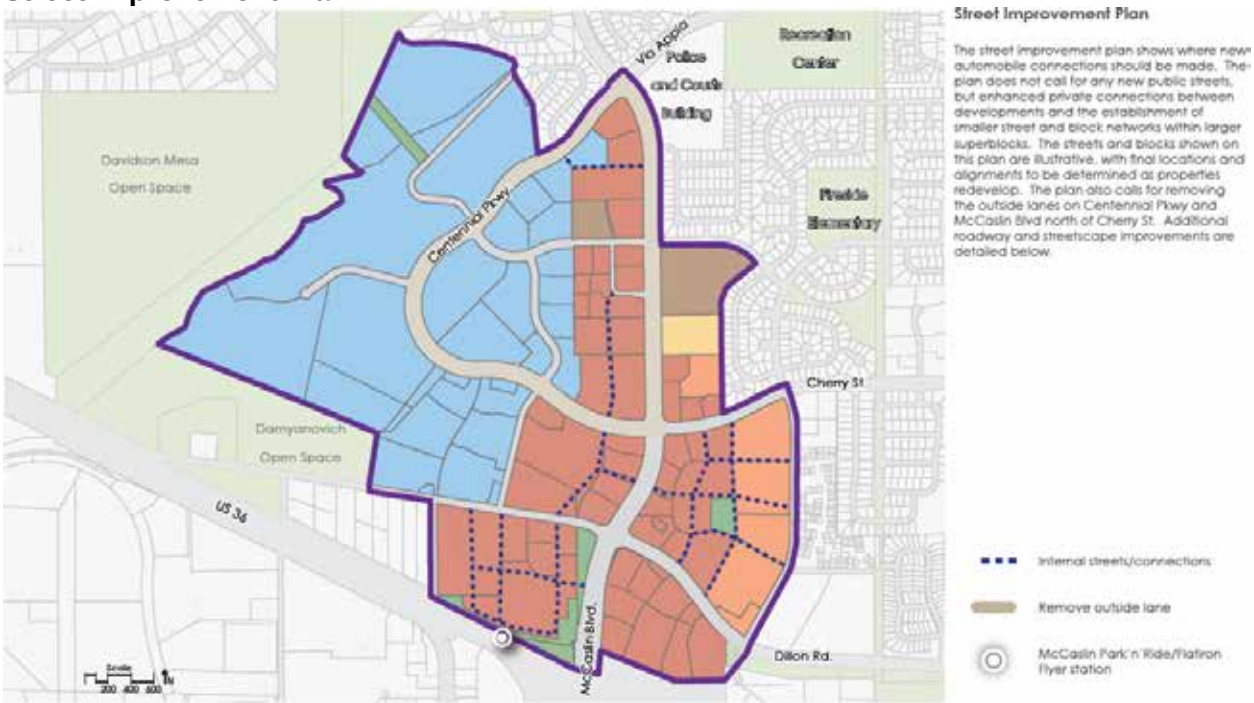


Figure 25: Level of Support for Housing Options for US36/McCaslin Area

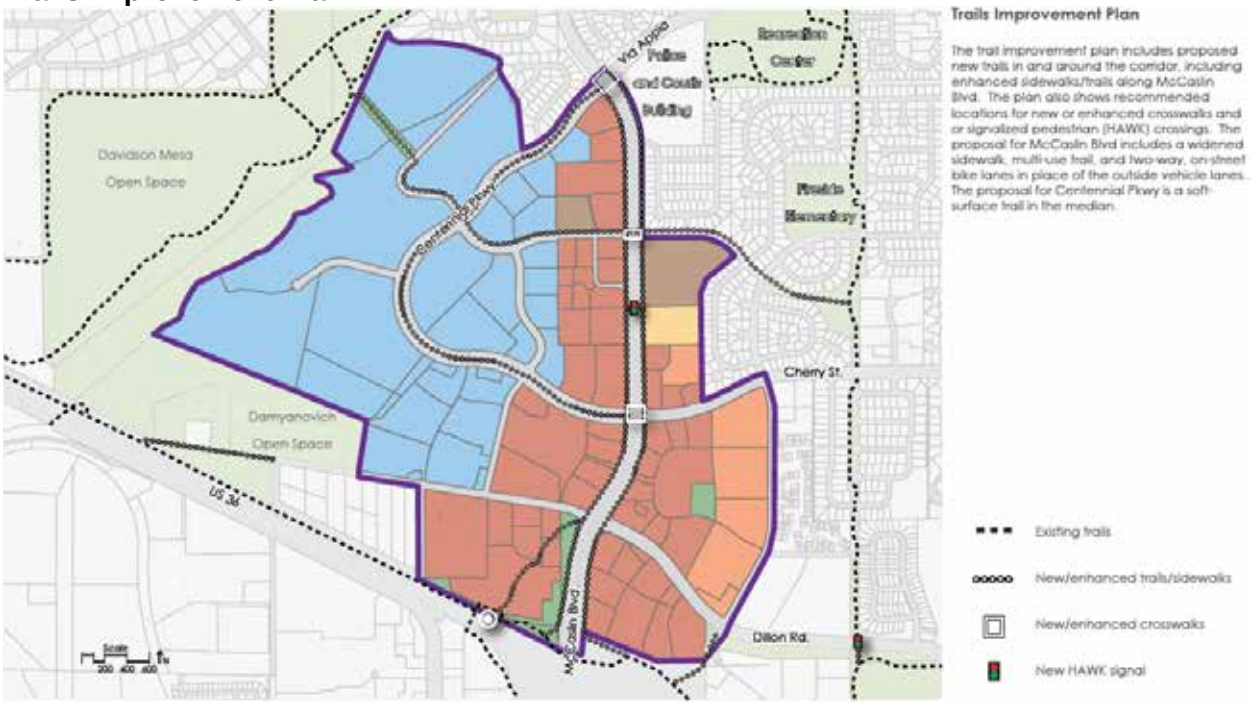
In the area near the US36/McCaslin transit/bus station residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?



Street Improvement Plan

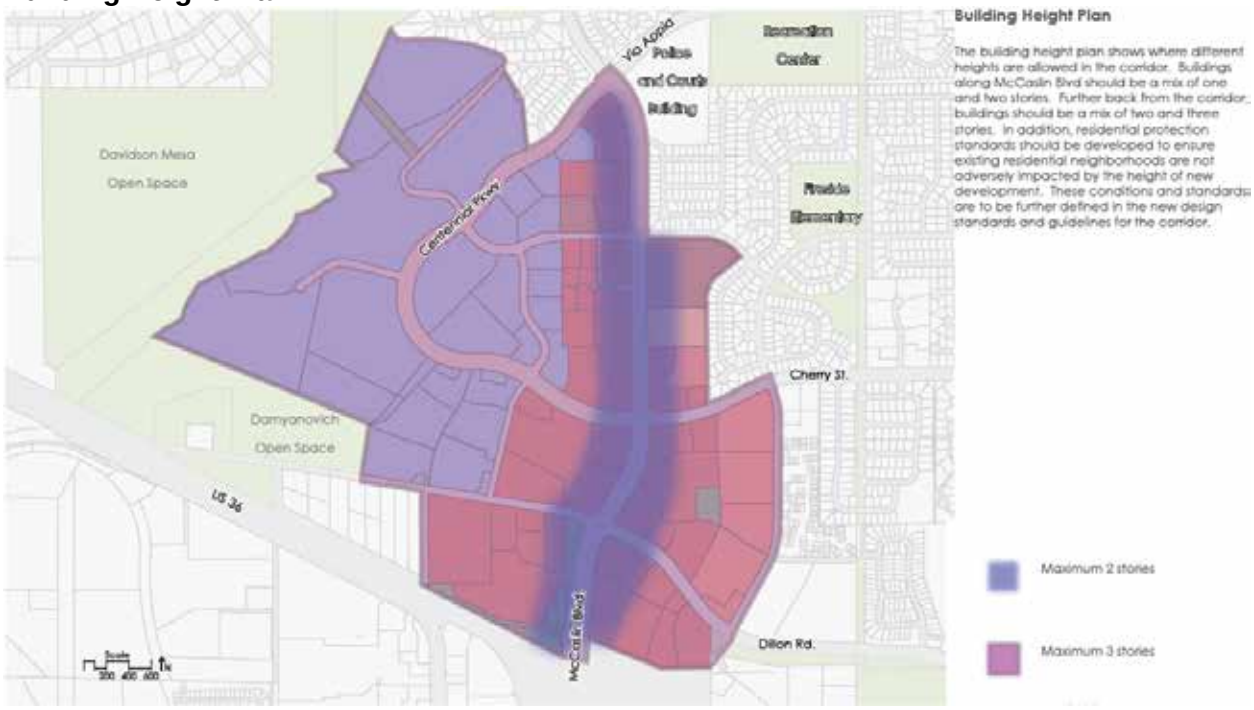


Trails Improvement Plan



Roadway Improvement Plan

Building Height Plan



Urban Design Elements – Center

Urban Design Elements - Corridor

Urban Design Elements – Edge

Fiscal Impact

Existing Development in Study Area		
Retail	897,781	Square feet
Office	1,769,692	Square feet
Residential	277	Units
Employees	7,993	People
Residents	333	People

Projected 20 year Increase over Existing		
Retail	296,308	Square feet
Office	2,223,745	Square feet
Residential	391	Units
Employees	539	People
Residents	8,923	People

Projected 20 year increase numbers for employees and residents are transposed.

20 Year Cumulative Fiscal Impact	
Revenue by Fund	
General Fund	$49,520,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$5,584,000
Lottery Fund	$0
Historic Preservation Fund	$2,112,000
Capital Pojects Fund	$17,761,000
TOTAL REVENUE	$74,978,000
Expenditures by Fund	
General Fund	$35,870,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$626,000
Lottery Fund	$0
Historic Preservation Fund	$0
Capital Projects Fund	$31,812,000
TOTAL EXPENDITURES	$68,308,000
Net Fiscal Result by Fund	
General Fund	$13,650,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$4,959,000
Lottery Fund	$0
Historic Preservation Fund	$2,112,000
Capital Projects Fund	($14,051,000)
NET FISCAL IMPACT	$6,670,000

Implementation

- Draft and adopt design standards and guidelines
- Timeline
- Cost estimates given in ranges

Questions from Commission to Staff:
Hsu says in our packet, it says there will be a significant increase in peak hour traffic for McCaslin. Is that all due to the growth of the area or is it, in part, due to the elimination of the third lane?
Robinson says there will be an increase in traffic north of Cherry, but not as significant. Two lanes will be enough to handle it. We will see a more significant increase in traffic south of Cherry coming from another 2 million SF of office with employees driving in and out. We are calling for an additional northbound through lane at McCaslin and Dillon to increase the capacity of that intersection. We did the projections based on full build-out of Centennial Valley and the rest of the corridor.
Hsu asks what Staff heard from residents regarding residential build-out. There are people who are opposed. Are they generally against it for the City or did they have specific complaints about the McCaslin area and that wasn't compatible?
Robinson says it is City-wide. Comments were about the City growing a lot in the last few years and added people on the roads and children in schools and the Recreation Center capacity. Some of the comments were central to the area and fiscal impacts. The McCaslin corridor is the City's prime source of sales tax income. Allowing areas zoned for retail and sales tax generating land to go to residential can be fiscally positive or fiscally negative. It depends on price of the housing unit and annual income of the resident.

Email and scenarios breakdown entered into the record:
Rice makes a motion to enter email from **Brian Larson** dated June 23, 2016 and scenarios breakdown of urban, suburban, and development plans, seconded by **Moline**. Motion passes 5-0 by voice vote.

Public Comment:
Sherry Sommer, 910 S. Palisade Court, Louisville, CO
My question is about the Principles of Connectivity, gathering spaces and pedestrian and bike connections. Will the City be able finance those types of improvements? It seems in the South Boulder Road area, many amenities were promised but there is a budget shortfall. Provision of those amenities is in doubt. I think this is important to think about. We talked about residential being close to existing residential. I have a question about the residential north of Dahlia. Is that high density housing or will that be similar to the single family housing we currently see there?
Robinson says the brown area labeled high density at the southeast corner is currently apartments. It would remain the same allowed density use.
Sommer says there is no commercial area there to be converted to residential. Will it be rezoned?
Robinson says it would maintain its existing zoning, but we were talking about the area in the interior of that shopping center, potentially changed from commercial to allow residential.
Sommer says I have a concern with that. It is adjacent to residential development which is a different type. People chose to live in an area because it is relatively quiet and less dense. Placing higher density residential would not be compatible to the kind of lifestyle these people came to enjoy. I have a big concern about having three stories away from McCaslin. As you drive through, you get a good view because there are lower buildings by the road. However, if you live close to the three story buildings, it is not very pleasant. We see that in the Alfalfa's area where people are having a hard time getting out of their neighborhood and having an ugly view of a big building that blocks them in. I heard something about residential being zoned through SRU. We talked about that with the South Boulder Road Area Plan. I am thankful to City Council that they decided to not allow it. I don't think it is a good idea. We talked about

more traffic on McCaslin up to Cherry. The intersection on Dahlia and Cherry needs to be looked at because there are families trying to cross at the intersection. We talked about having a roundabout in that area, but I heard nothing tonight.

Bernard Funk, 1104 Hillside Lane, Louisville, CO

I have been a resident for ten years. I have been attending these meetings for about three or four years. I have seen many of these plans. I think some of them are excellent, but some, I think, need to be reconsidered. I do oppose the three story buildings that might run along Centennial Parkway. I live on Hillside Lane which is at the intersection of Centennial and McCaslin. I don't want to look out my back window and see a three story building. I think something should be done with McCaslin; however, if we're bringing in all these corporate buildings and office buildings on the edge, I am not sure we won't need three lanes between Cherry and Century. Would Sam's Club in the light tan area on the map be residences?

Robinson says it would allow for residences. It would allow for the existing uses of commercial and retail/office.

Funk says in the five-year plan we looked at in the past, this area up by Hillside is where there are patio homes. Are we considering that anymore? Are we just considering office buildings?

Robinson says we heard some people in favor of it and some people opposed to it. When the Comp Plan was adopted three years ago, it limited the potential of residential basically to the east of McCaslin. We don't want to put forward any plan not compatible with the adopted Comp Plan.

Funk says I have an 11 year old child at Monarch K-8. I know about the feeding schools that go into there. Many of these schools are at 90+% capacity. Whatever we do, we need to consider some grammar schools are at near capacity.

Moline says I wasn't sure if you were talking about McCaslin or Century when you were talking about traffic concerns of the office park. Were you talking about McCaslin?

Funk says I was talking about McCaslin, going from three lanes down to two between Cherry and Century. Centennial going from two lanes down to one will take a lot more traffic over the next 20 years. I like the idea of a bike lane, a sidewalk, and a single traffic lane which will reduce the speed limit of the drivers. If all the land is developed, you will need two lanes going both ways.

Pritchard asks Staff if the thought process about the third story goes along McCaslin is based on the topography as it slopes down towards Highway 36. Would a third floor be less obtrusive?

Robinson says it is to avoid creating the sense of "canyon" along McCaslin because we've consistently heard people don't want it. It is creating residential protection standards or transition standards so we can avoid the situation of three story buildings abutting against existing residential neighborhoods.

Gary Sanders, 148 Griffith Street, Louisville, CO

I have been a Louisville resident for 33 years. When I moved here, there was only one business on McCaslin by Highway 36 that was a 7-11. It was the busiest 7-11 in the state of Colorado. This corridor is the most important part, I believe, of Louisville from a tax standpoint. One thing I am concerned about is in your fiscal analysis for the 20 year. There is only a $6 million projection of additional revenue for that corridor. Is that correct?

Robinson says it is $6 million net additional, so $6 million more than cost for the development.

Sanders says given what we have here today, what are the fiscal trade-offs of creating more commercial for that commercial tax base rather than use for office or residential? Has that analysis been done?

Robinson says the issue is that you can zone something for retail but that doesn't mean it will be built. That is the problem we've had in other areas of town. If that is the direction we want to go, we can zone more land for retail. Generally, the land that will be successful as retail is already zoned for retail such as the land along McCaslin where they get the most traffic. If you increase the retail zoning, it likely will not be developed as retail. The advantage of allowing some residential or other complementary uses that would be built is it will bring more customers to the existing residential we have. That is the analysis we've done.

Sanders says given the impact of the change and looking at the differences like a business case between developing this way and more commercial, has that analysis been done?
Robinson says at the previous meeting in February where we presented the three alternatives, we had a fiscal impact of build-out under the existing zoning and what the difference would be from the three alternatives. I don't remember what the numbers were, but we have looked at it.
Sanders says my concern is that over time, if we reduce the amount of commercial space and we dedicate it to residential, then we've lost any future tax base. I am urging the PC to take that into consideration and look at the trade-offs in association with what we are giving up and where our future should be in terms of commercial tax base. I am thinking more retail tax than use tax.
Tengler says the challenge historically is if you talk to the retailers in town, they say they need more rooftops. Simply zoning something retail, it may never be built, or it may be built and be failed retail because there is not enough residential to support it. That happens on McCaslin and Downtown and virtually everywhere. Your point is well taken. We need to do some analysis that factors in the different blends and how that impacts the tax revenues over time.
Rice says when we talk about fiscal impacts, the $6 million number that has been quoted is the bottom line after we talk about receipts and what gets spent. All of this is built on a model and is highly speculative. In terms of increase in tax revenues, we go to the top of that matrix. The sales tax revenue is reflected in the general fund number.
Robinson says the general fund number captures sales tax and use tax and property tax.
Rice says that is $49.5 million if the development occurred and all the conditions in the model are met. I think that is the number we are looking at, the near $50 million positive in terms of the general fund increase.
Tengler says this also speaks to the earlier point about how do we fund this? That is built into the model as well.
Robinson says the way the model is set up, it assumes a standard level of service at our current level of service. It builds parks and trails at the current ratio of miles per resident or acre per resident. It would, in theory, fund these capital improvements at a consistent level to what we have. Some of this calls for enhancement over existing, and then we would have to find funding for that. These are recommendations that go into our capital budget requests in the future. It is a conversation City Council has every year of what are our priorities and how can we fund it.
Moline says we will be getting $50 million, but the benefit is we will be getting the improvements that we can implement.
Cindy Bedell, 662 W Willow Street, Louisville, CO
I have been a property owner for almost 20 years. One of the reasons Louisville has been listed as one of the top small towns in America by Money Magazine is that it has low stress, is easy to get around, is attractive, has a low crime rate, and is economically viable. I believe in 2014, our sales tax increased to over 8%. I understand that we will be paying off our bonds for the library five years early and ahead of the original maturity date because of the increased property value assessments. I want to mention that we have been doing well economically and I think we should keep this in mind as we plan our city. We need to keep balance in mind and not just think money and sell everything out, and sell our quality of life. What I saw in this plan that concerns me is the words "urban infill". I understand three story buildings are already allowed in some areas, but when I see the projected models here and what I have seen before, I am really concerned. I imagine other residents are as well. The word on the street is "look what's happened to Boulder. You can't see the mountains. It's so dense and it's so crowded. It's ugly." People don't want to go there to shop. When I hear that, and I see the model for the Center area, I am very concerned about these 10-20' setbacks, three story buildings, and the density and scale. The Huckleberry used to be called Karen's in the Country. We are completely changing the vision of Louisville by urbanizing. As we continue to add more density, we will add more traffic. I hear talk of adding office space that will create unsatisfactory traffic conditions. It hasn't happened yet. We have the opportunity to create a balance in this plan. The second thing is residential. There are many residents who spoke against residential and I happen to be one

of them. I have heard the other side of the argument. I heard at a recent City Council meeting, one of the Council members say, “we can no longer rely on this argument that we need rooftops to draw retail.” If you look around east Boulder County, it is nothing but wall-to-wall rooftops and more are coming all the time. I think that it is an old argument and there are drawbacks to adding residential for infrastructure, for crowding, for the schools, and for the traffic. There are a lot of things against residential. My understanding is that Louisville will be receiving some of the sales tax revenues from the Superior Town Center project. I read in the plan in the packet that we see that as competition. But I have had it corroborated that we will receive tax revenue from that. What happens with urban sprawl is we compete with other people to build. At some point, we shoot ourselves in the foot. Finally, in summary, I want to encourage us in looking at the Small Area Plans to consider that quality of life for the current residents should be the most important vision. We have enjoyed one of the best qualities of lives in the country, and I hate to see us sell that.

Malene Mortenson, 947 St Andrews Lane, Louisville, CO

I came for the presentation for the Rec Center, but there are a couple of things that have come up. I haven’t heard anybody talk about where the residential is listed on this plan. Why couldn’t it be a combination of where you have retail on the ground floor, you have one story of residential above it? That way, you combine two positive impacts. I haven’t heard about the impact of the Superior Town Center on any retail we put into the McCaslin corridor.

Linda Boyd, Instant Imprints, 1148 W Dillon Road, #3, Louisville, CO

I am not a resident of Louisville but I have owned a small business in the McCaslin corridor for 12 years. I have a couple of random comments that may seem on both sides of the fence. I really love Louisville and I love having my business here. I did appreciate the drawings in the vision that you have for McCaslin. I think they are interesting and exciting but also scary for businesses. Right now, my business is in the Colony Square Shopping Center and what scares me most is the front facing-out concept. What that means is when the property owners decide to re-develop, it will cost a lot of money which raises rent. It is not easy having a business in Louisville. It is expensive and tough. We try hard and work hard at being a part of the community. I do think the McCaslin corridor is extremely important to Louisville because it is where people come in and out every single day. It is how people get to the Downtown and get to South Boulder Road. They have to drive through McCaslin and Dillon. I have driven that same intersection every day for 12 years. I ride my bike there and I walk there. I eat at restaurants there. I am probably here more waking hours than a lot of residents who live in Louisville. It is an incredibly important area and I want to see it look beautiful. I want it to be inviting. I want it to be an invitation for people to come into the Downtown area. I think we should put a lot of thought into how signage looks as well as buildings. Right now, we have a sign that says Marijuana, and I don’t like that sign. The traffic is crazy and I do like the diverging diamond. I think the bike path needs a little more connectivity in the City. I have been coming to these meetings for a long time and I think this is such an important area. We are a huge tax generator for the City. I am happy you want it to look pretty and inviting, but it has to be okay for the businesses too. If it gets too expensive to be there, I can’t make it.

Pritchard says in regard to the signage issue, it will be something that will be picked up if this moves forward. It is addressed by sign guidelines. I also want to get information from BVSD. We have given Staff some corrections to be made.

Hsu asks Staff about the Colony Square area. There is a cross-over bridge to Superior. Do we have any collaborative effort where we could do something on both sides of Highway 36 so it is a win-win for both communities? Have we talked to Superior on what we plan to do regarding enhancing that area?

Robinson says we have talked to Superior regarding the Park-n-Ride and the pedestrian bridge on ways to improve them. The shopping center is privately owned. On the east side where the Town Center is being built, we are reviewing those plans as they proceed. We do get a portion of the sales tax from a portion of that development. As far as enhancements to the shops and streets over there, we not have talked to Superior about it.

Pritchard says the shared revenue on the Superior side is because of some land annexation. They want to put medical facilities there which will not generate sales tax. It is a valid point to keep it in mind as we move forward.
Robinson says the agreement says they are obligated to build/zone for 200,000 SF of sales tax generating use in that area. Louisville gets half of the sales tax from those uses.
Moline says I have a couple small things. The Gateway Park will be a challenging spot to develop with an appealing place. I like the idea but it seems like a small area. In order to work, it will need some focus like outdoor art. I like most of the aspects of the plan. It does some great things for the corridor. I understand the fatigue that a lot of people have with more residential. My sense is that if we could do all of this without residential, I think we would like to keep the area commercially viable. My sense is that we don't think it is possible. When you have a Sam's Club sitting vacant for many years, it is a signal that there needs to be something done that invigorates this space. My sense is the improvements the plan recommends are worth some additional development. I like the direction that plan is going. I hear what residents are saying about building heights. I think the plan needs to be sensitive to it.
Rice says there are two things that have been said here tonight that I agree with whole-heartedly. This concept of balance has been the focus of this plan from the beginning. In my view, what we are looking at here now has a great deal of balance to it. I had concerns early on that there would be a heavy push towards residential which I strongly oppose. What I think we see here is a very de minimus use of residential. We are talking about 391 additional units and that is not much when you consider the scope of the area we are talking about. The other thing said repeatedly, and I again agree with, is that this is the economic engine of our community. We need to take advantage of that in a way that is both balanced and responsible. I think this plan addresses that as well. The plan lays the seeds for a very vibrant economic area down in the McCaslin corridor. That is what we are after.
Hsu says my initial reaction to the plan is it is very well written. I think it captures the challenges of this corridor very well. The residents spend a lot of time at various shops there, but they go there and drive away. I take the Park-n-Ride every day and there definitely are some problems going through and navigating the area. I go through the Home Depot parking lot or the Colony Square parking lot to park at a bus station. It seems weird. I'd like to understand from the residential survey about who is for or against more residential build out. Is it families with kids in schools? Is it someone who has lived here 50 years? My personal feeling is I do like the idea of mixed use, commercial, office, retail, residential, and I think this plan does a good balance. The technical advisory panel consulting packet mentioned a few award winning places which all had mixed-use residential and I think that may be the trend that people like right now. Living in a place where you can walk to the store, a restaurant, a brewpub, and walk back home. I don't live in that type of place. When I go shopping in that type of place, I am happier shopping there than stopping at a parking lot, going to a store, and driving away. I don't know what the fiscal trade-offs are. If we go from commercial to mixed-use, are we losing revenue or creating revenue? Going back to Colony Square, I feel like that is an area ripe for some mixed-use residential; being a transit hub, but that conflicts with the Comp Plan.
Pritchard says I'd like to see this again and have all seven Commissioners see it. I'd like more public input as well to refine these areas.

City of Louisville
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Planning Commission

Meeting Minutes

July 14, 2016
City Hall, Council Chambers
749 Main Street
6:30 PM

Call to Order – **Tengler** called the meeting to order at 6:30 PM.

Roll Call was taken and the following members were present:

Commission Members Present:	Cary Tengler, Vice Chair Ann O'Connell, Secretary Jeff Moline Tom Rice David Hsu
Commission Members Absent:	Chris Pritchard, Chair Steve Brauneis
Staff Members Present:	Rob Zuccaro, Dir. of Planning & Building Safety Scott Robinson, Planner II Lauren Trice, Planner I

- **McCaslin Blvd Small Area Plan:** A request to review a draft copy of the McCaslin Blvd Small Area Plan. ***Continued from June 23, 2016***
  - Staff member: Scott Robinson, Planner II

Motion made by **Rice** to move the McCaslin Blvd Small Area Plan to the August 11, 2016 Planning Commission meeting seconded by **O'Connell**. Passed by voice vote.

City of Louisville
COLORADO • SINCE 1878

Planning Commission
Meeting Minutes
August 11, 2016
City Hall, Council Chambers
749 Main Street
6:30 PM

Call to Order – **Pritchard** called the meeting to order at 6:28 PM.

Roll Call was taken and the following members were present:

Commission Members Present:	Chris Pritchard, Chair
	Ann O'Connell, Secretary
	Steve Brauneis
	David Hsu
	Tom Rice
Commission Members Absent:	Jeff Moline
Staff Members Present:	Rob Zuccaro, Dir. of Planning and Building Safety
	Scott Robinson, Planner II
	Susie Bye, Minutes Secretary

- **McCaslin Blvd Small Area Plan: Resolution 17, Series 2016.** A resolution recommending approval of the McCaslin Blvd Small Area Plan.
  - Staff Member: Scott Robinson, Planner II

Emails entered into the record:
Rice makes motion to enter emails into the record, seconded by **Hsu**. Motion passed by voice vote.

Staff Report of Facts and Issues:
Zuccaro presents from Power Point:
Good evening, Mr. Chairman, and members of the Planning Commission. I am Robert Zuccaro with the Planning Department for the City. Before Scott Robinson makes the presentation, I wanted to provide a background and context for this review. As you know, this is the continuance of the initial review from June and I probably should have made this introduction back then. I do want to go back a little bit and talk about background and context for how this plan was developed. I will try to keep it brief but I think it is important to define this. Some minor changes have been made since June as well, and Scott will go over those.

The idea of creating the Small Area Plan comes from the City Comprehensive Plan that was updated in 2013. That plan called for the creation of these small area plans and neighborhood plans to provide more specific recommendations for areas of the City that needed a deeper review, vision, and definition of what the City's goals were. The McCaslin Blvd area that you see up on the slide is one of those areas identified. This is, in effect, an extension of that Comp Plan effort; to take a more detailed look at a very important area of the City.

The Small Area Plan has a 20 year time horizon. It is intended to provide a vision and policy direction for how this area should be maintained and developed over this time. It is intended to define how the area should feel and function, insure it continues to be a desirable commercial core for the City, and continue to make significant contributions to the economic sustainability of the City. It is also important to recognize that this is not a regulatory document; this is a policy document that provides policy guidance to the City. There is a lot of follow-up that needs to take place in order to implement this plan once it is approved. It defines both public and private improvements in the area. In reality, what this can lead to are changes to the municipal code, zoning, and the creation of design regulations. These are all the types of things that are called for from the plan. It also provides guidance for City Capital Improvement Expenditures in the short, medium, and long term. These are in the plan as well and this is just guidance. Every year, Staff works with the City Manager and City Council on refining these priorities. It helps to provide guidance to developers and Staff working with developers on both private and public infrastructure that comes out of these developments and development reviews you see on a regular basis. It also helps the City apply for grant funding and provides the context for regional planning. Despite the 20 year horizon of the analysis in the plan, it is only intended to reflect the community's current desires but with an eye to the future. It is a living document and needs to be reviewed, reconsidered, and updated on a regular basis. Even though this has been a process going on for several years, it is ongoing vision. We are trying to encapsulate the community's current vision and desires for the City. This may be different five years from now and we need to look at this on a regular basis as we move forward once a plan does get adopted. I did want to go over the vision, core values, and core principles that the Comp Plan and the Small Area Plan are based on. It is important to provide the context for what you are reviewing tonight.

Vision Statement

Established in 1878, the City of Louisville is an inclusive, family-friendly community that manages its continued growth by blending a forward-thinking outlook with a small-town atmosphere which engages its citizenry and provides a walkable community form that enables social interaction. The City strives to preserve and enhance the high quality of life it offers to those who live, work, and spend time in the community. Louisville retains connections to the City's modest mining and agricultural beginnings while continuing to transform into one of the most livable, innovative, and economically diverse communities in the United States. The structure and operation of the City will ensure an open and responsive government which integrates regional cooperation and citizen volunteerism with a broad range of high-quality and cost-effective services.

Everything in this Plan should be a reflection of this vision. Out of the Comp Plan, there were also fourteen Core Community Values. Here are some of the values I wish to highlight.

Core Community Values

The following Core Community Values are the foundation upon which the City of Louisville will make decisions and achieve the Community's vision.

We Value…

A Sense of Community . . . where residents, property owners, business owners, and visitors feel a connection to Louisville and to each other, and where the City's character, physical form and accessible government contribute to a citizenry that is actively involved in the decision-making process to meet their individual and collective needs.

Our Livable Small Town Feel . . . where the City's size, scale, and land use mixture and government's high-quality customer service encourage personal and commercial interactions.

How is the community designed? Is the government friendly and accessible?

A Healthy, Vibrant, and Sustainable Economy . . . where the City understands and appreciates the trust our residents, property owners, and business owners place in it when they invest in Louisville, and where the City is committed to a strong and supportive business climate which fosters a healthy and vibrant local and regional economy for today and for the future.

Is this a place supportive of business investments? These are things we are trying to accomplish with the Comp Plan and Small Area Plan.

A Connection to the City's Heritage . . . where the City recognizes, values, and encourages the promotion and preservation of our history and cultural heritage, particularly our mining and agricultural past.
Sustainable Practices for the Economy, Community, and the Environment . . . where we challenge our government, residents, property owners, and our business owners to be innovative with sustainable practices so the needs of today are met without compromising the needs of future generations.
Unique Commercial Areas and Distinctive Neighborhoods . . . where the City is committed to recognizing the diversity of Louisville's commercial areas and neighborhoods by establishing customized policies and tools to ensure that each maintains its individual character, economic vitality, and livable structure.
A Balanced Transportation System . . . where the City desires to make motorists, transit customers, bicyclists and pedestrians of all ages and abilities partners in mobility, and where the City intends to create and maintain a multimodal transportation system to ensure that each user can move in ways that contribute to the economic prosperity, public health, and exceptional quality of life in the City.

Are we providing mobility for all ages and abilities and modes of transportation?

Families and Individuals . . . where the City accommodates the needs of all individuals in all stages of life through our parks, trails, and roadway design, our City services, and City regulations to ensure they provide an environment which accommodates individual mobility needs, quality of life goals, and housing options.
Integrated Open Space and Trail Networks . . . where the City appreciates, manages and preserves the natural environment for community benefit, including its ecological diversity, its outstanding views, clear-cut boundaries, and the interconnected, integrated trail network which makes all parts of the City accessible.

Are we creating connections and improving mobility and access?

Safe Neighborhoods . . . where the City ensures our policies and actions maintain safe, thriving and livable neighborhoods so residents of all ages experience a strong sense of community and personal security.
Ecological Diversity . . . where the City, through its management of parks and open space and its development and landscape regulations, promotes biodiversity by ensuring a healthy and resilient natural environment, robust plant life and diverse habitats.
Excellence in Education and Lifelong learning . . . where the City allocates the appropriate resources to our library services and cultural assets and where the City actively participates with our regional partners to foster the region's educational excellence and create a culture of lifelong learning within the City and Boulder County.
Civic Participation and Volunteerism . . . where the City engages, empowers, and encourages its citizens to think creatively, to volunteer and to participate in community discussions and decisions through open dialogue, respectful discussions, and responsive action.
Open, Efficient and Fiscally Responsible Government . . . where the City government is approachable, transparent, and ethical, and our management of fiscal resources is accountable, trustworthy, and prudent.

As we move into the Small Area Plan process, all of the Vision and Core Values were analyzed. There was extensive public input in the public process with the Comp Plan. We included that with the Small Area Plan and the purpose of that is defining the Vision as it relates to the McCaslin Blvd Small Area Plan context. The Vision and those Core Values were translated into some very important principles rather than Core Values, but they are functioning much in the same way. On page 15 of the plan, there is a section that states "what needs improvement." Based on the Vision and Core Values of the Comp Plan, what needs improvement in this area?

What Needs Most Improvement:

- Sense of Community
- Sustainability – Economy/Community/Environment
- Unique Commercial Areas/Distinctive Neighborhoods

What came out of the public process was a sense of community and sustainability. Sustainability means economic community and environmental sustainability. These are all connected concepts. You can't have one without the other; a unique commercial area with distinctive neighborhoods. These were the things that, through the public input process, were determined to need improvement for the McCaslin Blvd area. This led into the Principles for the plan. These needs and principles were reviewed by the PC and CC and it has been about one year since that happened. This was an important check-in during the planning process to make sure we were going in the right direction.

Six Principles

- Development to Meet Fiscal and Economic Goals
- Encourage Desired Uses/Facilitate Redevelopment of Vacant Buildings

- Improve Connectivity and Accessibility
- Enhance Bicycle and Pedestrian Connections
- Create Public and Private Gathering Spaces
- Create Design Regulations that Reflect Community Vision and Promote Creative Design

These are the principles this plan is based on. As you are reviewing the plan this evening, my recommendation is to keep the Vision, the Core Values of the Comp Plan, the Needs, and the Principles of the Small Area Plan in mind. We can ask ourselves, are we achieving what the Vision, Core Values, Needs, and Principles outlined through the planned elements? This evening, Staff is looking for community input and feedback from the Commission on the content on this draft plan with the idea of ultimately recommending a version of this plan to City Council. Some areas of the plan likely still need discussion and final direction before moving on to City Council. We are looking forward to having that conversation this evening with the Commission and the public.
Hsu says I have a question about how this is implemented. If CC passes the Small Area Plan basically the way it is, can you chart out what that means to the community, the Planning Department, and the City in the next six months to a year?
Zuccaro says at the end of the plan, there is an implementation table that points out the time frame for these items. Some of the short term items would be looking at new ordinances and regulations for the area to reflect the land use plan and creation of design guidelines. There is also some infrastructure that would come in the early stages and recommended as Capital Improvements.

Robinson presents from Power Point.
Here is a quick recap of what was presented at the June 23, 2016 meeting. The Small Area Plan came out of the Comprehensive Plan and is intended to guide development in the corridor.

<u>Study Area</u>

1. Defines desired land uses for the corridor;
2. Establishes preferred physical character (design guidelines);
3. Outlines public infrastructure priorities

You will see some renderings in this presentation which are not specifically proposed. This is not something the City is going to build. This is to give an idea of, if and when the property owners decide they want to redevelop these properties, what these design guidelines would call for and what it would look like. The City is not planning on tearing down any businesses or rebuilding anything.

Project Schedule

- February 2015 – Kick-off Meeting
- August 2015 – Walkability Audit/Placemaking Workshop #1
- November 2015 – Placemaking Workshop #2
- February 2016 – Placemaking Workshop #3
  - Three Development scenarios
  - Urban design elements
  - Roadway improvements

Plan Outline

- Introduction
- Process
- Context Principles
- The Plan
- Implementation

We will focus on the Plan Section.

Community Design Principles

- Improve McCaslin
  - Safer and more pleasant street to use for all
  - Clear distinction between street and driveways
  - Buildings that face the street and are accessible from the sidewalk
- Connect residents to amenities
  - Safer and simpler east/west connections
  - Improvements to Cherry/Centennial and Century Drive
  - Additional green fingers connecting to Davidson Mesa
- Smaller Blocks
  - Facilitate incremental development with smaller blocks
  - Create transportation options with additional street
  - Eliminate confusion between driveways and roads

Development Types

- Edge – Similar to what is in Centennial Valley Office Park currently. Larger developments with a focus on more natural landscaping creating clusters of development with open spaces in between.
- Corridor – Similar to standard suburban development.
- Center – Closer to the interchange and transit stop. Higher density, more walkable and more pedestrian friendly. More mix of uses between office and retail and allowing residential.

Placemaking Concepts

- Center
  - Creating gateway park
  - Allowing views into the site instead of consistent street wall
  - Smaller Blocks
- Corridor
  - Active Edge
  - Views into the site

  - Core retail street
  - Internal gathering spaces
- Edge
  - Cluster buildings
  - Green fingers

Urban Design Plan

Blue: Office in Centennial Valley
Red: General commercial, allowing both retail and office along McCaslin
Orange: Retail/Office/Residential
Parcel O, Sam's Club site
Centennial Valley Center

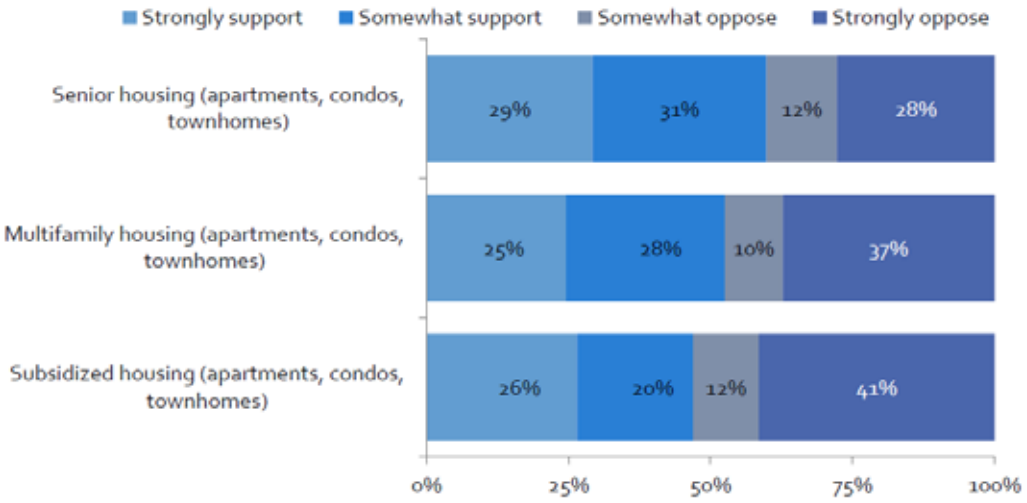
Even if Orange is approved and if and when the property owner wants to redevelop, it would go through a re-zoning process. The City will not come in and evict these businesses, and then build apartments. This is also only allowing this through Special Review Use (SRU). It must be appropriate for the site.

At the last meeting, the PC asked for results from the city-wide Community Survey done every four years. There were two questions asked about residential in the McCaslin Blvd area. It asked about three types of residential housing – senior housing, multifamily housing, and low-income housing. While there is support for all three types, there are also quite a few people who strongly oppose all three types. It is something we have seen throughout the plan process; the divided opinion on whether to allow residential, what type of residential, where to allow it, and if it is allowed in the corridor. If residential is to be allowed in the McCaslin area, should it be adjacent to existing residential development. In the draft plan, it allows residential through re-zoning and SRU, but only adjacent to the existing residential. It does not allow it in the Colony Square area. If PC and CC want to see it there, Staff can re-evaluate it. Staff wanted to present a draft that is consistent with the adopted Comp Plan and the direction received three years ago when it was adopted.

Parcel O, the former Sam's Club Area

Figure 24: Level of Support for Housing Options for Former Sam's Club Area

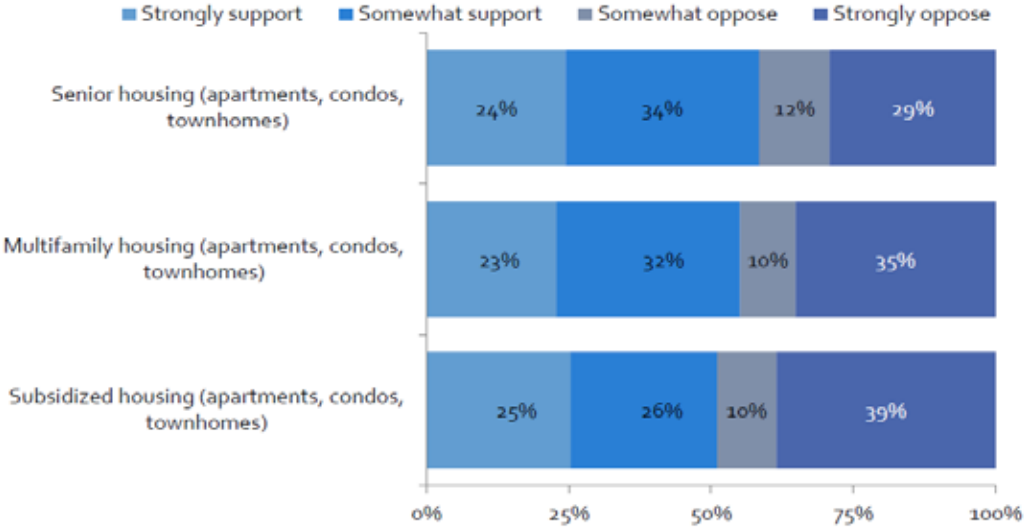
Most of the land zoned for residential uses in Louisville has been built out. In the former Sam's Club shopping area residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?



US 36/ McCaslin area/ Colony Square/Movie Theater/ BRT Station

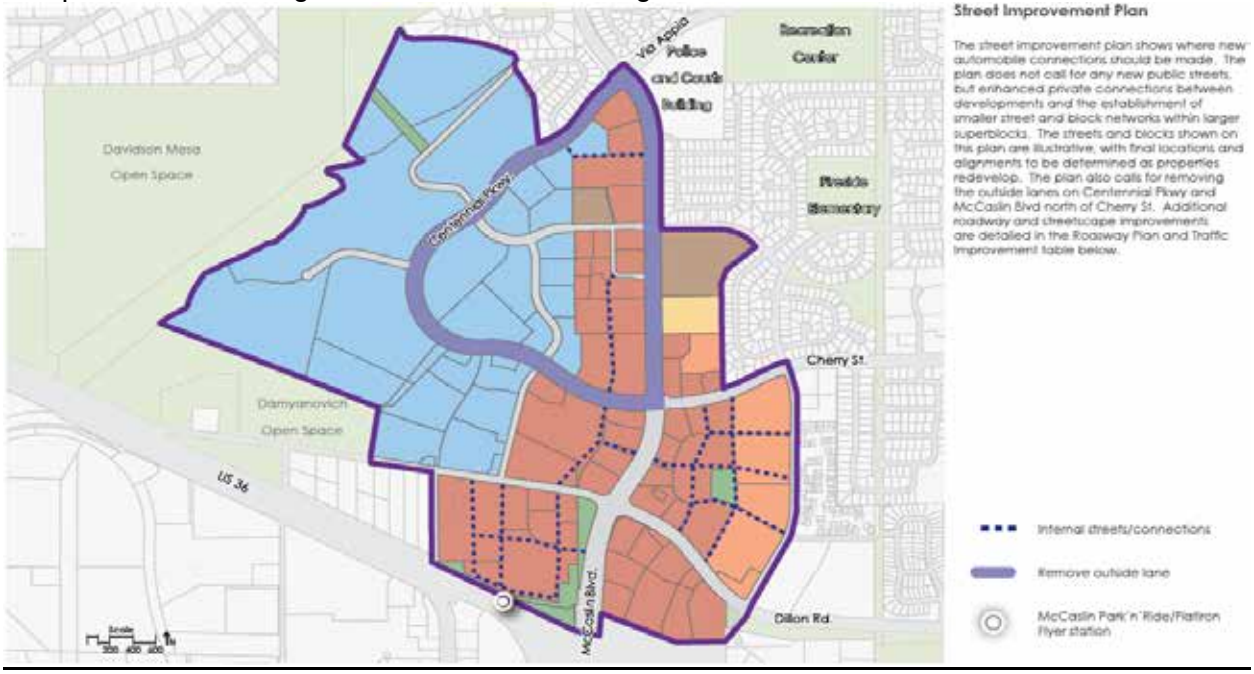
Figure 25: Level of Support for Housing Options for US36/McCaslin Area

In the area near the US36/McCaslin transit/bus station residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?



Street Improvement Plan

The plan has not changed since the June meeting.

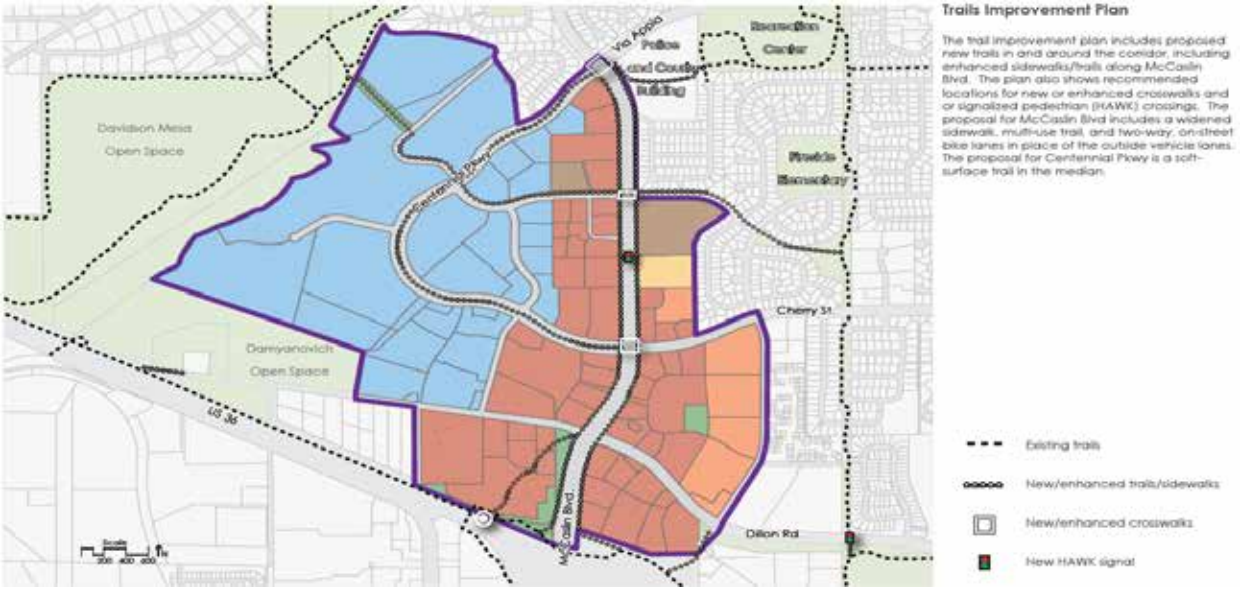


Trails Improvement Plan

The only change is when Staff met the Open Space Advisory Board (OSAB), they requested a trail across the Police Department property connecting to the existing trails on the Recreation Center property to the intersection at Via Appia and McCaslin. We met with Parks and Public Landscaping Advisory Board (PPLAB) and their request was, if new parks are added such as at Sam's Club site or new trailhead in Centennial Valley, to insure they are well connected to either new or existing trails.

Advisory Boards

PPLAB: Ensure any new parks are well connected to trails and other parks
OSAB: Include trail connection through Police property



Roadway Improvement Plan

The plan has not changed since the June meeting.

Building Height Plan

This is the biggest change you will see since the June meeting. The lighter purple would allow up to three stories, which is what current zoning allows. Based on public input we have received, we would like to see a maximum to two stories along McCaslin so we don't get the "canyon" feel or create an enclosed space along McCaslin. Staff wants to create residential protection standards which are already in the Plan, but we want to make it more explicit and include it in the graphic. The darker purple along the adjacent residential allows a maximum of two stories to minimize any impacts on the current residents and property owners.

<u>Urban Design Elements – Center</u>

Renderings have not changed since the June meeting. There is nothing stopping property owners from re-developing now. They would go through the PUD process. The current zoning allows three stories. In reducing some of the allowed height within the corridor, we are reducing the total amount of allowed development. We are not looking to make anybody re-develop at this point.

<u>COLONY SQUARE</u>

<u>PARCEL O (FORMER SAM'S CLUB SITE)</u>

<u>Urban design elements – Corridor</u>

<u>CENTURY DRIVE</u>

<u>CENTENNIAL VALLEY</u>

FISCAL IMPACT

Existing Development in Study Area		
Retail	897,781	Square feet
Office	1,769,692	Square feet
Residential	277	Units
Employees	7,993	People
Residents	333	People

Projected 20 year Increase over Existing		
Retail	296,308	Square feet
Office	2,223,745	Square feet
Residential	391	Units
Employees	8,923	People
Residents	539	People

20 Year Cumulative Fiscal Impact	
Revenue by Fund	
General Fund	$49,520,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$5,584,000
Lottery Fund	$0
Historic Preservation Fund	$2,112,000
Capital Pojects Fund	$17,761,000
TOTAL REVENUE	$74,978,000
Expenditures by Fund	
General Fund	$35,870,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$626,000
Lottery Fund	$0
Historic Preservation Fund	$0
Capital Projects Fund	$31,812,000
TOTAL EXPENDITURES	$68,308,000
Net Fiscal Result by Fund	
General Fund	$13,650,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$4,959,000
Lottery Fund	$0
Historic Preservation Fund	$2,112,000
Capital Projects Fund	($14,051,000)
NET FISCAL IMPACT	$6,670,000

ANALYSIS FROM BOULDER VALLEY SCHOOL DISTRICT

Staff received a letter from Glen Segrue with BVSD dated July 22, 2016. They say they can accommodate projected development in the McCaslin corridor. They are seeing significant growth from Superior at Monarch High School, but they believe they can accommodate that and any development in Louisville through restricting open enrollment.

"Fireside has virtually no new housing potential and could easily absorb these new students. Monarch K-8 and Monarch High… are going to see significant growth in the next few years from Superior, they can both likely accommodate these students by restricting the number of new open enrollment students from outside their attendance area."

IMPLEMENTATION

- Draft and adopt design standards and guidelines
- Timeline
- Cost estimates given in ranges

Commission Questions of Staff:

Rice says I have three areas I want to ask about. The first has to do with the residential development mostly on the southeast corner of the study area. The second thing has to do with the transit plaza, and then the third, I want to revisit the fiscal analysis again. If we go to page 23 of the Plan, what we see is this residential area on the southeast corner. It is designated as retail/office/residential. Is this what we would typically refer to as mixed use development?

Robinson says it would allow for mixed use. If the property owners want to keep it commercial, retail, or office, they would be allowed to do that. It would be allowed as use by right. If they want to redevelop, they would have to go through the PUD process like any commercial development, but they would not have to have a special request for the use of retail or office. If they wanted to do residential, it would require rezoning which does not allow residential. The proposal would require another process, an SRU, which goes through PC and CC.

Rice says if we look at some of the emails received from citizens tonight, people are critical of the use of the SRU as a means to rezone. I want to make sure I understand that. What we are saying is that if somebody did want to build residential on the property that is designated retail/office/residential, they would first have to go through the rezoning process. After that, they would still have to go through the SRU process. There are no short cuts there. Can you tell me anyplace in Louisville where we have retail/office/residential development that is working?

Robinson says it can be done a few different ways. When people here say mixed-use, they think of residential over retail. We have the eye doctor and hair salon on south Main Street that has condos above those businesses. That is our only example and it is in downtown. Another form of mixed use is residential next to retail such as the Alfalfa's development, which we consider mixed use because they are all on the same property. It has apartments about to open.

Rice says here is my concern. I've seen this pattern develop in that we have this concept of mixed use, and then people come back and say, we can't make the commercial work so we'd like to double up on the residential. I take a very dim view of that. To review the numbers, what I understand is that according to the plan as it currently exists, we are talking about 391 additional residential units possible, but not saying we will have that many. That is the outside limit and it is over a period of 20 years.

Robinson says that is a projection. It is how many could be built under the maximum allowed density in the projected lifespan of the plan and at projected build-out.

Rice says that 391 units translates into 539 new residents over a 20 year period. **Robinson** says based on average occupancy rates in the City.

Rice asks about the transit plaza near the Colony Square. This BRT area is part of our Principles in the Comp Plan; to enhance the use of mass transit as part of the Plan. We have a new transit plaza with new office workers in the new office buildings who will use it to arrive and

leave from work. Where in our plan do we discuss how we are going to implement any of this? How do we get people from the transit plaza to the offices?
Robinson says we are looking at improving the bicycle and pedestrian connectivity in the area, and creating smaller blocks that are easier to walk throughout. We also have the first and final mile plan done in conjunction with US 36 Commuting Solutions and other communities in the corridor. It had some suggestions on getting people to and from that transit stop. One of the things we have looked at is a bike share in conjunction with other communities.
Rice says some of these new offices might be built in the northern part of Centennial Valley. That is not a walkable thing for most people. How do we get people there? Shouldn't that be part of the plan if it is a key element of what we are doing here in a Principle? Shouldn't we be looking at how the plan envisions moving those people from the transit plaza to their offices?
Robinson says there is the RTD 228 bus service which runs up and down McCaslin and serves the transit stops. As we get increased density and we get more office workers and more people using the bus, we can look at increasing service on the 228 for more frequency. That is the best option for getting service further north.
Rice says regarding the fiscal analysis on page 33, it looks like we are talking about adding roughly 300,000 sf of additional retail over the 20 year period. The office space will be more than doubled. In those offices, we will add nearly 9,000 new employees. I understand these are projections, but then we build a fiscal analysis off those projected numbers. What we end up with is a net fiscal impact of just short of $7 million positive over the 20 year period. How can we more than double the office space at 300,000 sf of retail, bring in 9,000 new employees, and only have something to the order of $300,000 per year positive fiscal impact?
Robinson says a lot of this is driven by the way office development is treated in the model, which we are re-evaluating with the finance committee currently. The model looks at revenue coming from two sources, square footage of retail space and the number of residents and how much they spend. The model does not capture office worker spending directly through office workers. It is captured through additional retail square footage. Currently, the area is little over-retailed, so some of the new office would be filling up existing retail, and providing demand for the additional 300,000 sf.
Rice says can the fiscal model be amended to try and capture that. I presume this net fiscal impact is going to increase and be more positive. Dollars spent by these office workers has real value if they are not residents. We are not providing services.
Robinson says the model is set up to assume they do use some City services such as parks and open space at lunch or after work. There is some cost attributed to new office workers but not nearly to the extent of a resident.
O'Connell says when we looked at the community input on new residential, the only area where there was a majority of approval was for senior housing. Where in the plan do we deal with senior housing? At what point in the residential rezones of the SRU process would that come up to accommodate seniors?
Robinson says currently, there is nothing in the plan specific to limit housing to seniors. It could be addressed through the rezoning and SRU criteria. If they are rezoned to allow residential, there could be conditions placed to allow for senior housing. This is one source of input and it showed strong support for senior housing. We have heard a strong desire for first-time homebuyers or young families struggling to find housing in Louisville. We are not meeting the demand for lower income housing.
O'Connell says if we want to fine tune the type of residential, it would come up during the re-zoning portion.
Zuccaro says that is the mechanism for doing it. If there is a desire to have a policy to promote that, this is a good time to add that into the plan. It can turn into a guideline or a regulation that Staff would then implement with those re-zonings and SRUs. It is hard for the City to request or require an amount of certain types of housing. There is no policy to support it.
Brauneis says regarding the Building Height Plan, ultimately I think it is a good neighbor policy to try and restrict some of this along the adjacent existing residential. What type of impact would

it have on the properties? They are currently zoned for three stories and that has the potential to upset some existing property owners.
Robinson says the plan is reducing the allowed height in some places. It is within the City's power to set zoning and design guidelines. The property owners have been involved in this planning process throughout. There is little three story development out there now and we have not seen a strong demand for three story development. This does not totally eliminate the possibility of three stories in the corridor, but it does create a better transition to residential neighborhoods which is a good community value. It would make a more successful development if and when they redevelop.
Hsu says many of the comments from citizens are basically about "small town character" and making the McCaslin area an urban corridor rather than suburban or "small town". Can you speak broadly about what the plan is or is not?
Robinson says as Rob went over the broad policies and the Comp Plan which laid out the 14 Core Community Values. At the first public meeting, we had everyone look at them and identify the ones where they felt the community was lacking and how we could change that. One that received the most votes was the lack of "small town feel" and character in the McCaslin area. What that seemed to mean to people was creating friendlier development, more pedestrian friendly, more bike friendly, and creating some community gathering spaces in the area. Right now, it feels like McCaslin is someplace you go to shop or grab lunch or see a movie, but not somewhere you walk around and spend time and meet people. While we are not trying to recreate Downtown, we want to create something uniquely Louisville that had those same kinds of characteristics. With the Design Guidelines, we are trying to create a more pedestrian friendly feel, make better connections across McCaslin and throughout the corridor, and make it easier to get to, easier get around, and easier to spend time.
Hsu says the Plan tries to limit building heights to two stories. Can you speak about what limits the density of the building as far as area?
Robinson says we will get into that in the design guidelines. Currently, we limit how much can be built through landscape coverage requirements. The commercial guidelines require 30% of the site to be landscaping, and parking requirements limits how much building can be built on a property. Those are the main tools right now.
Hsu says Principle 2 is about having public and private gathering spaces. There is one park in Parcel O. Why is that specific area envisioned for a park?
Robinson says the reason we are looking at that area is because under the current plan proposal, it would allow for residential and commercial uses. It would create greater demand for the park as opposed to across the street which is commercial and office. If and when this property would redevelop, we would work with the property owner and developer to acquire that land for a park, either through requiring it as part of redeveloping or purchasing it at that time.
Hsu says I notice in the Implementation Table, the park purchase has no cost associated with it. It seems to be unrealistic.
Robinson says ideally, when this redevelops and we work with the developer, we will have it dedicated to the City. What can we require a developer to do and grant to the City at that time? How would that space be dealt with and maintained? Would it be privately owned with a public access easement or dedicated to the City and owned and maintained by the Parks Department.
Hsu says when I look at this area, we have a parks area in Parcel I, the Gateway Park which is already existing. At the last meeting, it was mentioned that it is really not a park, but more an entry way for trails. What would it take and how can we get more parks?
Robinson says there are a few options. Instead of the City acquiring parks, the City can work with developers to create private gathering areas as these properties redevelop. They would be privately owned and maintained, but publicly accessible. The highest level option is to buy property. Some of these parcels are on the Open Space acquisition priority list. They are not top priorities, but the OSAB is tracking them. If it becomes a higher priority or the properties become available, that is an option. It should be noted that when Centennial Valley was first developed, the City acquired Davidson Mesa Open Space through their dedication requirement. We have

significant public space. It's not an actively used gathering space, but it is a great amenity. One of the main goals of the plan is how do we get people to that amenity from this area.
Hsu says you mentioned the Comp Plan states the land around the transit area be commercial rather than residential. If we want to pursue residential, is there an option to do that?
Robinson says Staff will want direction from the PC that they think residential is appropriate and something to be included. It can be included in your recommendation to CC and Staff will present it. Ultimately, it is up to CC whether to include that in the plan. It may require rezoning. Colony Square is zoned Commercial Business which already allows residential as a SRU. Currently, it is not consistent with the adopted Comp Plan.

Public Comment:
Debbie Haseman, 247 S Lark Avenue, Louisville, CO. Submitted email August 9, 2016.
We have lived in Louisville for 25 years. I appreciate the overview of the Mission Statement and the Principles. What I heard concerning these guiding principles resonated in a positive way with me. I think those are important to remember. I think there are many unanswered questions that need attention. I do love Louisville. I love the size of Louisville that it is now. I am concerned about losing that, growing too big, and not being a small town anymore. With development comes more traffic, more congestion, and longer waits in restaurants. It is already harder to find parking. It has been great to pull into a parking space, but now I have to look around more. I do understand the need for smart development and redevelopment of areas that are in need of attention and fixing up. I support green space. I appreciate the questions about parks and more landscaping along the major streets and an increase in safe bike trails and walkways. I think careful consideration of any new retail or commercial business needs to be given. I am against increasing new residential developments and increasing any height of existing or new buildings. I don't want Louisville to become like other cities that have developed for the sake of developing, and have lost their special character. Please continue to make all of the Principles and the Mission Statement a priority in your considerations. Please consider the quality of life of the current citizens of Louisville.
Charles Haseman, 247 S Lark Avenue, Louisville, CO
Our house is right at the bend of that purple area. We have apartment buildings behind us. The last time I spoke in front of the CC and the PC was during the development of those buildings. The neighbors had quite a lot of input in getting the buffer we needed as homeowners, but also accommodating some high density housing. I think when we moved to Louisville, we always knew that this area was going to be developed and that infill would come at some future date. In the 25 years I have been lived here, I have experienced increased traffic, more noise on McCaslin, loud cars, and when the Fire Station was built, more siren noise. With more people comes more congestion and noise. We raised two girls and they went through the schools in Louisville. We have enjoyed our time here. I believe we are already a good city in many ways. There is a quote by Voltaire, "perfection is the enemy of good". I believe we are at "good" right now and if we continue to try to find perfection, we may lose what we have right now. This design is going to allow three story buildings that will impact our neighborhood. I would like to see the plan restrict all commercial on McCaslin to two stories. It will maintain the views we have right now. The development in Boulder along Valmont where they have three story buildings close to the road makes you feel like you are in a canyon. I want to emphatically state that I would be against that. We need to keep the two story limit along McCaslin and protect the homeowners there now. McCaslin is bordered by residential from South Boulder Road south until we get to our neighborhood. We are looking for a buffer and I hope you keep that in mind. Most of the people here are concerned about redevelopment. Staff stated that an owner of that property could decide to redevelop and build a building to the three stories allowed. I think the neighbors want that to be eliminated and not allowed. Staff mentioned the transit station. For the residents now, the 228 bus does not really serve us. The route goes to South Boulder Road, goes east and back to Downtown, then back around. We don't utilize the bus. That route is for office people who come to town from Broomfield or those going north. I work in Boulder and for

me to use RTD from that transit station, I would have to go into Boulder and then ride out to my job on Arapahoe Road, or catch the DASH, ride into Louisville, and then ride into Boulder. The only RTD we can utilize is the Call N Ride. There needs to be more planning around transit. We have been waiting for parks in our neighborhood for a long time. The closest park to us is Fireside Elementary where my kids could go and play. The next closest one is Heritage Park on Dillon Road. There is plenty of open space but no organized facilities except those provided through the school district. There would have to be more park space in this plan to make this acceptable to us. Louisville is a great place and I appreciate your service to the community.
Curtis Paxton, 383 Meeker Court, Louisville, CO
Thank you for the opportunity to speak tonight. I would like to direct the PC to the map on page 32 of the plan regarding building heights along McCaslin Blvd. There are now three versions of this map; the one from the July meeting, the one publicly available on the website, and the one in your packet tonight which is not publicly available. I figured out the map had changed because the revision date in very tiny print of nondescript color in the lower left hand corner of the title page had changed. That is concerning to me as a resident. Why is this map changing? I believe in the value of a document like this and in the details. First, in your packet on pages 29-31, there isn't a concept of what development would look like in the northeast corner of McCaslin and Cherry. This is exactly behind our house. This is an area where the plan is closest to existing residences. Second, the plan seems to advocate development of protections for existing residences outside the scope. I personally believe that the most difficult part of this plan will be integrating it with existing residences, especially along McCaslin, along Cherry, and the corner. The integration in my mind should be at least significantly matured or better finalized prior to this commission approving this draft and submitting it to CC. It is the single most important issue surrounding the plan. More broadly, I'd like to highlight one note from the McCaslin Small Area Survey Results. Those were in the plan presented in July and are no longer attached to the plan. I believe they are in the meeting packet. In those survey results, respondents preferred one and two story buildings for commercial use. I would urge this PC and the planning department to take that into account because it does not seem that residents want three story buildings. In the July meeting, Commissioner Rice said it would be hard not to approve a building extension exemption for Balfour because of the precedence of other height exemptions that had been granted in the immediate area. As such, I recommend that the PC reject the McCaslin Blvd Small Area Plan at this time until the following updates are made because of the precedence the plan sets. First, deliberately update the map on page 32 with realistic building height recommendations. This may require a special meeting and community involvement. Second, develop and mature the interface plan between the McCaslin Blvd Small Area Plan and existing residences and protection standards for those residences adjacent to proposed development. I think the big deal here is a sense of fear in the community. I personally fear, like many of my neighbors you are seeing here tonight, the high density large scale Boulder-ish development immediately behind my home. The head of the planning department assures me that this kind of development is not at all what is intended, but in reading the document of the Small Area Plan and the context of the 2013 Comp Plan, I see nothing that explicitly speaks out against it. Until such time where I can read the plan and not feel that such development will happen by my home, I cannot support it.
Hsu asks with the map as it was presented today, there is a two story buffer along existing residential development. Does that satisfy your concerns or does it not?
Paxton says that's a really good question and I don't know how to answer that. For reference, these are presently spaced out apartment buildings. There is a lot of land between McCaslin and these apartments. When they were built, there were deliberate setbacks from McCaslin and the houses. Once you get to the corner which is Centennial Liquor and Rico's Burritos and a three story building against McCaslin, the buildings directly along the existing homes are one story. A two story development puts it outside our bedroom windows. Developing this small corner in the context of the larger plan has us concerned.

Bronwyn Paxton, 383 Meeker Court, Louisville, CO
As a civil environmental engineer formerly in land development, I have significant concerns with the proposed draft of the McCaslin Blvd Small Area Plan. I understand the necessity of the plan in order to insure an appropriate tax base to sustain City services over the long haul. However, from an engineering perspective, I feel there is insufficient information on the cost of public improvements as well as fiscal impacts. From a personal perspective, I think that if implemented, the proposed draft of the small area plan irrevocably changes the character of Louisville. A lot of the development density and the setbacks are inconsistent with the rest of Louisville and more consistent with an urban area, which I believe it something you have been hearing. My next comments I need to preface as being prepared relative to the old building height map. I am a resident of the Cherrywood neighborhood and our views are afternoon sun. The quality of life in our neighborhood would be negatively impacted. It feels like land use with three story construction, although currently allowed by zoning, is inconsistent with the CDDSG for the City of Louisville. In general, I would like to see more concrete design specifications incorporated into the Small Area Plan and additional specifics as to how wide the buffer to existing residential would be. Finally, I feel that a targeted survey of residents immediately adjacent who would be impacted by the Small Area Plan would be really helpful. I know there were approximately 1200 survey respondents to the previous survey, which is about 5% of the entire population of Louisville, which does not account for those of us who are close to this. I am hopeful that the PC will take the comments of existing residents into account moving forward.
Anna Wyckoff, 367 Meeker Court, Louisville, CO
This 20 year vision plan is awesome. We need something like this with careful planning. This is what we are here for, to get everyone's voice in. My concern is the height limitation behind the commercial property. My backyard is right behind the commercial piece and if built to three stories, it will ruin the views that I have appreciated for 20 years. Besides the height limitations my neighbors are concerned about, I am concerned about traffic and the increased population on the schools. Our little Fireside Elementary School is almost at full capacity and this raises some concerns. How will the traffic in the morning be addressed?
Barbara Knafelc, 362 S Lark Avenue, Louisville, CO
We have lived here for five years and we are not opposed to development, but the thing that is going to impact us the most is residential in back. According to what I see on the plans, the strip of current businesses behind our homes is planned for apartment buildings. Even if you limit it to two stories, the noise is going to impact all of us. We deal with a great deal of noise from the businesses currently there, from truck deliveries and trash trucks. If there are apartment buildings back there, the noise is going to impact us tremendously. As my neighbors have all said, the other thing that impacts us is the traffic. As Deb pointed out, parking in Louisville currently is impossible. If you put in businesses and apartment buildings in this very small area, there will be no parking. I love Louisville and it's why we live here. I am disturbed by the gentrification of the town. People are tearing down small houses to build McMasions, and it's changing the character of our town. If we start building these canyons of apartment buildings, we are going to look like Prospect and Boulder. I really don't want that for Louisville.
Cyndi Bedell, 662 W Willow Street, Louisville, CO
I have lived on Willow Street for almost 20 years. First of all, you probably never hear this enough, but we appreciate all your time sitting here for these late meetings and giving respective audience to all the different opinions. I thank you for that. It occurs to me that it might be helpful to define "small town character". We have been hearing that but what is that? It could be something that means something different to everybody. My opinion is low traffic. It is quiet and not living next to Colfax Avenue or Sheridan or Federal. There are view sheds, openness, and we know our neighbors. One of my concerns is the market for high density apartments. As we have more rental units and lesser other types of properties, I can assume we will have more turnover of people living in Louisville. There are studies that show a lot of turnover means less engagement in the community. We know each other less. I don't think we should confuse high density with affordability. The new high density units going in behind Alfalfa are not affordable.

The new townhouses going in at DELO are worth $150,000 more than my tiny little ranch house. Sometimes, some of the older properties that are small detached housing may be more affordable than all the high density that we have pressure to build. Also, what creates small town character is the design of new buildings. For example, the Santa Fe restaurant was torn down and a new little shopping center was built with a much larger footprint and a tall flat roof. To me, that is not charming or representative of small town character. Easy parking is also part of small town character. When I hear about 9,000 office workers coming to a town of 19,000, I think to myself, "okay, it would be fantastic if we had a circulator or public transportation." I think we should investigate all the options. Even so, how will we handle all this density without wall-to-wall parking or parking structures? To me, driving around a parking structure is not a "small town" quality of life. Ease of access is "small town" quality of life. I have a question about the CENTER development on the plan. On the image, I do not see the movie theater or Home Depot. Another amenity is having a small town is that it's easy to get around in. However, we also have amenities such as a rec center, a movie theater, and a charming downtown. Finally, I want to bring up the dark night sky ordinance as we look at the design standards, especially as we continue to develop and grow. Dark night sky actually provides safer and better lighting from the little I know about it, but also preserves some of our view shed. We can walk at night and see the stars.

Sherry Sommer, 910 S Palisade Court, Louisville, CO

I live in Cherrywood, very close to this area. We are proposing a much bigger and busier area. We talk about 9,000 office workers and 500 residents. That is about one-third of the Louisville population. I agree with every comment made tonight. People have been so eloquent. I have lived here four years and am a Colorado native. I have noticed a difference in noise, pollution, and busy-ness. My main concern is this Parcel O. It looks like it stretches from Cherry to behind Albertsons and Sam's Club.

Robinson says Parcel O is the entire block from Cherry on the north to Dillon on the south, Dahlia on the east to McCaslin on the west.

Sommer says a large portion of that is a drainage area and not beautiful, but it is a green space and almost like a park. It has lots of trees in it. Trees clean the air and mitigate noise. We take it for granted because it is not very well designed, but it is a huge amount of buffer. I think it would be sad to eliminate that. We are talking about adding parks, but in fact, we are eliminating a very large green space that we could enjoy. We may have to buy parks and negotiate to get some back. That doesn't make any sense to me. We talk about small town values and knowing one another and building community. We talk about the buildings and physical look of our town. I really object to the idea of SRU as a part of this process. Part of what we're building is community. We say thank you to you and you listen to us. This is what community is about … the people and feeling of trust. I think this SRU adds a lot of contention and a lot of unease among people. I would ask that we don't add that as part of the zoning.

Michael Menaker, 1827 W Choke Cherry Drive, Louisville, CO

I have lived here almost 29 years. A couple of observations. I was mapping where everybody lived and I know the area. Those houses were built about 1991. The shopping center adjacent to it was there before I was here. It was the only shopping center in the valley. In the Centennial Valley, we had the 7-11, the A&W, those three fingered monuments across the street, and an empty Centennial Valley. There is no question that there have been changes. The zoning has been in place before the houses. That doesn't mean that I am in favor of building apartment buildings where the shopping center is now, but I would remind the PC that the zoning has more standing and longer tenure than the residences built adjacent to it. That zoning was well known. What concerns me most about the conversations we're having is summed up this way. It has never been truer than it is now in Louisville that everybody wants progress but nobody wants change. Yet, change happens hourly. The traffic we are experiencing on South Boulder Road and McCaslin is not of our creation. Every traffic study and every traffic projection shows ever increasing (up into the 60th percent as noted in the existing Comp Plan, McCaslin, South Boulder Road, and Via Appia) trips that neither originate or end in Louisville are regional. That

traffic is going to exist. We do have an opportunity to have some of those trips start and stop in Louisville which I submit to you is probably better for the City. Most of that traffic is not a result of any residential development that has occurred along those corridors, particularly near these neighbors. It is a function of the times we live in. When I moved to Colorado, we experienced OUT migration. The state was losing population. We are not losing population anymore. I am concerned about locking ourselves in with an inflexible plan and a rigid vision in a changing world. We will be relying more and more on the BRT along the US36 corridor. PC member Scott Russell opined before he left the dais to not leverage that and build some transit-oriented development. To leverage the only mass transit we're going to get in Louisville would be foolish and criminal. I urge you to build in the flexibility to allow for some TOD-oriented density in approximation to the BRT plaza. That just makes good sense, not only for Louisville but for regional planning. I would think we would want to be flexible, particularly with the 20 year vision, on what we would allow on the Sam's Club site. I am a member of the Urban Renewal Authority. There are things I know that I can't talk to you about, but I can say this, "that isn't a done deal." Our inability to plan or acknowledge the likelihood of change left Safeway vacant for over five years. We are approaching six years of vacancy at Sam's Club with no certain end in sight. We have 11 years of massive vacancy because we did not envision or allow for inevitable change. I would submit to you that the big boxes (Home Depot and Lowe's) will not last forever. Nothing lasts forever. Look down the street at the big boxes at Flatirons. These are the major chain stores that have closed in 2016: Macy's announced 100 today; Wal-Mart, 154 USA store closings in 2016: Sports Authority closed 460 stores; Aeropostale closed 154 stores; K-mart and Sears closed 78; and Ralph Lauren closed 50. What I would urge you to consider as you adopt this plan is building in the flexibility necessary to accommodate change. We have the ability to shape it and manage it to a certain extent. The change is going to happen with or without our approval or consent, and it will happen all around us and affect us all. The opportunity is to recognize that fact and build flexibility into our long term planning documents, not rigidity.

Questions from the Commission to Staff:
Rice says I want to talk about this whole building height issue. There are three different things to talk about. The first is what exists now? The second is how this plan, if at all, changes what exists now. The third is the general philosophy of what the Small Area Plan recommends with regard to building height issues. We have heard a lot of talk about building height on the eastern edge of the study area. What currently exists there and what is the building height allowed by the zoning?
Robinson says the current zoning allows a maximum building height of 35' which can generally accommodate three stories.
Rice says that is what exists today and has existed for a long time. How does this Small Area Plan change that?
Robinson says it would reduce the maximum height along McCaslin south and adjacent to existing residential neighborhoods to a maximum height of two stories to be further defined through the adoption of the design guidelines. This map is intentionally fuzzy and we have not defined a specific height for what two stories means. We will work out more detail in the design guidelines which is the following phase of the planning process.
Rice asks is that a matter of philosophy of the area plan, or that a matter of actually changing zoning.
Robinson says this is a policy document, so this is gathering community input and putting it into an adopted policy. To actually regulate the land, we have to follow through with additional changes which are the design guidelines. It will take an additional step before we actually change what is allowed. The first step is to adopt a policy of how we want new development in the McCaslin corridor to interact with the existing residential areas.
Rice says right now, we have 35' which could accommodate three stories. What we're talking about is including a policy statement that would allow for some of those areas to be reduced

from that. Would that require a separate process to go through a rezoning to change that height?
Robinson says not necessarily a rezoning. It could be done through the adoption of design guidelines. These properties are governed by CDDSG which allows the 35' height. The intention is, after the adoption of this plan, to draft new design guidelines to replace the CDDSG.
Rice says that would require a separate step from the small area plan. **Robinson** says we will take this step anyways.
Rice says we want this area to look like less than three stories in certain areas. I think some of the concern we have heard tonight is that it seems to be evolving and leaves some insecurity. They look at this drawing and from time to time, the purple fuzzy area changes. How can we give them some assurance that we know the policy is for two stories?
Robinson says the first version of this map had just the darker purple along McCaslin. In the text on the side, it talks about putting in residential production standards. That was not reflected on the map. We heard there was concern from residents so we wanted to make it more clear and explicit that there would NOT be three story buildings against existing residential neighborhoods. We added the second purple stripe adjacent to the residential neighborhoods.
Rice says what is being proposed tonight in the small area plan would result in a reduction of the building height, not an increase.
Bronwyn Paxton says my question is regarding the existing zoning regulations and the CDDSG. In the design guidelines, there is a transition zone between existing residential and a building of significantly taller height. Although they are zoned to have a capacity to go to 35', there would have to be a transition zone. Is that correct?
Sherry Sommer says they may allow 35' now under the existing zoning, but if you change it to residential, there is much more demand for residential and it is more likely to redevelop. If there was a demand for three story commercial, it would have redeveloped already. This is a 20 year plan and if it is rezoned residential, this will happen quickly and to the outside limit of whatever is allowed.
Hsu says a comment was made that "small town character" is not really defined. I have heard CC say everyone loves that, but no one really knows what it is. Do we articulate that somewhere or hint at what the City's view is of "small town character"?
Robinson says this is what the plan document is. In the guiding principles, creating the plan is to create the small town character. One of the things we heard is that it is not present in McCaslin right now. People really don't like the character of McCaslin so how can we change it? The Urban Design Principles are what, in going through the process, we identified and the elements needed to create it.
Brauneis says I think one of the confusing issues has been our use of the word suburban and urban. We think of urban as Manhattan. We think of suburban as most of Louisville currently including Downtown. Can you clarify your common usage of those two words?
Robinson says when we talk about urban and suburban, it is really about how the streets and blocks are set up, and how the buildings and development relate to those streets. We consider Downtown to be an urban environment because it is small blocks set up on a connected street grid. The buildings front the street and interact consistently with the street. Most of the rest of Louisville, we would consider suburban with larger blocks, larger streets, buildings set back further from the street, and not as many pedestrian amenities. McCaslin is a very suburban environment.
Brauneis says I am aware of that space behind Kohl's which is a green space. That is a setback requirement from the original development. The concern is that we see blocks that represent potential future buildings and we think all the green space will disappear.
Robinson says we haven't defined what the exact design parameters are going to be. There will still be setback requirements and there will be landscaping requirements. The area may change and is likely to change if those buildings redevelop either under the current design guidelines or the adopted new design guidelines. Even if this plan is adopted as it currently is, there would still be requirements for landscaping on any new development.

Zuccaro says to add on the relationship of the setbacks and how that needs to be defined through new guidelines, there is a visual preference survey done through this that would inform, to some extent, the design guidelines. There will be additional community input when we start working on the design guidelines to refine it. We have some baseline information. There are concepts on what creates an auto-oriented versus pedestrian-oriented scale, and what is most comfortable depending on your use. Trying to find the right mix of setback and open space and building height to best enhance those types of environments is what we would look at within the context of the "small town" feeling. It doesn't really define "small town" in the Comp Plan. I will read it quickly, "where the City size, scale, and land use mixture and government's high quality customer service encourage personal and commercial interactions." That doesn't specifically define it in detail, but that is what we are trying to create.
Brauneis says we had looked at some conceptual renderings of trying to develop or hoping a builder might develop something on a more walkable scale within that area. In particular, we had looked at the area adjacent to the bus stop. What happened and if we want to discuss that tonight, do we have any specifics we can discuss surrounding that potential for residential or transit-oriented development adjacent to the bus stop.
Robinson says it came up during the Comp Plan. There were four different options in the plan of different levels of residential. What ended up being adopted was different from what the PC recommended. City Council went with a different option. If there is a desire to look at it in detail as part of this planning process (we used the Comp Plan as a guide), we can do some further study to address it.
Brauneis says it was refreshing to hear dark sky ordinance, after having discussed it for many years.
Curtis Paxton says we pulled up the CDDSG and for reference, Section 4.1 was all buildings within a proposed development should be visually and physically compatible with one another and with existing buildings on adjacent sites. Under the standards and guidelines sections, Part A, buildings should be located so they will not obscure desired views from existing and proposed buildings and buildings should be located to created pedestrian plazas and gathering places. I think the crux of where my concern is if I look at this from a development standpoint, this looks like I am implicitly allowing two story development right up against this outside of the context of the CDDSG. If you look at this map outside the context of the CDDSG, this can be completely developed with two stories or developed with three story buildings. There is no green space inside of this map and that is the cause for concern.
Brauneis says I think one of the concerns is with the existing developments out there, we know there is a lot of undeveloped land that is privately owned that one way or another, is going to be built on. We don't own that land at this point. The concern is if we have double of the same, do we want more of the same? Are we looking for something that is a little bit different? Do we want something that is better? Is there the potential to get something if we continue down the path we're on without the Small Area Plan?

Recess at 8:23 PM, reconvene at 8:27 PM.

Closed Public Hearing and Commission Discussion:
Hsu says I want to thank Charles Haseman who is not here for quoting my favorite quote which is, don't let perfect be the enemy of good. I love that quote and use it a lot. I view this plan in a different light than I think he views it. I think from feedback and my own view that the McCaslin corridor is on the side of "not good" compared to "good". We are trying to make it good and in doing that with the Small Area Plan, there are going to be imperfections. I think the Small Area Plan does a good job of identifying the problems with the McCaslin corridor in trying to fix those issues. I think people mostly agree on the Principles. I do have a suggestion for Staff to not number them, because it seems like they are in order even though it says they are not. I thank Staff for including the survey results. I looked through theme and was particularly interested in how those broke down between people who wanted development and those who don't. To a

good approximation, I think people are voting in their own interests. I think some significant support for development was from people who generally rent or lived here less than five years and people in attached houses. People in support of more housing are looking for more housing. On the flip side, people who have housing often are against new housing, or people nearing the age of looking at senior housing are interested in that. Regarding the transit area, I strongly believe we should have some residential development in that transit area. I think it's a great opportunity and speaks to sustainability which is one of those CORE values of economic sustainability. I look at how transit areas can be a great hub for development. In particular, I think of Union Station in Denver which is really the center of downtown versus the financial district. The other side is the balance where we don't want too much density and too many people moving in. We talked a little bit about the financial model. I have talked to Staff about this before. I am hesitant to draw any conclusions from the financial model. I'd like to see some sensitivity analysis with regard to the assumptions used there. It is hard to figure out how much value to put in a single number without understanding how the different things affect it. I'd like to see Monte Carlo method analysis. I would like to see more public gathering spaces, not just private gathering spaces. Looking at the map, I feel the one park envisioned is too small for this area, particularly for people on the northeastern side. I prefer a public gathering place more than a private gathering place because it is the community's duty and government's function to provide for public gathering. There are a lot of comments from people regarding the transitions between McCaslin and the residents living nearby. We are talking about the current status. There are three stories allowed and those CDDSG say that the policy is to have an appropriate relationship, but the language is not strong. The policy in the Small Area Plan will improve and protect your view shed more so than if we didn't have it. There are guidelines in addition to the Small Area Plan. I would to hear the other commissioners' thoughts.

Brauneis says I think part of the public areas issue and parks in the larger area comes down to how we end up shaping the whole area. If it stays strictly office/retail, there is room for a little bit of park, but not the resident base to utilize it. If you know of the pavilion in the Kohl's parking lot, not a lot of people use that and it is under-utilized. Great care has to be taken in where and how those are all situated. When I look at what we currently have in sustainability and talk about economic, environmental community-oriented sustainability, I don't think that is sustainable right now and more of the same will make it even less sustainable, particularly from a community perspective. We know the economic pressures will do what they do over time, and we know it hasn't enjoyed full occupancy for some time, if ever. What I look forward to is this ongoing process over many years that will improve the McCaslin area as a whole.

O'Connell says I am encouraged by the discussion tonight. On the mechanics of the plan, as direction for Staff, one of the things I am taking away from this is that the hypothetical concept drawings are causing more confusion than they may be worth. People are really reading this Small Area Plan and this is good. The drawings show apartments knocked down and new buildings built. It may be confusing. The same goes for the building height plan map which obviously created more confusion. What we have learned is that opening the door to making changes to the maximum height requirements appears to be what residents want. It will make it easier for residents to make sure there are no mega-buildings next to them. The note in the building height plan says "these conditions and standards are to be further defined in the new standards and guidelines for the corridor". It will be a good opportunity to get more input from the surrounding residents. We heard about the influx of traffic and concerns about more traffic. What I see in the plan is some ways to mitigate the regional influx of traffic. We have some roundabouts suggested and the creation of bike lanes versus existing lanes. We heard the number 60% of traffic is driving through. That might cause people to change their ways of travel to work or make it easier for residents to get around. If we leave that flexibility in this plan, which is what we're looking for, we can address that as these new developments come up over many years. I agree with what Michael said about this plan needing to be a flexible document. As the plan is written and as we've dug into it tonight, I am pleased with it and am good to go forward.

Rice says I have four thoughts about this. The first has to do with the process that got us here. I think we need to remember that this document didn't get written yesterday. It has been a long process with many public meetings including a series of public hearings before this body where input was received and discussion occurred between the Commission. What we see is the byproduct of all that. I view this as a consensus document. Is it perfect? Probably not. I don't agree with everything that's in it and I doubt that anybody on this panel would say they agree with everything. On the other hand, it stands as a consensus document and I think that commends it to our passing it forward to CC. This is exactly what we set out to do; to create a consensus document within our community. The second point goes back to our long discussion where we talked about the Principles that were reviewed this evening. The Principle that I emphasized was that the McCaslin corridor is one of the economic engines of this community. The numbers would show that about 40% of our tax revenue comes from the McCaslin corridor. It is the engine that drives our ability to provide the City services. Without that, we can't provide those services. We don't want to do anything with this plan that detracts from that. We should try to do something with this plan that enhances that. We have done so and it is important we not lose sight of that. The third thing is that we can't confuse a general planning document like this with the specific planning that happens with regard to a given project. When we talk about design criteria, those are how we adjust the equities with regard to a specific project being proposed. If someone wants to put a 35' brick wall next to some houses, it would probably meet some stiff resistance from Staff and from this group. That is not the way we go through the planning process. This is a general policy document; it's not an attempt to outline how we will handle any specific project that might come before us. That is the subject of a whole different set of proceedings. The last point is that I personally oppose housing near the transit station, but if that is something that is a matter of discussion, we shouldn't try to move that through this evening. That is a major change to this document and I think it is inconsistent with the Comp Plan. If the idea is that we want to consider housing near the transit station, it means we stop and step backwards in terms of the process. We'd need more input from a lot of people and then square that with the Comp Plan. I support moving this document forward to CC as it is currently drafted.

Pritchard says this is a policy document just like the Comp Plan is. Why don't we have any housing down by the transit center? Because CC determined that it was not something they wanted to entertain. This PC made the recommendation to do so at the last Comp Plan review in 2013. We had addressed some of these issues and CC did not feel they were appropriate, and they made the determination. I agree with Tom that if CC directs us to take it into consideration, then we will. This ultimately is a document for CC to implement. In terms of open space, people don't talk about the Rec Center and the big parcels there. We do have some open space. It may not be on the west side of McCaslin, but that is zoned light industrial and office. We will have to work with the property owners if we want to accomplish parks. We may have to purchase the land and if the community is interested in that, then we address it. This plan is a flexible document and it has to be effective. We have gone over this for over a year. It is not a perfect document. We have gone to the citizens and asked for input. It is time to move on from this PC. I think the concerns of the citizens are valid. This Plan gives us more direction to keep the building height down to two stories. Overall, this document has been vetted and checked for accuracy. CC will do what they feel is in the best interest of the community. In creating the guidelines, we will have property owners and citizens and Staff involved. As it moves forward, some of the gray areas will be clearly defined such as height. I have lived here for 23 years and the McCaslin area has under-performed. I am in favor of moving this matter on to CC.

Hsu asks a point of clarification. I am okay with the Plan as far as the Comp Plan issue with no residential by the transit area. Can we pass this and then make a recommendation to CC to revisit it?

Pritchard says if there is a consensus to do that, we can ask CC to look at this area.

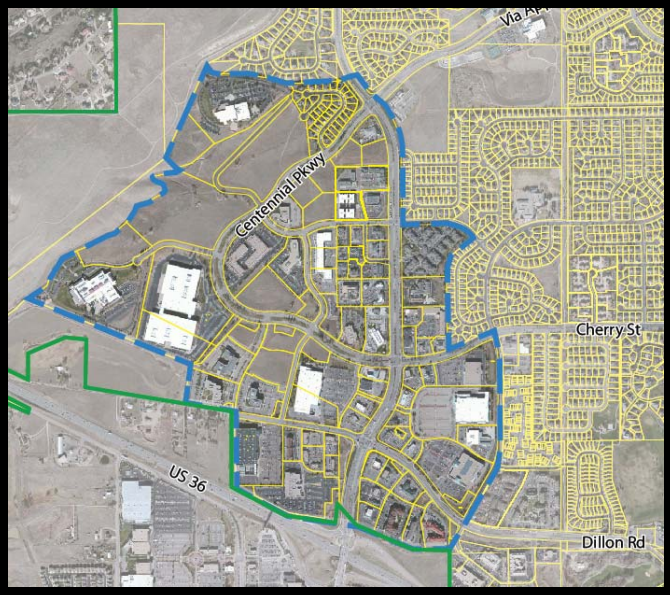
Rice says if we make a motion to approve the resolution as currently drafted, I don't want to cloud it with asking CC to revisit the Comp Plan. I will not vote in favor of that.
Pritchard asks Staff to inform CC that the PC would like residential reconsidered at the transit area and the Comp Plan to be revisited.
Zuccaro says detailed minutes will be sent to CC and it will be mentioned in the Staff Report.

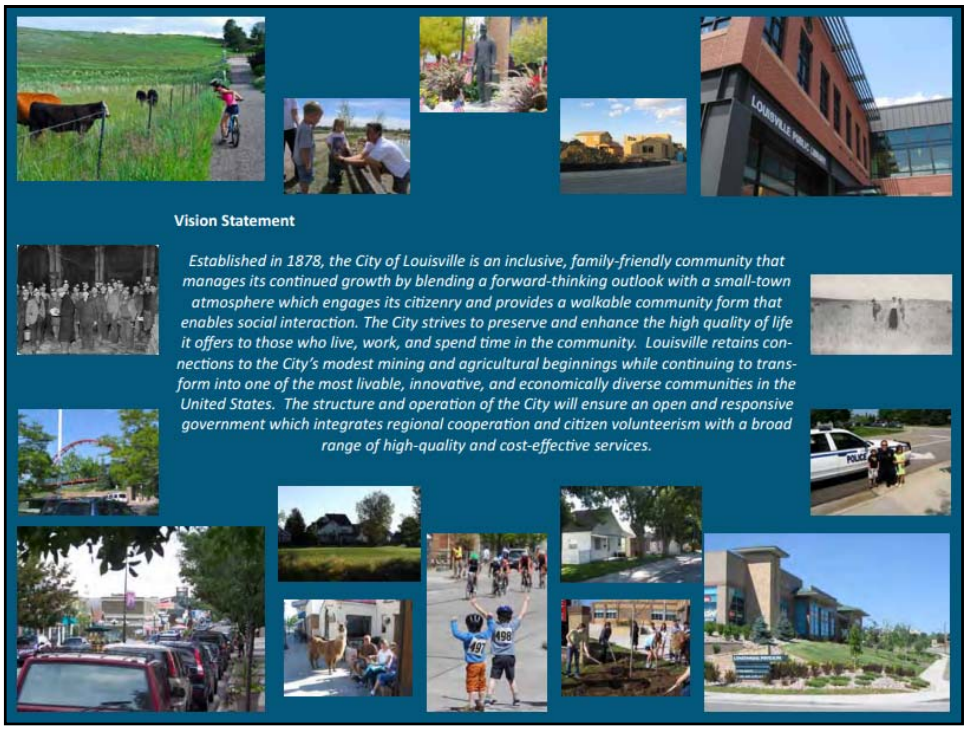
Motion made by **Rice** to approve **McCaslin Blvd Small Area Plan: Resolution 17, Series 2016.** A resolution recommending approval of the McCaslin Blvd Small Area Plan, seconded by **O'Connell**. Roll call vote.

Name	Vote
Chris Pritchard	Yes
Ann O'Connell	Yes
Jeff Moline	n/a
Steve Brauneis	Yes
Tom Rice	Yes
David Hsu	Yes
Motion passed/failed:	Pass

Motion passes 5-0.

McCaslin Blvd Draft Small Area Plan





Vision Statement

Established in 1878, the City of Louisville is an inclusive, family-friendly community that manages its continued growth by blending a forward-thinking outlook with a small-town atmosphere which engages its citizenry and provides a walkable community form that enables social interaction. The City strives to preserve and enhance the high quality of life it offers to those who live, work, and spend time in the community. Louisville retains connections to the City's modest mining and agricultural beginnings while continuing to transform into one of the most livable, innovative, and economically diverse communities in the United States. The structure and operation of the City will ensure an open and responsive government which integrates regional cooperation and citizen volunteerism with a broad range of high-quality and cost-effective services.

Core Community Values

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We Value...

A Sense of Community . . . where residents, property owners, business owners, and visitors feel a connection to Louisville and to each other, and where the City's character, physical form and accessible government contribute to a citizenry that is actively involved in the decision-making process to meet their individual and collective needs.

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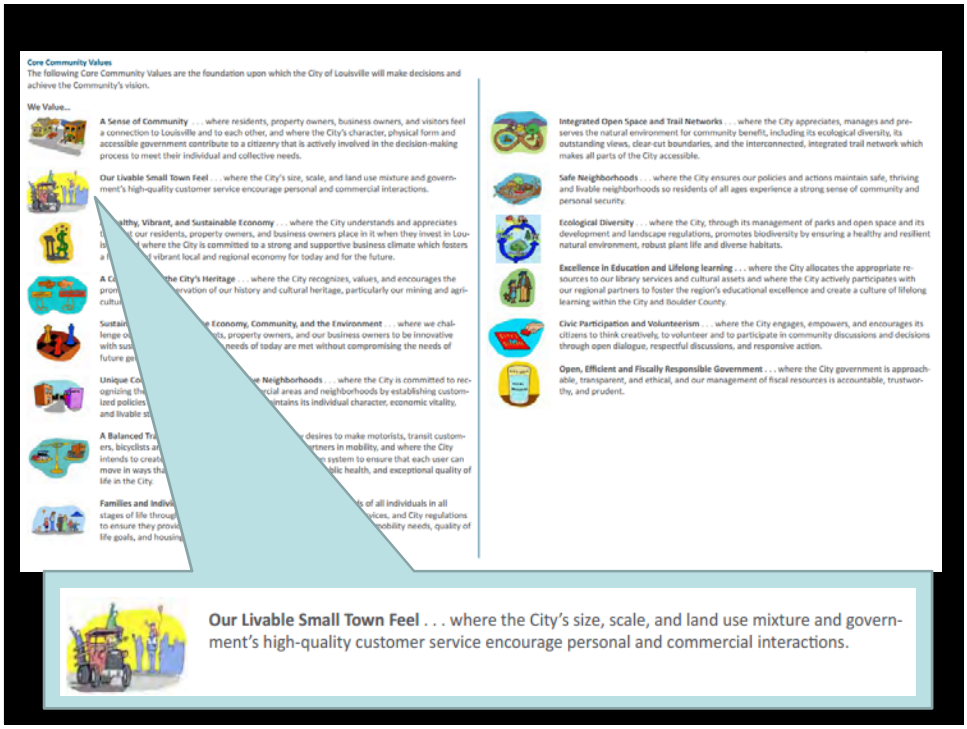
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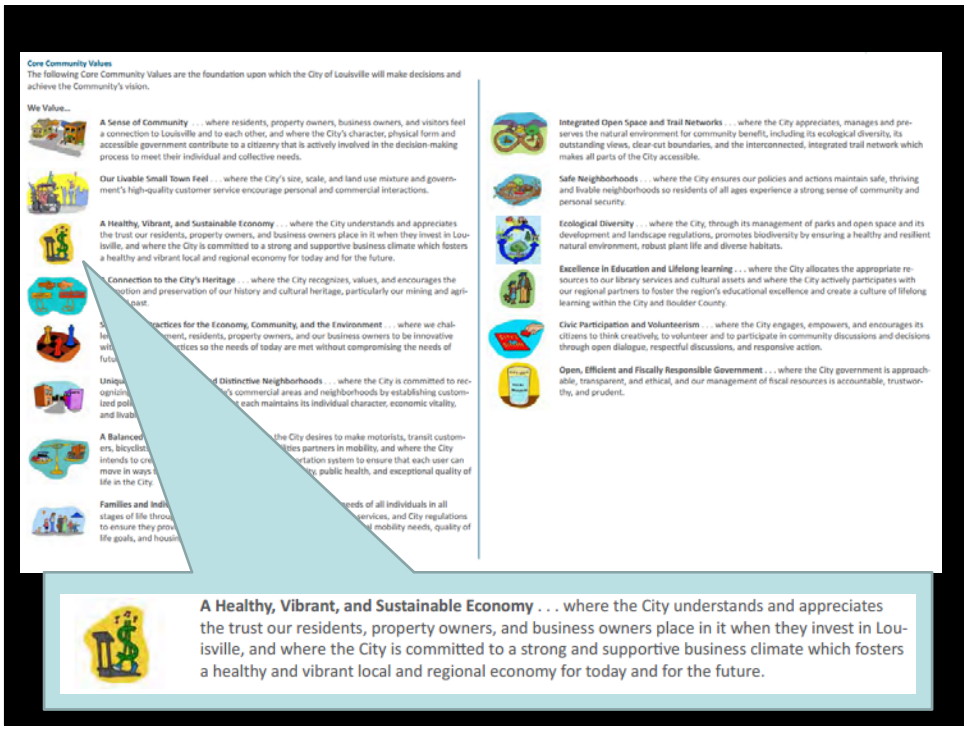
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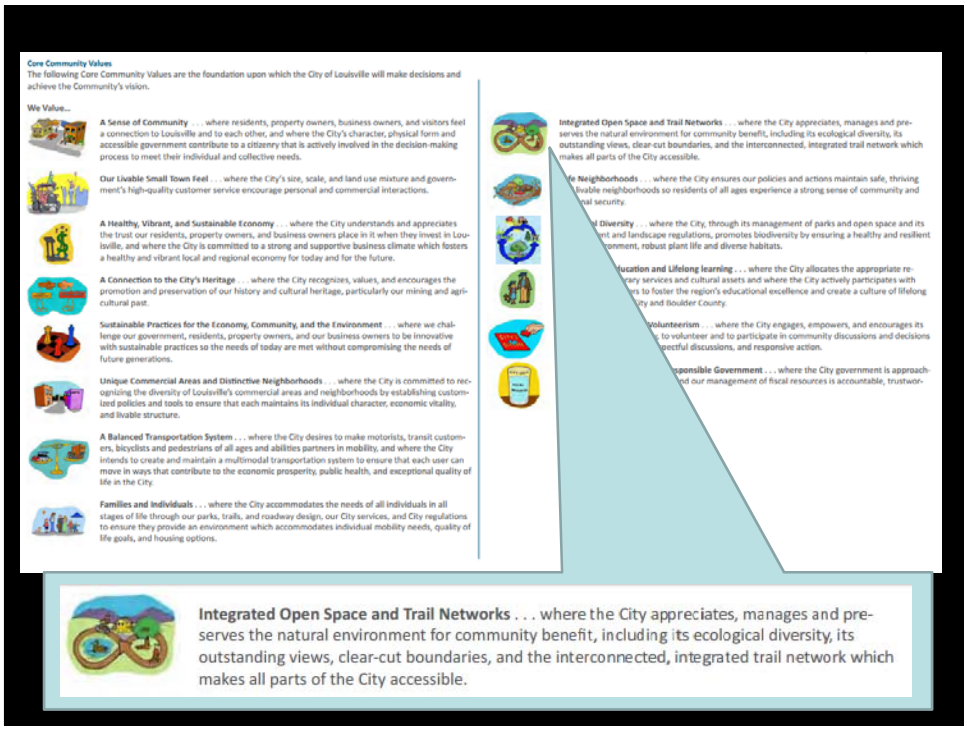

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Project Principles

<u>What Needs Most Improvement:</u>

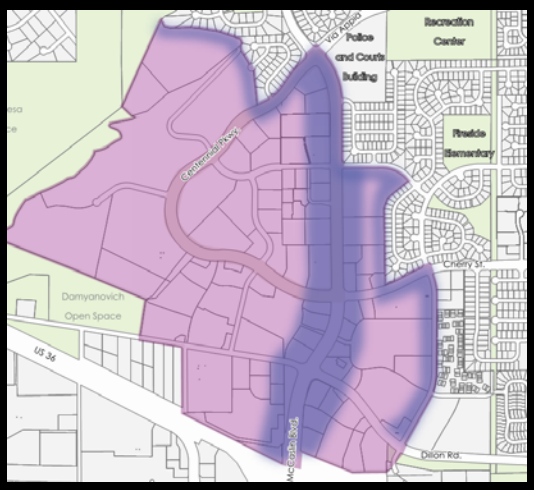
- Sense of Community
- Sustainability – Economy/Community/Environment
- Unique Commercial Areas/Distinctive Neighborhoods

Project Principles

<u>Six Principles (p. 15)</u>

- Development to Meet Fiscal and Economic Goals
- Encourage Desired Uses/Facilitate Redevelopment of Vacant Buildings
- Improve Connectivity and Accessibility
- Enhance Bicycle and Pedestrian Connections
- Create Public and Private Gathering Spaces
- Create Design Regulations that Reflect Community Vision and Promote Creative Design

Potential Development and Height Restrictions

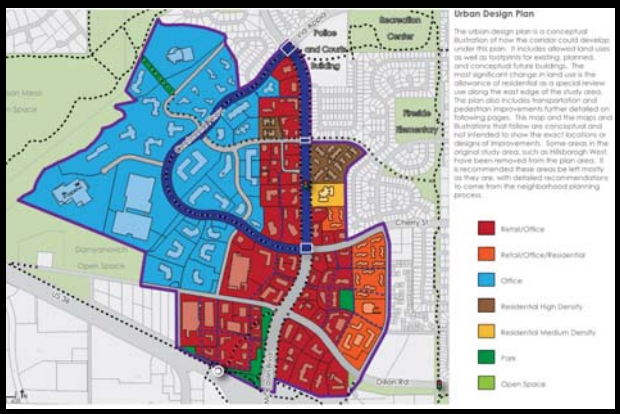


Potential Development and Height Restrictions

Potential Development and Height Restrictions

Traffic Impacts & Transportation Improvements

Residential Uses



2013 Comp Plan – McCaslin Boulevard Framework

New residential uses should first be introduced in proximity to and a relationship with existing residential areas.

McCaslin Boulevard

SMALL AREA PLAN | HIGHWAY 36 TO VIA APPIA

City Council

November 1, 2016

City of Louisville
COLORADO • SINCE 1878

What is a Small Area Plan?

McCaslin Boulevard

What is a Small Area Plan?

1st Step to Implementing the Comprehensive Plan

COMPREHENSIVE PLAN

SMALL AREA & NEIGHBORHOOD PLANS

ZONING & DESIGN GUIDELINES

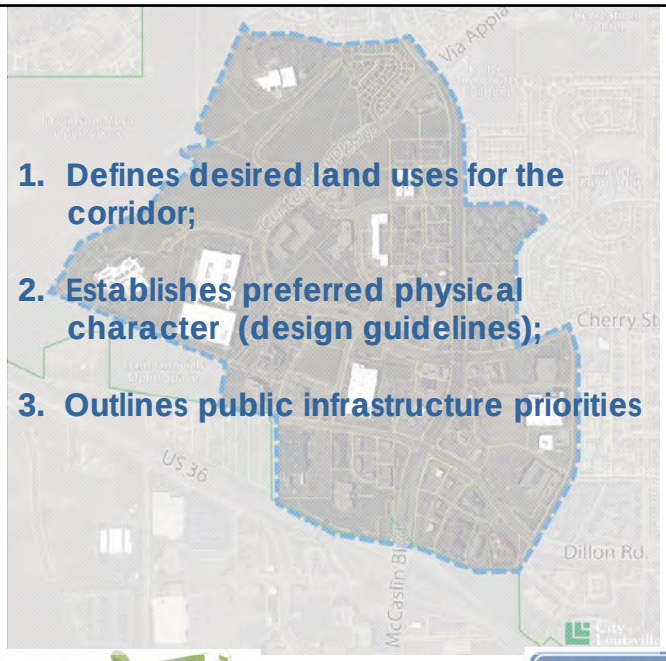
STREETS, BUILDINGS, & PUBLIC SPACES

McCaslin Boulevard

Study Area

McCaslin Boulevard

Study Area



1. Defines desired land uses for the corridor;
2. Establishes preferred physical character (design guidelines);
3. Outlines public infrastructure priorities

McCaslin Boulevard

Project Schedule

- February 2015 – Kick-off Meeting
- August 2015 – Walkability Audit/Placemaking Workshop #1
- November 2015 – Placemaking Workshop #2
- February 2016 – Placemaking Workshop #3

McCaslin Boulevard

Workshop 3

- 3 Development scenarios
- Urban design elements
- Roadway improvements

McCaslin Boulevard

Plan Outline

- Introduction
- Process
- Context
- Principles
- The Plan
- Implementation

McCaslin Boulevard

Project Principles

1. Improve connectivity and accessibility while accommodating regional transportation needs.
2. Create public and private gathering spaces to meet the needs of residents, employees, and visitors.
3. Enhance bicycle and pedestrian connections to private and public uses.
4. Utilize policy and design to encourage desired uses to locate in the corridor and to facilitate the reuse or redevelopment of vacant buildings.
5. Establish design regulations to ensure development closely reflects the community's vision for the corridor while accommodating creativity in design.
6. Establish development regulations to meet the fiscal and economic goals of the City.

McCaslin Boulevard

Community Design Principles

Community Design Principles

Improve McCaslin

Connect residents to amenities

Improve McCaslin

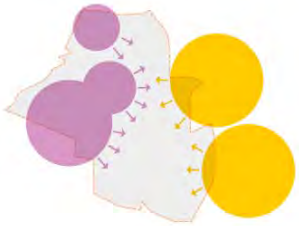
- Safer and more pleasant street to use for all
- Clear distinction between street and driveways
- Buildings that face the street and are accessible from the sidewalk

Connect residents to amenities

- Safer and simpler east/west connections
- Improvments to Cherry/Centennial and Century Drive
- Additional green fingers connecting to Davidson Mesa

McCaslin Boulevard

Community Design Principles



Smaller blocks

- Facilitate incremental development with smaller blocks
- Create transportation options with additional streets
- Eliminate confusion between driveways and roads

Housing grows from housing, office grows from office

- Introduce housing into redevelopment east of McCaslin
- Encourage low-impact clustered office development in Centennial Valley

Development faces out

- Transition from inward-facing development to outward-facing development
- Make developments fully accessible from sidewalks
- Put parking on the interior of the site and locate buildings on the periphery

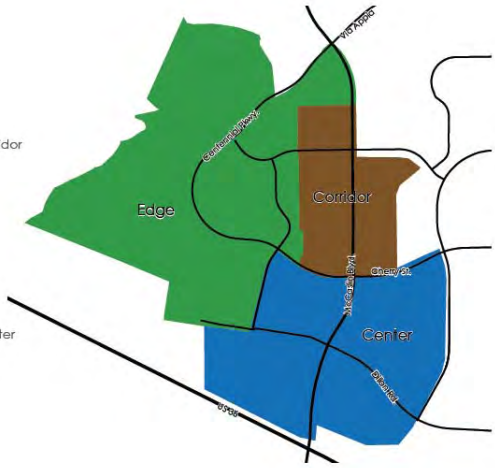
McCaslin Boulevard

Development Types

Edge

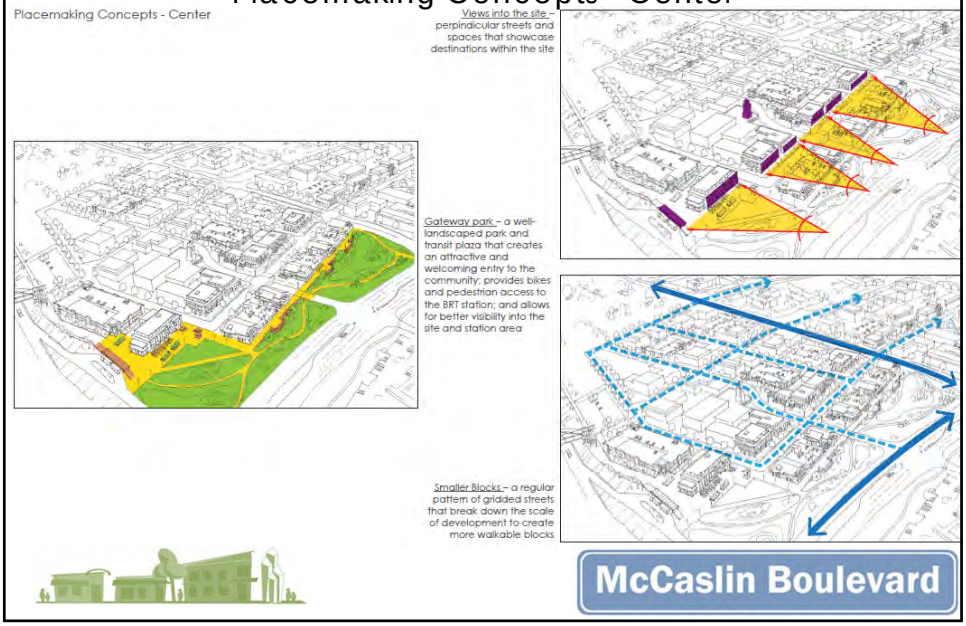
Corridor

Center

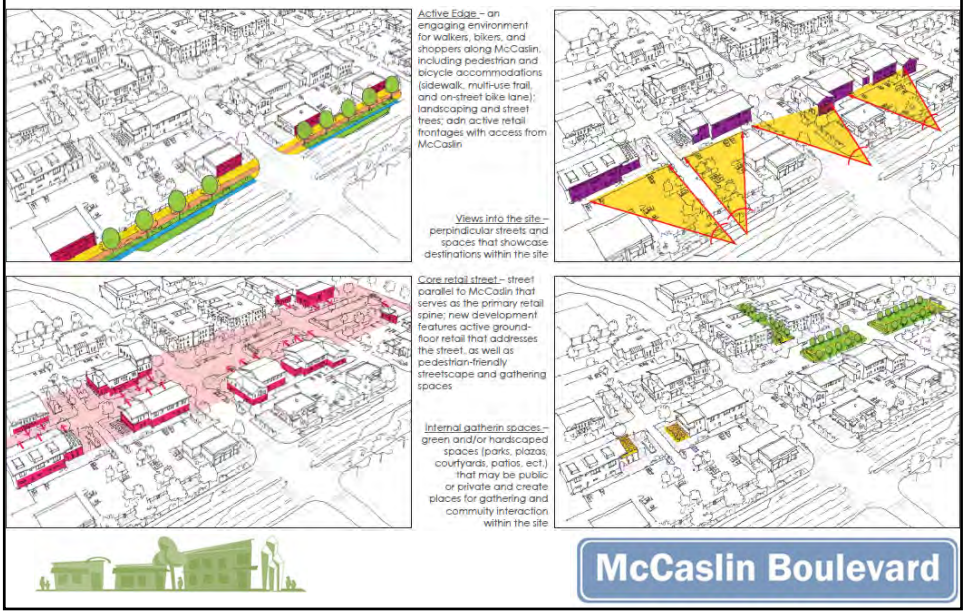


McCaslin Boulevard

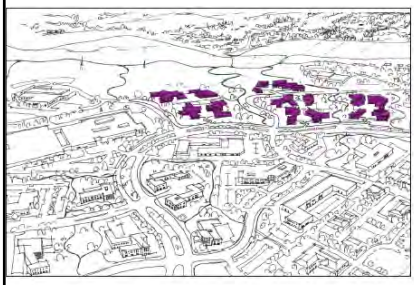
Placemaking Concepts - Center



Placemaking Concepts - Corridor



Placemaking Concepts - Edge

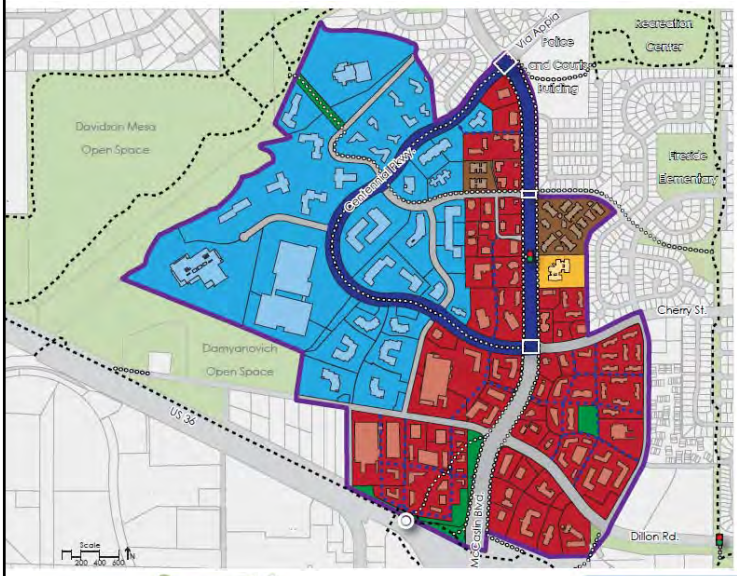


Cluster buildings – a pattern of smaller footprint, low-profile buildings arranged in close proximity to one another in order to preserve open space and views into Davidson Mesa

Green fingers – trail and open space corridors between development sites that preserve and enhance access to Davidson Mesa adn local and regional trail networks

McCaslin Boulevard

Urban Design Plan



Urban Design Plan

The urban design plan is a conceptual illustration of how the corridor could develop under this plan. It includes allowed land uses as well as footprints for existing, planned, and conceptual future buildings. The most significant change in land use is the allowance of residential as a special review use along the east edge of the study area. The plan also includes transportation and pedestrian improvements further detailed on following pages. This map and the maps and illustrations that follow are conceptual and not intended to show the exact locations or designs of improvements. Some areas in the original study area, such as Hillsborogh West have been removed from the plan area. It is recommended these areas be left mostly as they are, with detailed recommendations to come from the neighborhood planning process.

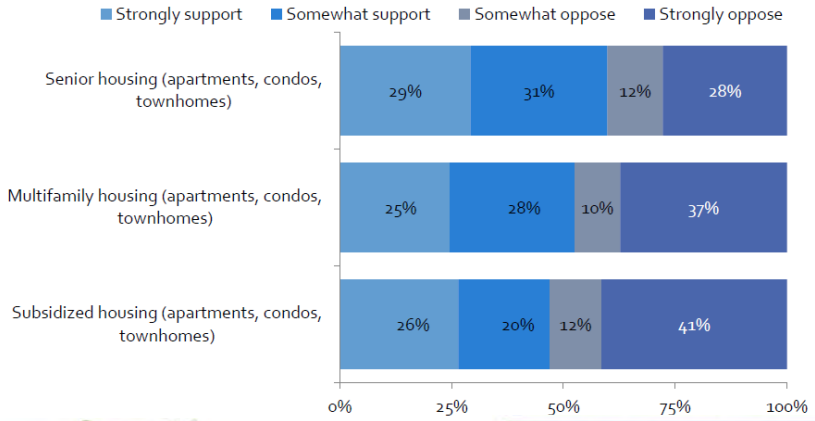
- Retail/Office
- Retail/Office/Residential
- Office
- Residential High Density
- Residential Medium Density
- Park
- Open Space

McCaslin Boulevard

Community Survey

Figure 24: Level of Support for Housing Options for Former Sam's Club Area

Most of the land zoned for residential uses in Louisville has been built out. In the former Sam's Club shopping area residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?

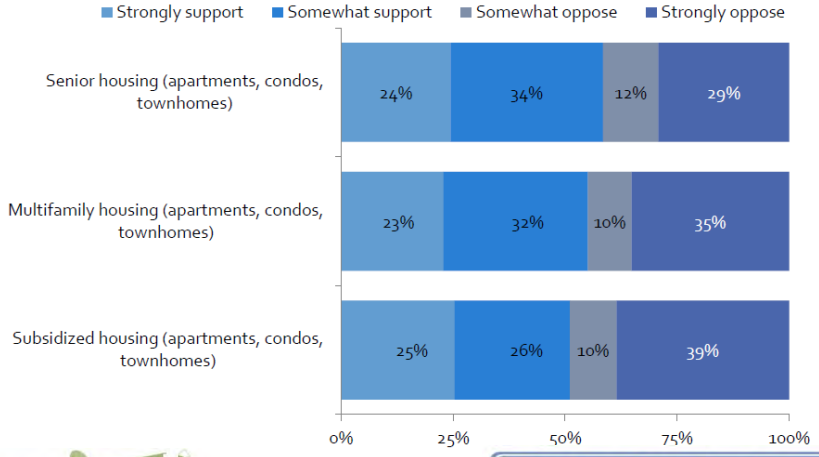


McCaslin Boulevard

Community Survey

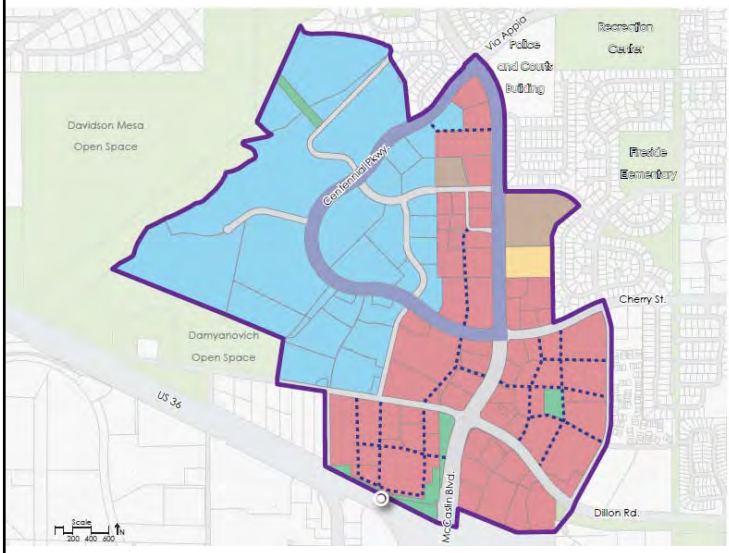
Figure 25: Level of Support for Housing Options for US36/McCaslin Area

In the area near the US36/McCaslin transit/bus station residential development is currently not allowed. If this area was to redevelop with retail and offices, to what extent would you support or oppose including any of the following types of housing?



McCaslin Boulevard

Street Improvement Plan



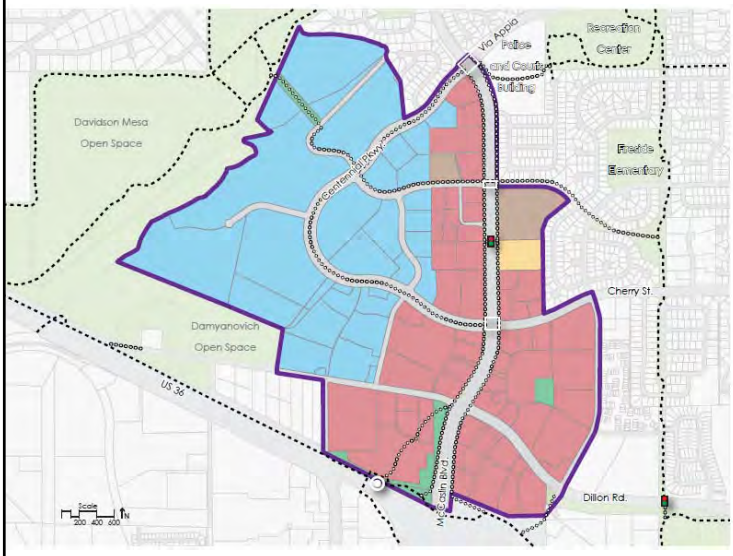
Street Improvement Plan

The street improvement plan shows where new automobile connections should be made. The plan does not call for any new public streets, but enhanced private connections between developments and the establishment of smaller street and block networks within larger superblocks. The streets and blocks shown on this plan are illustrative, with final locations and alignments to be determined as properties redevelop. The plan also calls for removing the outside lanes on Centennial Pkwy and McCaslin Blvd north of Cherry St. Additional roadway and streetscape improvements are detailed in the Roasway Plan and Traffic Improvement table below.

- Internal streets/connections
- Remove outside lane
- McCaslin Park'n' Ride/Flatiron Flyer station

McCaslin Boulevard

Trails Improvement Plan



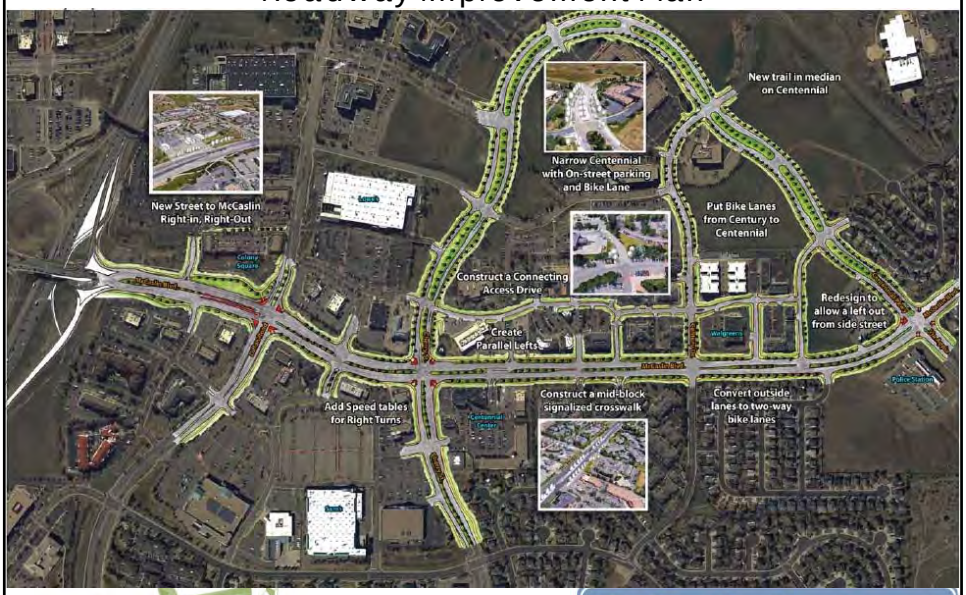
Trails Improvement Plan

The trail improvement plan includes proposed new trails in and around the corridor, including enhanced sidewalks/trails along McCaslin Blvd. The plan also shows recommended locations for new or enhanced crosswalks and or signalized pedestrian (HAWK) crossings. The proposal for McCaslin Blvd includes a widened sidewalk, multi-use trail, and two-way, on-street bike lanes in place of the outside vehicle lanes. The proposal for Centennial Pkwy is a soft-surface trail in the median.

- Existing trails
- New/enhanced trails/sidewalks
- New/enhanced crosswalks
- New HAWK signal

McCaslin Boulevard

Roadway Improvement Plan



McCaslin Boulevard

Building Height Plan

Building Height Plan

The building height plan shows where different heights are allowed in the corridor. Buildings along McCaslin Blvd should be a mix of one and two stories. Further back from the corridor, buildings should be a mix of two and three stories. In addition, residential protection standards should be developed to ensure existing residential neighborhoods are not adversely impacted by the height of new development. These conditions and standards are to be further defined in the new design standards and guidelines for the corridor.

Maximum 2 stories

Maximum 3 stories

McCaslin Boulevard

Urban Design Elements - Center

McCaslin Boulevard

Urban Design Elements – Center
Design concepts do not preclude large-format retail

McCaslin Boulevard

Urban Design Elements - Corridor

McCaslin Boulevard

Urban Design Elements - Edge

McCaslin Boulevard

Fiscal Impact

Existing Development in Study Area		
Retail	897,781	Square feet
Office	1,769,692	Square feet
Residential	277	Units
Employees	7,993	People
Residents	333	People

Projected 20 year Increase under Current Regulations		
Retail	618,495	Square feet
Office	5,075,038	Square feet
Residential	5	Units
Employees	24,448	People
Residents	6	People

Projected 20 year Increase under Proposed Scenario		
Retail	398,889	Square feet
Office	2,570,864	Square feet
Residential	0	Units
Employees	10,611	People
Residents	0	People

20 Year Cumulative Fiscal Impact	
Revenue by Fund	
General Fund	$44,700,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$6,200,000
Lottery Fund	$0
Historic Preservation Fund	$2,300,000
Capital Pojects Fund	$18,700,000
TOTAL REVENUE	$72,000,000
Expenditures by Fund	
General Fund	$21,500,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$100,000
Lottery Fund	$0
Historic Preservation Fund	$0
Capital Projects Fund	$9,400,000
TOTAL EXPENDITURES	$30,900,000
Net Fiscal Result by Fund	
General Fund	$23,200,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$6,200000
Lottery Fund	$0
Historic Preservation Fund	$2,300,000
Capital Projects Fund	$9,300,000
NET FISCAL IMPACT	$41,100,000

McCaslin Boulevard

Development Comparison

Development Potential In Area Covered by McCaslin Blvd Small Area Plan			
	Residential (Units)	Office (SF)	Retail (SF)
Existing	277	1,769,692	897,781
Currently allowed (Total)	282	6,844,730	1,516,276
SAP Proposed allowed (Total)	277	4,340,556	1,296,670
Change (In Total)	-5	-2,504,174	-219,606
Percentage Change in Allowed Development (Change In Total Allowed)	-2%	-37%	-14%

McCaslin Boulevard

Development Comparison

Development Potential In Area Covered by McCaslin Blvd Small Area Plan			
	Residential (Units)	Office (SF)	Retail (SF)
Existing	277	1,769,692	897,781
Previous draft (Total)	668	3,993,437	1,194,089
SAP Proposed allowed (Total)	277	4,340,556	1,296,670
Change (In Total)	-391	+347,119	+102,581
Percentage Change in Allowed Development (Change In Total Allowed)	-59%	+9%	+9%

McCaslin Boulevard

Additional Questions

- **Development Types.** Is further study of the proposed "development types" needed? Conceptual renderings do not provide clear vision for the study area. Would 3-D modeling of the area and further input and exploration of different densities, height, bulk and setbacks for each development area help? 3-D modeling better portrays street view perspective than the birds eye view renderings, which reflect a perspective no one every sees.
- **Market Study.** A market analysis may be needed to supplement the fiscal impact analysis to ensure that the land use proposal has the best opportunity to leverage fiscal balance or gain for the City.
- **Improving Transit Access.** Should we explore First and Final mile opportunities around the BRT and bus or shuttle service and incorporate that information into the Plan?

McCaslin Boulevard

Implementation

- Draft and adopt design standards and guidelines
- Timeline
- Cost estimates given in ranges

McCaslin Boulevard

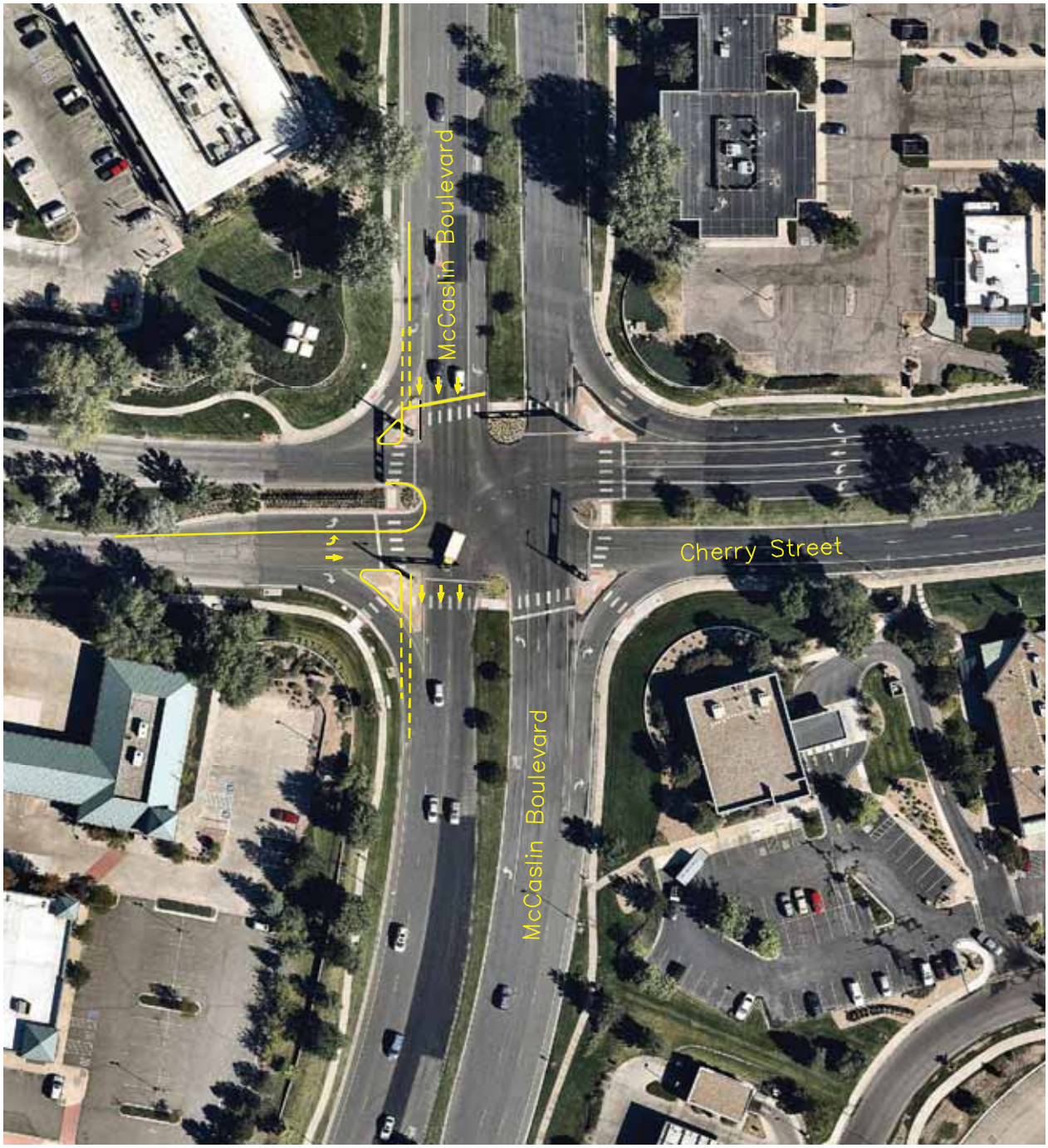
Kimley»Horn
NORTH
NTS 096426000

MCCASLIN BOULEVARD &
DILLON ROAD
INTERSECTION IMPROVEMENTS

FIGURE 1

Kimley»Horn

Kimley»Horn
NORTH
NTS 096426000

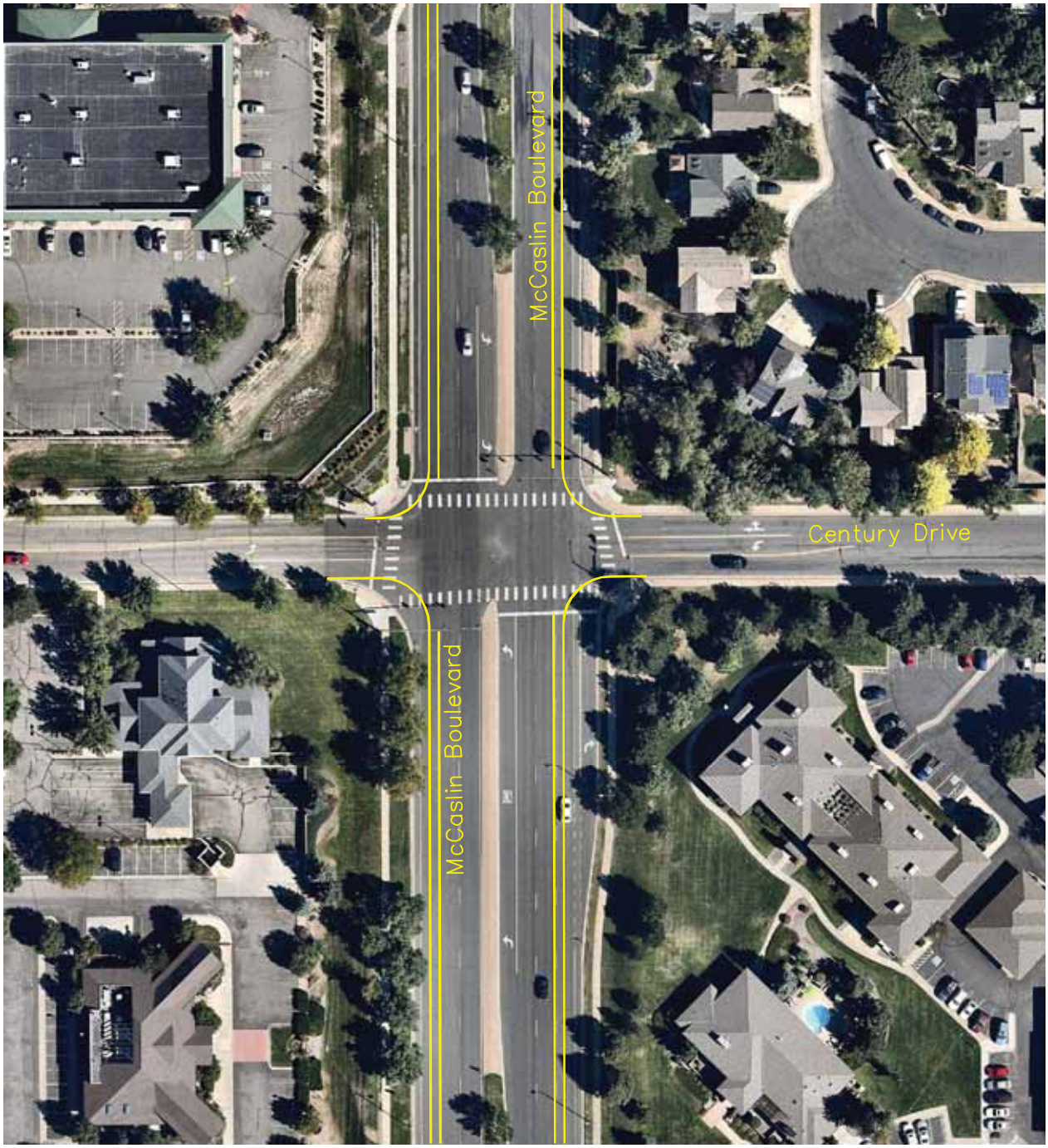


MCCASLIN BOULEVARD &
CHERRY STREET
INTERSECTION IMPROVEMENTS

FIGURE 2

Kimley»Horn

NORTH
NTS 096426000

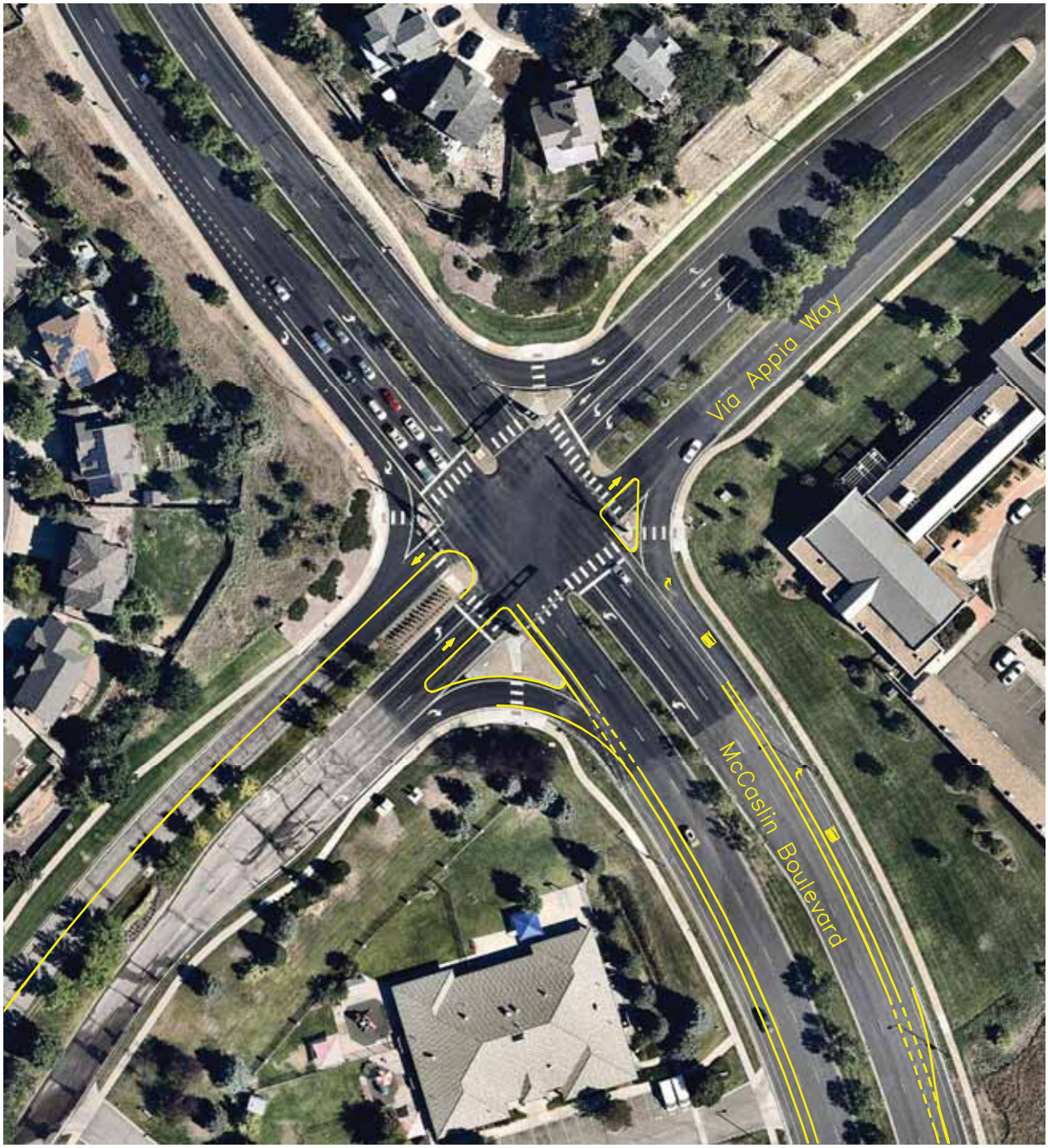


MCCASLIN BOULEVARD &
CENTURY DRIVE
INTERSECTION IMPROVEMENTS

FIGURE 3

Kimley»Horn

Kimley»Horn
NORTH
NTS 096426000



MCCASLIN BOULEVARD &
VIA APPIA WAY
INTERSECTION IMPROVEMENTS

FIGURE 4

Kimley»Horn

From: MARK HOLMES
To: City Council
Subject: Small Area Plan on McCaslin
Date: Wednesday, October 19, 2016 7:16:28 AM

Hello Council,

We were not able to attend the meeting last night as we were at our children's parent/teacher conferences.

Our voice and opinion is similar to that I saw on channel 8 later in the evening, is that we would like to see 1 story or 2 story buildings only in that Central portion and north portion of the plan.

I think many of the aspects look very nice. I am not a fan of making full bike lanes and taking away car lanes. That is a busy corridor and those lanes are needed for cars. Perhaps make a nice sized bike lane with some barriers similar to Baseline (between 30th and 39th) in Boulder. As we all know how it worked on Folsom in Boulder, NOT good.

I do believe that keeping Home Depot and Lowe's is crucial for all the residents in Louisville and Superior. It would be wonderful to see King Soopers at the old Sam's club location (rumors have been heard).

We have owned our home since 2005 here in Louisville and our first (smaller) house in 1997. Also having a few rental properties, we love Louisville our investments here.

Look forward to seeing it grow, But with considerations for all that it benefits and effects.

Best regards,

Mark Holmes

ps

please confirm receipt of this message.

mh

Real Estate for the Way You Live

cell: 303-332-5351

holmes4sale@msn.com
www.holmes-4-sale.com

From:	Jennifer McCartney
To:	City Council
Cc:	Justin Sako
Subject:	McCaslin Small Area Plan
Date:	Wednesday, October 19, 2016 11:26:36 AM

Good morning,

We weren't able to make the City Council meeting yesterday evening, but wanted to weigh in on the McCaslin Small Area Plan.

We own a home on Dahlia very near Firestone Elementary. Our main concern with the current plan is the "significant densification" and a "tripling of travel time through the corridor." Right now, many commuters from outside of our neighborhood use Dahlia as an alternate route between Pine and Cherry and/or Dillon. While the speed limit is 25, many cars are zipping through at much higher speeds, which increases the traffic noise and is a serious safety hazard for the children and families who live, walk, bike, and play in the neighborhood. We are concerned that increasing the density and commute time through the McCaslin area will also increase the commuter traffic down our neighborhood street.

The Louisville police do a fine job of patrolling the street, and we often see them out issuing tickets for speeding and running the stop sign. However, this is a small band-aid for a growing problem.

What reassurances can you offer us that measures will be put in place to prevent Dahlia from becoming an alternate route for a growing number of commuters? Has the town considered installing speed bumps? Raised - and an increased number - of crosswalks? Additional stop signs or tight traffic circles? Or even splitting the street in half to stop it from being used as a thoroughfare?

Thank you for all you do,

Jennifer McCartney
Justin Sako
742 W Dahlia St.
Louisville CO 80027

From: Thomas Ward
To: City Council
Subject: McCaslin Small Area Plan
Date: Wednesday, October 19, 2016 4:33:58 PM

My family and I live in the Centennial Heights West neighborhood adjacent to the vacant commercial plot north of the parkway and just below the GHX property.

We and our neighbors want to see a buffer between our neighborhood and any future commercial development and do not want to see Hillside Court connected to that commercial space. A good buffer would be to have a trail connecting Centennial Parkway up to the GHX road; an informal one now exists which is widely used. This short trail would maintain direct access for all of us to Davidson Mesa and be the shortest route for those coming from the McCaslin corridor. Also, you likely could get the land for free as part of a reasonable setback for development. It would be low cost as would connect to the road and trailhead; a sidewalk/path along the road could be built if needed.

The vacant land by police station along McCaslin seems a waste to me. I suggest trading this parcel for one of the vacant parcels adjacent to Davidson Mesa to expand that open space. This would be a good addition to the corridor and be more valuable and more likely to be developed for the owner of the vacant land.

Tom and Aria Ward
1145 Hillside Court
Louisville, CO 80027
303-665-2243

From:	Richard Simpson
To:	City Council
Subject:	McCaslin
Date:	Thursday, October 20, 2016 10:13:43 AM

Dear City Council,

When voting on the plans to change McCaslin corridor please consider the following:

Replacing existing retail obviously reduces the sales tax revenue to the city.

Louisville does NOT need anymore high density housing than has already been approved. Projects are still under construction and yet the roads and King Soopers are too busy and full of traffic. The nice little town that we all moved here for and knew and loved is being loved to death. There were reasons that it made Best Place To Live and many of those are going away due to over building housing.

We are 21 year residents and feel enough is already too much on the housing added to Louisville.

It is not necessary for every area of town to include housing. Some areas can remain commercial and retail only.

Thanks,
Richard Simpson
1560 Ridgeview Dr
303-673-9257

From:	Charlotte Buck
To:	City Council
Subject:	Opposed to McCaslin Small Area Plan
Date:	Thursday, October 20, 2016 10:49:46 AM

I am opposed to the proposed McCaslin Small Area Plan. I have lived in Louisville since 1995, having moved from the “zoo” known as Boulder.

Louisville was a refreshing small town back then, before Home Depot, Lowes, Sams (defunct), the 12-plex theater, the “lofts” behind Walgreens, the motels and everything lining up along Dillon and Marshall Road. Much of what was added was good for the town, so that a resident didn't have to run into Boulder to shop, eat or see movies. All was well for a time.

All the development since our 2008 meltdown has Louisville starting to look like a smaller version of Erie, jam-packed, living "cheek to jowl" in living quarters with not much green around them, uniform yards, non-unique. The newer, multi-unit housing construction is just plain unattractive, no matter what they do to the front of them, which isn't much. We are losing our charming, small town character that won awards, while becoming more elite and expensive.

Every day I see something that wasn't there before. The Daily Camera 8/12/13 issue said this about Louisville:

“....as the economy rebounds and the hard-hit housing market revives itself, **Louisville runs the risk of being loved to death...."** (emphasis added).

According to Money Louisville is a "great place to raise a family, with well-regarded schools and a safe community. ..."

More population brings in more crime, trash, traffic, overcrowding in schools, libraries, parks, restaurants, coffee shops, trails...even our beloved Street Faire isn't any fun to go to anymore because it's too crowded, rowdy, and is presenting the kind of problems that the Boulder Mall Crawl couldn't overcome (without the costumes). I wonder how many Money Magazine awards we will be winning in the future.

I would like Louisville to stay just the way it is, but somehow I know that will not happen. I will get to my points that have to do directly with the McCaslin Small Area Plan:

1. I am opposed to anymore structures that resemble "student housing" type accommodations, or anything else that has become the new Boulder cosmo look.

Three stories is just way too high especially to the west where we have a view of the Flatirons and Front Range from the McCaslin corridor. Why block it? Isn't the view one of the great things about Louisville? And it is completely out of character with what was attractive about Louisville and brought thousands of us here. Look at Boulder and how those massive high density housing and commercial properties have completely changed it's character and are now blocking the Flatirons view that was so beloved from the Pearl Street Mall and so many other places. Buildings are jutting up all over the place. Should that be on Louisville's wish list?

2. I'm a bicyclist, but don't agree with right-sizing for a few blocks along McCaslin when there is a perfectly good bicycle lane on both sides from South Boulder Road to Dillon. There are other biking options (side streets, bike paths) for getting to the 36 Bicycle Path, or to to the South of 36. Don't you remember the ridicule heaped on Boulder for their right-sizing fiasco?

3. If development is a given, please consider commercial development over residential development. We don't need to accommodate everyone who wants to live here. Services and infrastructure are critical for quality of life, and that depends upon our tax base.

Thank you for considering my comments in opposition.

Charlotte Buck
947 Larkspur Lane
Louisville

Meredyth Muth

From: Scott Robinson
Sent: Tuesday, October 25, 2016 10:03 AM
To: Meredyth Muth
Subject: FW: McCaslin Plan

From: Linda Abrams [mailto:lindadba@msn.com]
Sent: Saturday, October 22, 2016 11:51 AM
To: Scott Robinson
Subject: McCaslin Plan

The most important thing about any planning for this area is to not increase residential density. The soon-to-be ghetto that was built near the old safeway site and across the railroad tracks is just awful and I know a few long-time residents in that area that hate what had been done.

We do not need an increase of population in the McCaslin area! Nor do we what 3 story buildings being allowed.

One idea is to turn the old Sam's Club property into a park and payground. That would be visually pleasing and would not create more density and more heavy traffic.

Thanks,

Linda Abrams

415 Fairfield Ln

From:	Beth Rosenshein
To:	City Council
Subject:	comments about redevelopment
Date:	Thursday, October 20, 2016 4:56:44 PM

To whom it may concern,

I attended the meeting on Tuesday, October 18 and have carefully looked over the suggested redevelopment plans. As residents of Louisville, my husband and I do not want to see high density housing put in the suggested area.

1) The public school is not equipped for any more students. The high school is already overflowing beyond capacity for at least 5 years. The HS already has over 500 more students than it should have.

2) The additional traffic would be dangerous to the many school children who ride their bikes to school. The light at St Andrews was a welcomed as it provided more safety for our students.

3) There are not enough roads to handle more parents driving their kids to school. Putting a roundabout at Cherry and Dalia would just be backed up in the morning and an enormous hazard for the school children as they weave between slow moving cars. The cars are backed up at from Campus drive to 88th every day at drop off and pick up at both the elementary and high school. More students mean even more backup all the way back to Dillon.

4) There is no good reason to lose Home Depot and Lowes as both these stores are convenient and needed in the community.

5) It would be better to put in businesses behind Uber and Starbucks because traffic would come off the freeway and then at the end of the day it would go back up McCaslin to the freeway. The freeway was recently improved for higher traffic while the streets of Louisville have not been.

Louisville was voted as the number 1 town to live in for two years. Housing prices have gone up which means our taxes have gone up. This is good for the city. What isn’t good is to make Louisville a miserable and unsafe place for our children.

Thank you for considering what I have suggested.

Beth Rosenshein

From: Ann Key
To: City Council
Subject: McCaslin Plan, the Kerr Development, and Main & Spruce
Date: Monday, October 24, 2016 9:18:45 PM

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1. Hello, I've just seen your small area plan for McCaslin. I live in the Heritage II neighborhood north of Cherry. For what it's worth, I can't understand the need to reduce travel lanes on McCaslin north of Cherry. Isn't car traffic only going to increase over time? Aren't there bike lanes already on both Cherry and McCaslin? Why do they have to be two-way lanes on each side (if I've understood it correctly)?

2. Are there really only going to be 8 residences put into the Kerr Development? Are you also planning commercial development there?

3. Have you considered making the intersection of Main and Spruce a four-way stop like Main and Pine? I think it's needed. The cars are usually going pretty fast there and there's a lot of foot traffic, many of them coming from Main and Pine and maybe expecting Main and Spruce to be a four-way.
Thanks

From: bud
To: City Council
Subject: McCaslin Small Area Plan
Date: Tuesday, October 25, 2016 11:45:40 AM

I was unable to attend the Oct 18 mtg re the McCaslin small area plan so am offering my thoughts via this message. First I commend the city government for their planning approach and seeking community input. That said, please learn a lesson from the City of Boulder re not what to do.

1. Downtown Boulder has obscured many of their mountain views with the urban pattern envisioned for the Center area along McCaslin. This Center area provides valuable openness and views creating a uniqueness for the city. Please try to preserve this asset and avoid becoming just another Pearl Street, 28th St and Boulder Junction.

2. Residential Density. Traffic is horrific in the city of Boulder. Dense pedestrian planned residential areas, like Boulder Junction may eliminate congestion in the immediate area, but all those people do leave their sanctuaries and contribute to congestion. Don't repeat the problem for Louisville.

3. Rightsizing McCaslin, sounds like it has all the potential for another Folsom St fiasco.

Thank you for listening and for your service to the city. Please, don't Boulderize Louisville.

Alice Ranney
bcliff98@comcast.net

From: Cheryl White
To: City Council
Subject: Mccaslin small area plan
Date: Tuesday, October 25, 2016 12:41:18 PM

I have watched the cable viewings, and have attended a couple citizen meetings. I want to give you my input and comments regarding the above mentioned subject. I understand the need for increased revenue. What I have issues with, is the impact on residents who have lived here since I had a clear view of the Flatirons. (26 years) the idea of a roundabout at Cherry and Dahlia is crazy. I have noted the monitoring machines in the area. Having a roundabout, creates issues with runners, walkers, and dog owners. The right hand turn at Dahlia and Cherry is a cross section that as I walk my dog, is a "hope you see us". With a roundabout, what are our chances. Secondly, the Centennial shopping area to make it into a two to three story building/residential area, puts a huge impact on residents and the noise level, plus traffic issues. I can hear traffic at 4 in the morning with the highway, etc. more business, means more noise and traffic. The idea of a bike lane along Mccaslin. You have that, BUT, bikers use the sidewalks and walkers have to avoid issues. Bad idea. The business district on the west side of mcCaslin, again, needs to take in consideration, noise levels, traffic, parking, and how to get in and out of the theater areas, and small businesses. I am sure I am missing some points, but instead of the focus on money, think of the loyal residents. I chose Louisville for reasons because of the people and friends. I do not want another Boulder. Crowded and crazy. Thank you. Cheryl White

Sent from my iPad

From:	Linda Abrams
To:	City Council
Subject:	McCaslin Plan
Date:	Thursday, October 27, 2016 3:52:37 PM

There is quite a lot about the McCaslin plan that my husband and I dislike.

Three story high buildings are not in character with Louisville.

"Right-sizing" McCaslin between Cherry and Via Apria is an awful idea. You saw what happened in Boulder! Leave the lanes as they are. There is enough traffic there most of the day and reducing lanes will just be bad for all of us that use that street.

We do not need any more high-density housing in Louisville. In fact, we do not need any new housing at all. Let's keep Louisville a small, liveable community.

Thank you for listening,

Linda Abrams

415 Fairfield Lane.

From: J Sato
To: City Council
Subject: McCaslin Small Area Plan
Date: Thursday, October 27, 2016 7:08:15 PM

Members of the City Council,

Thank you for a very informative and productive session on the McCaslin Boulevard Small Area Plan during the city council meeting on October 18. I would like to express my appreciation to both the City Council and the Planning Commission for all the work going into the McCaslin Plan, and to thank you for seriously considering the various views presented by the community.

City Council consensus to eliminate the roundabout at Cherry and Dahlia was welcome news. Thank you also for listening to the many residents who are against rezoning commercial spaces for residential in the areas east of McCaslin, and thank you for placing a high priority on maintaining a good buffer zone with setbacks, landscaping, and restricted height limits. Council's insistence on protecting homes in the neighborhood bordering commercial areas is very encouraging and very much appreciated.

There was much discussion on roads and traffic in the area. The proposed roadway grid system to the west of McCaslin, better trail connectivity, and an added northbound through lane at Dillon seem like good ideas. However, I still do not support lane reduction on McCaslin, and I especially do not want to see two-way, on-street bike lanes. These two-way bike lanes would allow cyclists to travel north in the southbound lanes and south in northbound lanes. This will pose a serious hazard, especially with vehicles turning left onto cross streets. Although I prefer not to lose lanes at all on McCaslin, if there will be enhanced on-street bike lanes, at the very least let's keep travel to the same direction for both cars and bikes.

Thank you again for considering community input and feedback on the McCaslin Plan. Your careful consideration of all sides is much appreciated. And thank you again for placing such a high priority on protecting the character of the surrounding neighborhoods.

Sincerely,
J. Sato

From:	Sherry Sommer
To:	City Council
Cc:	Rob Zuccaro
Subject:	Cherry/ Dahlia intersection
Date:	Friday, October 28, 2016 11:56:57 AM

Dear Council Members,

I'm sorry I had to leave the discussion of the McCaslin Small Area Plan early; I understood that you turned down the possibility of a traffic circle at Cherry and Dahlia later in the meeting.

If a traffic circle is not forthcoming, please consider of other means of making that intersection safer. It's a difficult and even potentially dangerous place to cross. Also, traffic is quite heavy and fast along Dahlia. We need to rethink how traffic is managed in this area.

Thanks to all of you and the Planning Department for the work spent on this plan. I am especially grateful you took out the provision for housing. The budget discussion just prior indicates we already have budget limitations for police, open space, and library. Thank you for not adding to the demands on those services.

Rob especially deserves recognition for all that he has done to respond to citizen comments and to think about reducing height and density in this area. He is a great fit for Louisville.

Sincerely,

Sherry Sommer

Sent from my iPhone

CITY COUNCIL COMMUNICATION
AGENDA ITEM 8C

SUBJECT: **ORDINANCE NO. 1728, SERIES 2016 – AN ORDINANCE APPROVING THE VACATION OF A 20 FOOT WIDE UTILITY EASEMENT ON LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING – 2ND READING PUBLIC HEARING (ADVERTISED *DAILY CAMERA* 10/23/16)**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **ROBERT ZUCCARO, DIRECTOR OF PLANNING AND BUILDING SAFETY**

REQUEST:
The applicant, McCaslin Retail, LLC, requests that the City vacate a 20' wide utility easement located at 994 W Dillon Road (McCaslin Marketplace). The utility easement was dedicated to the City as part of the Centennial Valley Parcel H, Third Filing Final Plat, approved by the City on September 19, 1995 (see Attachment 3). The property recently redeveloped as the McCaslin Marketplace, a 12,772 square-foot retail center. The City Council approved the redevelopment on July 14, 2015 through a General Development Plan (GDP) amendment and a Final Planned Unit Development (PUD) (see Attachments 4 and 5 respectively). As a condition of the PUD approval, the applicant was required to relocate the water main and create a new utility easement on the north and east sides of the property in order to accommodate the proposed retail building location (see Figure 1 below).

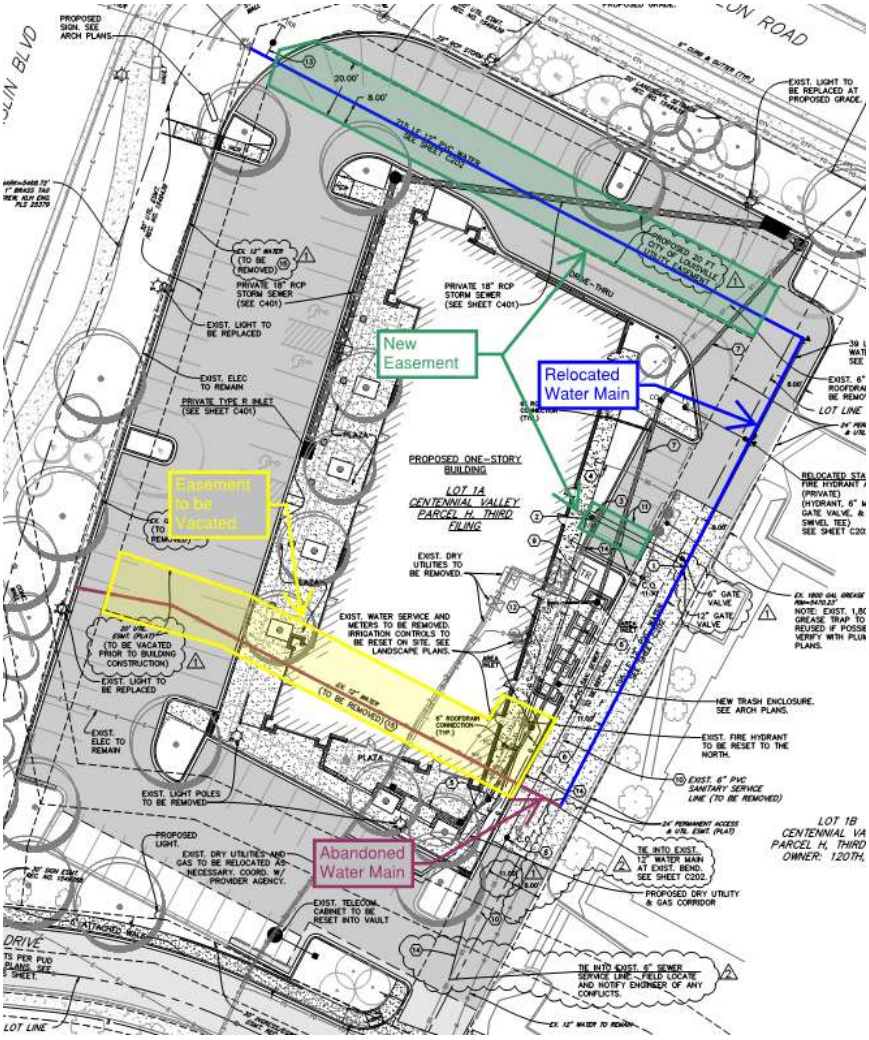

Figure 1: Water main relocation and easement exhibit.

ANALYSIS:

The applicant completed relocation of the water main in the Spring of 2016 and took the old water main off line, allowing vacation of the old easement to now take place. An easement for the new water main location was recorded on August 17, 2016 (see Attachment 6). No other utilities are located in the subject easement. Although there are no specific review criteria for easement vacations, as long as adequate easements are provided for a development, unused general utility easements of this kind may be vacated at the discretion of City Council. Staff finds that the easement vacation is consistent with the PUD approval and there are no other utilities that require the subject easement to provide service.

CITY COUNCIL FIRST READING:
At the October 18, 2016 meeting, the City Council approved Ordinance No. 1728, Series 2016 on first reading, and set second reading and a public hearing for November 1, 2016 to consider the proposed utility easement vacation.

PLANNING COMMISSION RECOMMENDATION:
The Planning Commission reviewed the request at their September 8, 2016 meeting and recommends approval of vacating the 20 foot wide utility easement on Lot 1A, Centennial Valley Parcel H, Third Filing as proposed.

STAFF RECOMMENDATION:
Staff recommends approval on second and final reading of Ordinance No. 1728, Series 2016, approving the vacation of a 20 foot wide utility easement on Lot 1A, Centennial Valley Parcel H, Third Filing.

ATTACHMENTS:
1. Ordinance No. 1728, Series 2016
2. Application Materials
3. Centennial Valley Parcel H, Third Filing Final Plat
4. Centennial Valley General Development Plan Amendment
5. Centennial Valley Parcel H, McCaslin Marketplace (Retail, Inc) Final PUD
6. August 16, 2016 Exclusive Utility Easement Deed
7. Presentation

ORDINANCE NO. 1728
SERIES 2016

AN ORDINANCE APPROVING THE VACATION OF A 20-FOOT WIDE UTILITY EASEMENT ON LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING

WHEREAS, by the plat of Centennial Valley Parcel H, Third Filing, recorded in the Office of the Boulder County Clerk and Recorder on March 7, 1996 at Reception No. 1589632, there was dedicated to the City a 20 foot utility easement on Lot 1A in the location further described in Exhibit A attached hereto and incorporated herein by this reference ("the 20 foot Easement"); and

WHEREAS, the Centennial Valley Parcel H, McCaslin Marketplace (Retail, Inc.) Final Planned Unit Development ("the PUD"), recorded in the Office of the Boulder County Clerk and Recorder on September 14, 2015 at Reception No. 03473447, includes a condition that the property owner, McCaslin Retail, LLC, relocate the water main outside of the 20 foot Easement and to dedicate to the City a new easement for the relocated water main; and

WHEREAS, McCaslin Retail, LLC, the owner of Lot 1A, Centennial Valley Parcel H, Third Filing has relocated the water main in compliance with the PUD, abandoned the water main in the 20 foot Easement and requests vacation of the 20 foot Easement; and

WHEREAS, an easement for the relocated water main has been granted to the City by an Exclusive Utility Easement Deed, recorded in the Office of the Boulder County Clerk and Recorder on August 17, 2016 at Reception No. 03537784; and

WHEREAS, the City Council finds and determines that the 20 foot Easement for which vacation is requested is not and will not be needed for any public purposes and will not be needed for any City utility purposes; and

WHEREAS, the City Council finds and determines that the 20 foot Easement for which vacation is requested is not being used or held for park purposes or for any other governmental purposes; and

WHEREAS, the City Council desires to approve the application and vacate the City's interests in the 20 foot Easement for which vacation is requested;

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

Section 1. The City hereby approves the vacation of that certain 20-foot wide utility easement located on Lot 1A, Centennial Valley Parcel H, Third Filing, which easement herein vacated is in the location further described in Exhibit A attached hereto and incorporated herein by this reference ("the 20 foot Easement").

Section 2. No other easements for public utilities per the plat of Centennial Valley Parcel H, Third Filing shall be deemed altered or amended by virtue of this ordinance.

Section 3. All other ordinances or portions thereof inconsistent or in conflict with this ordinance or any portion hereof are repealed to the extent of such inconsistency or conflict.

Section 4. The Mayor and City Manager, or either of them, is authorized to execute such additional documents as may be necessary to evidence the vacation of the 20 foot Easement herein vacated, including but not limited to the execution of quit claim deeds. All action heretofore taken in furtherance of the vacation of such 20 foot Easement are hereby ratified and confirmed.

INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED this 18th day of October, 2016.

_____
Robert Muckle, Mayor

ATTEST:

_____
Meredyth Muth, City Clerk

APPROVED AS TO FORM:

_____
Light | Kelly, P.C.
City Attorney

PASSED AND ADOPTED ON SECOND AND FINAL READING, this 1st day of November, 2016.

_____
Robert P. Muckle, Mayor

ATTEST:

_____
Meredyth Muth, City Clerk

EXHIBIT "A"

LOCATED IN THE SOUTH HALF QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH,
RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 2

VACATE EXISTING 20' UTILITY EASEMENT ACROSS A PORTION OF LOT 1A CENTENNIAL VALLEY PARCEL H, THIRD FILING, RECEPTION NUMBER 1589632 DATED 3/7/96, LOCATED IN THE SOUTH HALF OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE EASTERLY LINE OF LOT 1A TO BEAR SOUTH 27°41'52" WEST, A DISTANCE OF 348.02 FEET BETWEEN A FOUND #4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS #25379" AND A FOUND #4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS #25379", WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

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SAID VACATED EASEMENT CONTAINING 3,308 SQ.FT. OR 0.08 ACRES, MORE OR LESS.

I, JOHN B. GUYTON, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY STATE FOR AND ON BEHALF OF FLATIRONS, INC., THAT THIS PARCEL DESCRIPTION AND ATTACHED EXHIBIT, BEING MADE A PART THEREOF, WERE PREPARED BY ME OR UNDER MY RESPONSIBLE CHARGE AT THE REQUEST OF THE CLIENT AND IS NOT INTENDED TO REPRESENT A MONUMENTED LAND SURVEY OR SUBDIVIDE LAND IN VIOLATION OF STATE STATUTE.

COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR 16406 9/11/15

JOHN B. GUYTON
COLORADO P.L.S. #16406
CHAIRMAN/CEO, FLATIRONS, INC.

JOB NO. 15-66,410

JOB NUMBER: 15-66,410
DRAWN BY: W. BECKETT
DATE: SEPTEMBER 11, 2015

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Flatirons, Inc.
Surveying, Engineering & Geomatics
3825 IRIS AVE, STE 395
BOULDER, CO 80301
PH: (303) 443-7001
FAX: (303) 443-9830
www.Flatironsinc.com

BY:BBECKETT FILE:66410-ESMT-VACATE.DWG DATE:9/11/2015 9:05 AM

EXHIBIT "A"

LOCATED IN THE SOUTH HALF OF SECTION 18,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 2

LINE	BEARING	DIST.
L1	N17°30'26"E	20.00'
L2	S72°29'34"E	45.50'
L3	S62°18'08"E	92.68'
L4	N27°41'52"E	10.29'
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L6	S27°41'52"W	30.29'
L7	N62°18'08"W	110.03'
L8	N72°29'34"W	43.72'

COLORADO REGISTERED
15406
PROFESSIONAL LAND SURVEYOR
9/11/15

JOB NUMBER: 15-66,410
DRAWN BY: W. BECKETT
DATE: SEPTEMBER 11, 2015

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BY:BECKETT FILE:66410-ESMT-VACATE.DWG DATE:9/11/2015 9:08 AM

City of Louisville
COLORADO · SINCE 1878

Department of Planning and Building Safety

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: McCaslin Retail, LLC
Contact: Scott Reichenberg
Address: 3434 47th Street, Suite 220
Boulder, CO 80301
Mailing Address: Same as above
Telephone: 303.449.2131
Fax: 303.449.8250
Email: scott@coloradogroup.com

OWNER INFORMATION

Firm: McCaslin Retail, LLC
Contact: Scott Reichenberg
Address: 3434 47th Street, Suite 220
Boulder, CO 80301
Mailing Address: Same as above
Telephone: 303.449.2131
Fax: 303.449.8250
Email: scott@coloradogroup.com

REPRESENTATIVE INFORMATION

Firm: The Sanitas Group, LLC
Contact: Curtis Stevens
Address: 801 Main Street, St. 210
Louisville, CO 80027
Mailing Address: Same as above
Telephone: 720.346.1656
Fax:
Email: cstevens@thesanitasgroup.com

PROPERTY INFORMATION

Common Address: 994 West Dillon Rd
Legal Description: Lot 1A Blk
Subdivision Centennial Valley Parcel H
Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- ☐ Annexation
- ☐ Zoning
- ☐ Preliminary Subdivision Plat
- ☐ Final Subdivision Plat
- ☐ Minor Subdivision Plat
- ☐ Preliminary Planned Unit Development (PUD)
- ☐ Final PUD
- ☐ Amended PUD
- ☐ Administrative PUD Amendment
- ☐ Special Review Use (SRU)
- ☐ SRU Amendment
- ☐ SRU Administrative Review
- ☐ Temporary Use Permit: _____
- ☐ CMRS Facility: _____
- ☒ Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

PROJECT INFORMATION

Summary: Vacation of existing utility easement accross a portion of the lot due to relocation of water main. Easement area to be vacated does not impact adajacent properties and was identiifed on the approved PUD as to be vacated once the existing water main was relocated.

Current zoning: CC Proposed zoning: CC

SIGNATURES & DATE

Applicant: McCaslin Retail, LLC by: [signature], manager
Print: by: W. Scott Reichenberg 5/26/16
Owner: McCaslin Retail, LLC by: [signature], manager
Print: by: W. Scott Reichenberg 5/26/16
Representative: _____
Print: _____

CITY STAFF USE ONLY

- ☐ Fee paid: _____
- ☐ Check number: _____
- ☐ Date Received: _____

1 June 2016

City of Louisville
Department of Planning & Building Safety
749 Main Street
Louisville, CO 80027
Attn: Lauren Trice

Re: **Written Statement/Cover Letter**
McCaslin Retail – 944 W. Dillon Road
Lot 1A - Centennial Valley Parcel H, Third Filing
Request for Easement Vacation

File: B1028

Dear Lauren,

On behalf of McCaslin Retail, LLC we are submitting this request for an Easement Vacation on Lot 1A, Centennial Valley Parcel H, Third Filing. The project site is located at the southeast corner of McCaslin Blvd and Dillon Road, with Lot 1A being addressed as 994 West Dillon Road.

A PUD was recently review and approved by the City of Louisville for the McCaslin Retail development that is currently under construction on the subject site. The approved PUD is dated 5/14/15. Associated with the recently approved PUD was a civil engineering construction document set of the associated site improvements that was approved by the Public Works Department on 9/29/15. As part of the approved improvements for the McCaslin Retail project was the realignment of an existing 12" public water main running through the site. Once the 12" water main was realigned, a portion of the existing utility easement was noted as to be vacated. This is the portion of easement we are requesting vacation of at this time.

In the spring of 2016 the proposed 12" water main realignment was constructed and the portion of water main in the area where the easement vacation is being requested was taken off line and abandoned. Dedication of a new easement for the new water main alignment is currently in the process of being dedicated through the Public Works Department.

As there is no longer an active public utility located within the subject area of existing utility easement, we are requesting the initiation of the necessary Land Use Review process to vacate a portion of utility easement as described in the included documents.

The owner of Lot 1A, McCaslin Retail, LLC, is serving as the applicant for this project. As discussed during our pre-application meeting with City staff, the subject easement area does not benefit or impact the adjacent property owners and therefore letters from the abutting property owners are not necessary as part of this application.

A summary of documents included with this written statement is as follows:

- A - Land Use Application
- B – Cover Letter (This Letter)
- C – Proof of Ownership (Special Warrant Deed)
- D – Application Fee
- G – Current Title Commitment
- I – Supporting Plan Documents
    - (1) Final Subdivision Plat
    - (4) ALTA Survey
    - (5) Utility Plans
- P – Legal Description & Exhibit for Easement Vacation
- R – CD of Submittal Documents

As discussed with City staff, we will coordinate with staff on the list of property owners within 500-feet and the public notice envelope mailing requirements. Please do not hesitate to contact me with any questions or concerns at 720.346.1656 or email me at cstevens@thesanitasgroup.com.

Sincerely,

The Sanitas Group, LLC

Curtis C. Stevens, P.E., CFM
Principal/Civil Engineer

CC: Scott Reichenberg – Colorado Group
Neil Littmann – Colorado Group

EXHIBIT "A"

LOCATED IN THE SOUTH HALF QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH,
RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

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COLORADO REGISTERED JOHN B. GUYTON 16406 PROFESSIONAL LAND SURVEYOR
9/11/15

JOHN B. GUYTON
COLORADO P.L.S. #16406
CHAIRMAN/CEO, FLATIRONS, INC.

FSI JOB NO. 15-66,410

JOB NUMBER: 15-66,410
DRAWN BY: W. BECKETT
DATE: SEPTEMBER 11, 2015

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BY:BBECKETT FILE:66410-ESMT-VACATE.DWG DATE:9/11/2015 9:05 AM

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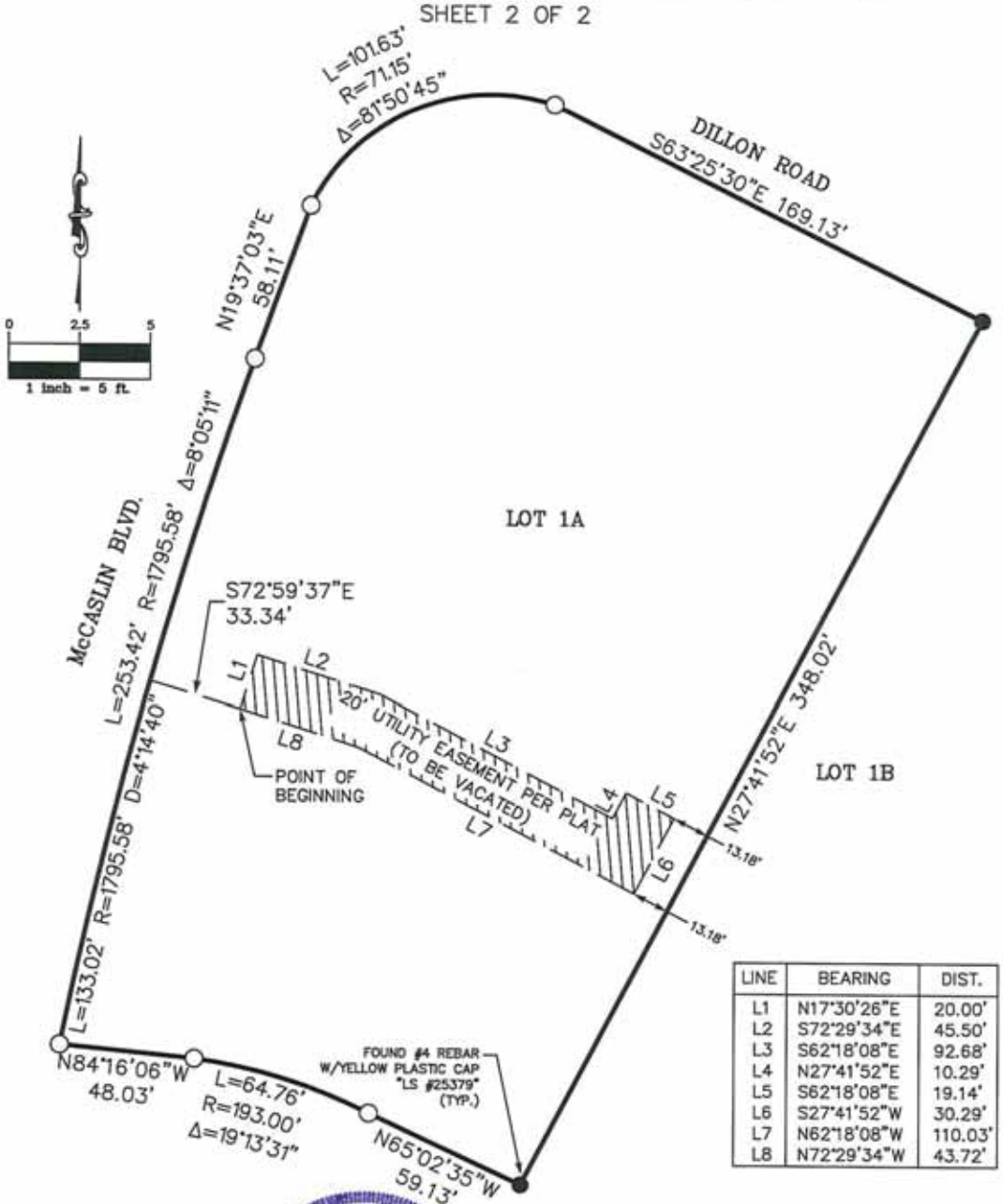
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 2



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BY:BBECKETT FILE:66410-ESMT-VACATE.DWG DATE:9/11/2015 9:08 AM

03064190 03/17/2010 03:23 PM
RF: $6.00 DF: $70.60 Page: 1 of 1
Electronically recorded in Boulder County Colorado.
Recorded as received.

State Documentary Fee
Date: February 12, 2010
$ 70.60

Special Warranty Deed

(Pursuant to 38-30-115 C.R.S.)

THIS DEED, made on **February 12, 2010** by

GUARANTY BANK AND TRUST COMPANY

Grantor(s), of the County of **WELD** and State of **COLORADO** for the consideration of **($706,000.00) *** Seven Hundred Six Thousand and 00/100 ***** dollars in hand paid, hereby sells and conveys to

MCCASLIN RETAIL, LLC, A COLORADO LIMITED LIABILITY COMPANY

Grantee(s), whose street address is **3434 47TH ST #220 BOULDER, CO 80301**, County of **BOULDER**, and State of **COLORADO**, the following real property in the County of **Boulder**, and State of Colorado, to wit:

LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING, COUNTY OF BOULDER, STATE OF COLORADO.
also known by street and number as: **994 W. DILLON RD. LOUISVILLE CO 80027**

with all its appurtenances and warrants the title against all persons claiming under the Grantor(s), subject to *all taxes and assessments for the year 2010 and the matters stated in Section 13 (transfer of title) of the Contract to Buy and Sell Real Estate dated February 9, 2010, by and between the Grantor and the Grantee: (a) those specific Exceptions described by reference to recorded documents as reflected in the Title Documents accepted by Grantee(s) in accordance with Section 8.1 (Title Review); (b) distribution utility easements (including cable TV); (c) those specifically described rights of third parties not shown by the public records of which Grantee(s) has actual knowledge and which were accepted by Grantee(s) in accordance with Section 8.2 (Matters not Shown by the Public Records) and Section 8.3 (Survey Review); (d) inclusion of the Property within any special tax district.*

GUARANTY BANK AND TRUST COMPANY

Brad Schwindt

BRAD SCHWINDT AS SENIOR VICE PRESIDENT

State of **COLORADO**)
County of ~~**BOULDER**~~ Weld) ss.
)

The foregoing instrument was acknowledged before me on this day of **February 12, 2010**
by **BRAD SCHWINDT AS SENIOR VICE PRESIDENT OF GUARANTY BANK AND TRUST COMPANY**

Lyn E Myers

Notary Public
My commission expires My Commission Expires 11/13/2013

LYNN E MYERS NOTARY PUBLIC STATE OF COLORADO

When Recorded Return to: **MCCASLIN RETAIL, LLC, A COLORADO LIMITED LIABILITY COMPANY**
3434 47TH ST #220
BOULDER, CO 80301

Land Title Guarantee Company

Form 13767 07/2009 swd.odt Special Warranty Deed (Photographic) WC80032655 {9213408}

SKLD LG SKL10235 BD 3064190-2010.001

Land Title
GUARANTEE COMPANY
Since 1967

Customer Distribution

Our Order Number: ABZ70465440.1

Date: 05-26-2016

Property Address: 994 W DILLON RD, LOUISVILLE, CO 80027

For Title Assistance
KIM ZIMMERMAN
5975 GREENWOOD PLAZA BLVD
GREENWOOD VILLAGE, CO 80111
720-406-2083 (phone)
303-393-4842 (fax)
kzimmerman@ltgc.com

PLEASE CONTACT YOUR CLOSER OR CLOSER'S ASSISTANT FOR WIRE TRANSFER INSTRUCTIONS

Buyer/Borrower
MCCASLIN RETAIL LLC
Attention: SCOTT REICHENBERG OR NEIL LITTMAN
3434 47TH ST # 220
BOULDER, CO 80301
scott@coloradogroup.com,neil@coloradogroup.com
Delivered via: Electronic Mail

Land Title Guarantee Company

Estimate of Title Fees

Order Number: ABZ70465440.1 Date: 05-26-2016

Property Address: 994 W DILLON RD, LOUISVILLE, CO 80027

Buyer/Borrower: MCCASLIN RETAIL, LLC, A COLORADO LIMITED LIABILITY COMPANY

Visit Land Title's website at www.ltgc.com for directions to any of our offices.

Estimate of Title Insurance Fees	
ALTA Loan Policy 06-17-06	$0.00
If Land Title Guarantee Company will be closing this transaction, the fees listed above will be collected at closing.	
Total	$0.00
THANK YOU FOR YOUR ORDER!	

ALTA COMMITMENT
Old Republic National Title Insurance Company
Schedule A

Order Number: ABZ70465440.1

Customer Ref-Loan No.:

Property Address:

994 W DILLON RD, LOUISVILLE, CO 80027

1. Effective Date:

05-23-2016 At 5:00 P.M.

2. Policy to be Issued and Proposed Insured:

"ALTA" Loan Policy 06-17-06 $0.00
Proposed Insured:
TO BE DETERMINED

3. The estate or interest in the land described or referred to in this Commitment and covered herein is:

A FEE SIMPLE

4. Title to the estate or interest covered herein is at the effective date hereof vested in:

MCCASLIN RETAIL, LLC, A COLORADO LIMITED LIABILITY COMPANY

5. The Land referred to in this Commitment is described as follows:

LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING, COUNTY OF BOULDER, STATE OF COLORADO.

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ALTA COMMITMENT
Old Republic National Title Insurance Company
Schedule B-1

(Requirements)

Order Number: ABZ70465440.1

The following are the requirements to be complied with:

Payment to or for the account of the grantors or mortgagors of the full consideration for the estate or interest to be insured.

Proper instrument(s) creating the estate or interest to be insured must be executed and duly filed for record, to-wit:

THIS COMMITMENT IS FOR INFORMATION ONLY, AND NO POLICY WILL BE ISSUED PURSUANT HERETO.

Old Republic National Title Insurance Company
Schedule B-2

(Exceptions)

Order Number: ABZ70465440.1

The policy or policies to be issued will contain exceptions to the following unless the same are disposed of to the satisfaction of the Company:

1. **Any facts, rights, interests, or claims thereof, not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.**

2. **Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.**

3. **Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.**

4. **Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.**

5. **Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date of the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.**

6. **(a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.**

7. **(a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water.**

8. EXISTING LEASES AND TENANCIES, IF ANY.

9. ALL MINERALS AS RESERVED IN DEED FROM THE COWDERY COMPANY RECORDED NOVEMBER 12, 1952 IN BOOK 917 AT PAGE 131.

10. TERMS, CONDITIONS AND PROVISIONS OF ANNEXATION AGREEMENT RECORDED DECEMBER 4, 1979, UNDER RECEPTION NO. 373012 AND AMENDED BY SUPPLEMENT AND MODIFICATION TO ANNEXATION AGREEMENT RECORDED MAY 17, 1984, UNDER RECEPTION NO. 621627 AND THE ASSIGNMENT AND ASSUMPTION THERETO RECORDED AUGUST 29, 1984, UNDER RECEPTION NO. 643233.

11. TERMS, CONDITIONS AND PROVISIONS OF AMENDED AND RESTATED DEVELOPMENT AGREEMENT RECORDED MAY 17, 1984, UNDER RECEPTION NO. 621626 AND SECOND AMENDMENT THERETO RECORDED FEBRUARY 13, 1987, UNDER RECEPTION NO. 826993 AND THIRD AMENDMENT RECORDED MAY 10, 1991, UNDER RECEPTION NO. 1102505 AND ASSIGNMENT AND ASSUMPTION THERETO RECORDED AUGUST 29, 1984, UNDER RECEPTION NO. 643233 AND FIFTH AMENDMENT RECORDED AUGUST 7, 1995 UNDER RECEPTION NO. 1537633, AND SIXTH AMENDMENT RECORDED MARCH 27, 1996 AT RECEPTION NO. 1594651, AND INSTRUMENT RECORDED SEPTEMBER 22, 1995 AT RECEPTION NO. 1549446.

    NINTH AMENDMENT TO AMENDED AND RESTATED DEVELOPMENT AGREEMENT RECORDED SEPTEMBER 10, 2015 UNDER RECEPTION NO. 03472997.

12. TERMS, CONDITIONS AND PROVISIONS OF AGREEMENT RECORDED FEBRUARY 9, 1982, UNDER

Old Republic National Title Insurance Company
Schedule B-2

(Exceptions)

Order Number: ABZ70465440.1

The policy or policies to be issued will contain exceptions to the following unless the same are disposed of to the satisfaction of the Company:

RECEPTION NOS. 482949, 482950, 482951, 482952, 482953 AND 482954 AND AMENDMENT THERETO RECORDED APRIL 19, 1985, UNDER RECEPTION NO. 683686.

ASSIGNMENT OF RETAIL DEVELOPMENT RIGHTS RECORDED SEPTEMBER 22, 1995 UNDER RECEPTION NO. 1549446.

13. TERMS, CONDITIONS AND PROVISIONS OF MEMORANDUM OF AGREEMENT RECORDED JUNE 10, 1983 UNDER RECEPTION NO. 554952.

14. EASEMENT AND RIGHT OF WAY FOR PIPELINE PURPOSES AS GRANTED TO NORTHERN NATURAL GAS COMPANY BY INSTRUMENT RECORDED JANUARY 13, 1983, UNDER RECEPTION NO. 528310.

    SPECIAL USE REVIEW IN CONNECTION THEREWITH RECORDED JANUARY 13, 1983 AT RECEPTION NO. 528313, AND ASSIGNMENT OF SAID EASEMENT TO ENRON MOUNTAIN GATHERING, INC., A DELAWARE CORPORATION, RECORDED JANUARY 8, 1996 UNDER RECEPTION NO. 1574845.

15. TERMS, CONDITIONS AND PROVISIONS OF CENTENNIAL VALLEY GENERAL DEVELOPMENT PLAN RECORDED DECEMBER 19, 1983, UNDER RECEPTION NO. 593903 AND AMENDMENT THERETO RECORDED SEPTEMBER 15, 1988, UNDER RECEPTION NO. 942355.

16. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE RECORDED PLAT OF CENTENNIAL VALLEY, PARCEL H, SECOND FILING RECORDED SEPTEMBER 22, 1995 AT RECEPTION NO. 1549439.

17. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN PARCEL H-FINAL PLANNED UNIT DEVELOPMENT CENTENNIAL VALLEY RECORDED SEPTEMBER 22, 1995 UNDER RECEPTION NO. 1549440.

18. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN AGREEMENT RECORDED SEPTEMBER 22, 1995 UNDER RECEPTION NO. 1549441.

    ASSUMPTION AND RELEASE RECORDED SEPTEMBER 22, 1995 UNDER RECEPTION NO. 1549445.

19. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN SUBDIVISION AGREEMENT RECORDED SEPTEMBER 22, 1995 UNDER RECEPTION NO. 1549443.

20. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN DECLARATION OF EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED SEPTEMBER 22, 1995 UNDER RECEPTION NO. 1549444.

21. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN DECLARATION OF COVENANTS, RESTRICTIONS AND EASEMENTS RECORDED SEPTEMBER 25, 1995 UNDER RECEPTION NO. 1549767 AND RE-RECORDED APRIL 16, 1996 UNDER RECEPTION NO. 1599753.

22. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN EASEMENT AGREEMENT RECORDED SEPTEMBER 25, 1995 UNDER RECEPTION NO. 1549768.

23. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE

Old Republic National Title Insurance Company
Schedule B-2

(Exceptions)

Order Number: ABZ70465440.1

The policy or policies to be issued will contain exceptions to the following unless the same are disposed of to the satisfaction of the Company:

RECORDED PLAT OF CENTENNIAL VALLEY PARCEL H, THIRD FILING RECORDED MARCH 7, 1996 AT RECEPTION NO. 1589632.

24. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN PLANNED UNIT DEVELOPMENT CENTENNIAL VALLEY LOT 1A PARCEL H THIRD FILING RECORDED MARCH 07, 1996 UNDER RECEPTION NO. 1589633 AND SITE PLAN RECORDED JANUARY 30, 1997 UNDER RECEPTION NO. 1674052.

25. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN DEVELOPMENT AGREEMENT BY AND BETWEEN CITY OF LOUISVILLE AND MCCASLIN RETAIL, LLC RECORDED AUGUST 31, 2015 UNDER RECEPTION NO. 03470413.

26. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN DEVELOPMENT AGREEMENT BY AND BETWEEN CITY OF LOUISVILLE AND MCCASLIN RETAIL, LLC RECORDED SEPTEMBER 11, 2015 UNDER RECEPTION NO. 03473120.

27. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN GENERAL DEVELOPMENT PLAN CENTENNIAL VALLEY (EXHIBIT B) RECORDED SEPTEMBER 14, 2015 UNDER RECEPTION NO. 03473445.

28. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN ADMINISTRATIVE PLANNED UNIT DEVELOPMENT, CENTENNIAL VALLEY PARCEL H, THIRD FILING & LOT 1A, CENTENNIAL VALLEY PARCEL H RECORDED SEPTEMBER 14, 2015 UNDER RECEPTION NO. 03473446.

29. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN FINAL PUD, CENTENNIAL VALLEY PARCEL H, MCCASLIN MARKETPLACE (RETAIL, INC.) RECORDED SEPTEMBER 14, 2015 UNDER RECEPTION NO. 03473447.

30. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN PEDESTRIAN SIDEWALK MAINTENANCE EASEMENT DEED RECORDED SEPTEMBER 16, 2015 UNDER RECEPTION NO. 03473849.

31. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN DECLARATION OF RESTRICTIVE COVENANT RECORDED SEPTEMBER 18, 2015 UNDER RECEPTION NO. 03474373.

32. DEED OF TRUST DATED SEPTEMBER 22, 2015, FROM MCCASLIN RETAIL, LLC, A COLORADO LIMITED LIABILITY COMPANY TO THE PUBLIC TRUSTEE OF BOULDER COUNTY FOR THE USE OF HOME STATE BANK TO SECURE THE SUM OF $3,903,538.00 RECORDED SEPTEMBER 25, 2015, UNDER RECEPTION NO. 03475751.

    SAID DEED OF TRUST WAS FURTHER SECURED BY ASSIGNMENT OF RENTS RECORDED SEPTEMBER 25, 2015, UNDER RECEPTION NO. 03475778.

    DISBURSER'S NOTICE IN CONNECTION WITH SAID DEED OF TRUST WAS RECORDED SEPTEMBER 25, 2015, UNDER RECEPTION NO. 03475779.

JOINT NOTICE OF PRIVACY POLICY OF

LAND TITLE GUARANTEE COMPANY,
LAND TITLE GUARANTEE COMPANY - GRAND JUNCTION,
LAND TITLE GUARANTEE COMPANY OF SUMMIT COUNTY
LAND TITLE INSURANCE CORPORATION AND
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

This Statement is provided to you as a customer of Land Title Guarantee Company and Meridian Land Title, LLC, as agents for Land Title Insurance Corporation and Old Republic National Title Insurance Company.

We want you to know that we recognize and respect your privacy expectations and the requirements of federal and state privacy laws. Information security is one of our highest priorities. We recognize that maintaining your trust and confidence is the bedrock of our business. We maintain and regularly review internal and external safeguards against unauthorized access to non-public personal information ("Personal Information").

In the course of our business, we may collect Personal Information about you from:

- applications or other forms we receive from you, including communications sent through TMX, our web-based transaction management system;
- your transactions with, or from the services being performed by, us, our affiliates, or others;
- a consumer reporting agency, if such information is provided to us in connection with your transaction;

  and
- the public records maintained by governmental entities that we either obtain directly from those entities, or from our affiliates and non-affiliates.

Our policies regarding the protection of the confidentiality and security of your Personal Information are as follows:

- We restrict access to all Personal Information about you to those employees who need to know that information in order to provide products and services to you.
- We maintain physical, electronic and procedural safeguards that comply with federal standards to protect your Personal Information from unauthorized access or intrusion.
- Employees who violate our strict policies and procedures regarding privacy are subject to disciplinary action.
- We regularly access security standards and procedures to protect against unauthorized access to Personal Information.

WE DO NOT DISCLOSE ANY PERSONAL INFORMATION ABOUT YOU WITH ANYONE FOR ANY PURPOSE THAT IS NOT PERMITTED BY LAW.

Consistent with applicable privacy laws, there are some situations in which Personal Information may be disclosed. We may disclose your Personal Information when you direct or give us permission; when we are required by law to do so, for example, if we are served a subpoena; or when we suspect fraudulent or criminal activities. We also may disclose your Personal Information when otherwise permitted by applicable privacy laws such as, for example, when disclosure is needed to enforce our rights arising out of any agreement, transaction or relationship with you.

Our policy regarding dispute resolution is as follows. Any controversy or claim arising out of or relating to our privacy policy, or the breach thereof, shall be settled by arbitration in accordance with the rules of the American Arbitration Association, and judgment upon the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof.

LAND TITLE GUARANTEE COMPANY

LAND TITLE GUARANTEE COMPANY - GRAND JUNCTION

DISCLOSURE STATEMENTS

Note: Pursuant to CRS 10-11-122, notice is hereby given that:

A) The Subject real property may be located in a special taxing district.
B) A certificate of taxes due listing each taxing jurisdiction will be obtained from the county treasurer of the county in which the real property is located or that county treasurer's authorized agent unless the proposed insured provides written instructions to the contrary. (for an Owner's Policy of Title Insurance pertaining to a sale of residential real property)
C) The information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder, or the County Assessor.

Note: Effective September 1, 1997, CRS 30-10-406 requires that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right and bottom margin of at least one half of an inch. The clerk and recorder may refuse to record or file any document that does not conform, except that, the requirement for the top margin shall not apply to documents using forms on which space is provided for recording or filing information at the top margin of the document.

Note: Colorado Division of Insurance Regulations 3-5-1, Paragraph G of Article VII requires that "Every title entity shall be responsible for all matters which appear of record prior to the time of recording whenever the title entity conducts the closing and is responsible for recording or filing of legal documents resulting from the transaction which was closed". Provided that Land Title Guarantee Company conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception number 5 will not appear on the Owner's Title Policy and the Lenders Policy when issued.

Note: Affirmative mechanic's lien protection for the Owner may be available (typically by deletion of Exception no. 4 of Schedule B-2 of the Commitment from the Owner's Policy to be issued) upon compliance with the following conditions:

A) The land described in Schedule A of this commitment must be a single family residence which includes a condominium or townhouse unit.
B) No labor or materials have been furnished by mechanics or material-men for purposes of construction on the land described in Schedule A of this Commitment within the past 6 months.
C) The Company must receive an appropriate affidavit indemnifying the Company against un-filed mechanic's and material-men's liens.
D) The Company must receive payment of the appropriate premium.
E) If there has been construction, improvements or major repairs undertaken on the property to be purchased within six months prior to the Date of the Commitment, the requirements to obtain coverage for unrecorded liens will include: disclosure of certain construction information; financial information as to the seller, the builder and or the contractor; payment of the appropriate premium fully executed Indemnity Agreements satisfactory to the company, and, any additional requirements as may be necessary after an examination of the aforesaid information by the Company.

No coverage will be given under any circumstances for labor or material for which the insured has contracted for or agreed to pay.

Note: Pursuant to CRS 10-11-123, notice is hereby given:

This notice applies to owner's policy commitments disclosing that a mineral estate has been severed from the surface estate, in Schedule B-2.

A) That there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is a substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and
B) That such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note: Pursuant to CRS 10-1-128(6)(a), It is unlawful to knowingly provide false, incomplete, or misleading facts or information to an insurance company for the purpose of defrauding or attempting to defraud the company. Penalties may include imprisonment, fines, denial of insurance, and civil damages. Any insurance company or agent of an insurance company who knowingly provides false, incomplete, or misleading facts or information to a policyholder or claimant for the purpose of defrauding or attempting to defraud the policyholder or claimant with regard to a settlement or award payable from insurance proceeds shall be reported to the Colorado Division of Insurance within the Department of Regulatory Agencies.

Commitment to Insure

ALTA Commitment - 2006 Rev.

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, a Minnesota corporation, (Company) for a valuable consideration, commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the Proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest in the land described or referred to in Schedule A, upon payment of the premiums and charges and compliance with the requirements; all subject to the provisions of Schedule A and B and to the Conditions of this Commitment.

This Commitment shall be effective only when the identity of the Proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A by the Company. All liability and obligation under this commitment shall cease and terminate six months after the Effective Date or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue such policy or policies is not the fault of the Company.

CONDITIONS AND STIPULATIONS

1. The term "mortgage", when used herein, shall include deed of trust, trust deed, or other security instrument.
2. If the proposed Insured has or acquires actual knowledge of any defect, lien, encumbrance, adverse claim or other matter affecting the estate or interest or mortgage thereon covered by this Commitment other than those shown in Schedule B hereof, and shall fail to disclose such knowledge to Company in writing, the Company shall be relieved from liability for any loss or damage resulting from any act of reliance hereon to the extent the Company is prejudiced by failure to so disclose such knowledge. If the proposed Insured shall disclose such knowledge to the Company, or if the Company otherwise acquires actual knowledge of any such defect, lien, encumbrance, adverse claim or other matter, the Company at its option may amend Schedule B of this Commitment accordingly, but such amendment shall not relieve the Company from liability previously incurred pursuant to paragraph 3 of these Conditions and Stipulations.
3. Liability of the Company under this Commitment shall be only to the named proposed Insured and such parties included under the definition of Insured in the form of policy or policies committed for and only for actual loss incurred in reliance hereon in undertaking in good faith (a) to comply with the requirements hereof or (b) to eliminate exceptions shown in Schedule B, or (c) to acquire or create the estate or interest or mortgage thereon covered by this Commitment. In no event shall such liability exceed the amount stated in Schedule A for the policy or policies committed for and such liability is subject to the insuring provisions and the Conditions and Stipulations and the Exclusions from Coverage of the form of policy or policies committed for in favor of the proposed Insured which are hereby incorporated by reference and are made a part of this Commitment except as expressly modified herein.
4. This commitment is a contract to issue one or more title insurance policies and is not an abstract of title or a report of the condition of title. Any action or actions or rights of action that the proposed Insured may have or may bring against the Company arising out of the status of the title to the estate or interest or the status of the mortgage thereon covered by this Commitment must be based on and are subject to the provisions of this Commitment.
5. The policy to be issued contains an arbitration clause. All arbitrable matters when the Amount of Insurance is $2,000,000 or less shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. You may review a copy of the arbitration rules at www.alta.org.

STANDARD EXCEPTIONS

In addition to the matters contained in the Conditions and Stipulations and Exclusions from Coverage above referred to, this Commitment is also subject to the following:

1. Rights or claims of parties in possession not shown by the Public Records.
2. Easements, or claims of easements, not shown by the Public Records.
3. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, and any facts which a correct survey or inspection of the Land would disclose and which are not shown by the Public Records.
4. Any lien, or right to a lien, for services, labor or material theretofore or hereafter furnished, imposed by law and not shown by the Public Records.
5. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the effective date hereof but prior to the date the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.

IN WITNESS WHEREOF, Old Republic National Title Insurance Company has caused its corporate name and seal to be affixed by its duly authorized officers on the date shown in Schedule A to be valid when countersigned by a validating officer or other authorized signatory.

Issued by:
Land Title Guarantee Company
3033 East First Avenue
Suite 600
Denver, Colorado 80206
303-321-1880

John E. Freyer
President

Authorized Officer or Agent

Old Republic National Title Insurance Company
a Stock Company
400 Second Avenue South
Minneapolis, Minnesota 55401
(612)371-1111

Mark Bilbrey
President

Rande Yeager
Secretary

AMERICAN LAND TITLE ASSOCIATION

Unofficial Copy

A FINAL PLAT
FOR
CENTENNIAL VALLEY PARCEL H, THIRD FILING
A REPLAT OF LOT 1, CENTENNIAL VALLEY, PARCEL H, SECOND FILING
LOCATED IN A PART OF THE SOUTH ONE-HALF OF SECTION 18, T. 1 S., R. 69 W., OF THE 6TH P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 2

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING THE OWNER OF ALL OF LOT 1, CENTENNIAL VALLEY, PARCEL H, SECOND FILING, LOCATED IN A PART OF THE SOUTH ONE-HALF OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6th PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO.

HAS LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER DRAWING HEREON CONTAINED UNDER THE NAME AND STYLE OF CENTENNIAL VALLEY PARCEL H, THIRD FILING, A SUBDIVISION OF PART OF THE CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF LOUISVILLE AND THE PUBLIC THE INGRESS-EGRESS AND FIRE LANE EASEMENTS AS SHOWN ON THE ACCOMPANYING PLAT FOR VEHICULAR, PEDESTRIAN AND EMERGENCY ACCESS FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE CITY OF LOUISVILLE AND ALL MUNICIPALLY OWNED AND/OR FRANCHISED UTILITES AND SERVICES THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS EASEMENTS AND RIGHT-OF-WAYS FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT FOR ALL SERVICES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FORGOING, TELEPHONE AND ELECTRIC LINES, WORKS, POLES AND UNDERGROUND CABLES, GAS PIPELINES, WATER PIPELINES, SANITARY SEWER LINES, STREET LIGHTS, CULVERTS, HYDRANTS, DRAINAGE DITCHES AND DRAINS AND ALL APPURTENANCES THERETO IT BEING EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, STORM SEWERS AND DRAINS, STREET LIGHTING, GRADING AND LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREOF WHICH ARE APPROVED BY THE CITY OF LOUISVILLE, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE CITY OF LOUISVILLE, COLORADO, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE CITY OF LOUISVILLE, COLORADO, SHALL BECOME THE SOLE PROPERTY OF SAID CITY OF LOUISVILLE, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALLY FRANCHISED UTILITIES AND/OR U.S. WEST COMMUNICATIONS, INC. WHICH WHEN CONSTRUCTED OR INSTALLED, SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL NOT BECOME THE PROPERTY OF THE CITY OF LOUISVILLE, COLORADO.

WITNESS OUR HANDS AND SEALS THIS 23 RD DAY OF February, 19 96

OWNER: HSG LOUISVILLE LLC BY: Steven S. Gittelman
STEVEN S. GITTELMAN MANAGER

ATTEST: _____
BY

STATE OF Colorado)
COUNTY OF Denver) SS

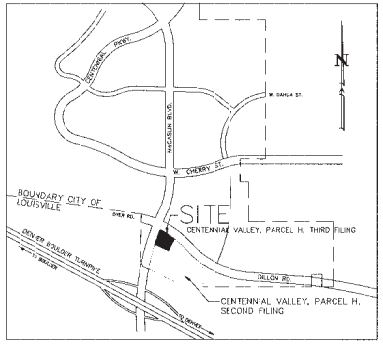
THE ABOVE AND FOREGOING DOCUMENT WAS ACKNOWLEDGED BEFORE ME THIS 23rd DAY OF February, 19 96, BY Steven S. Gittelman AS Manager AND BY _____ AS _____ OF HSG LOUISVILLE LLC

MY COMMISSION EXPIRES: 6/2/97 WITNESS MY HAND AND OFFICIAL SEAL

Cheryl Ann Salmon
NOTARY PUBLIC
1575 E. Arkansas Ave. #224
Denver, Co 80231
ADDRESS

BY

DATE OF PREPARATON
13 JULY, 1995
REVISED: 31 AUGUST, 1995
13 FEBRUARY, 1996



VICINITY MAP
(NOT TO SCALE)

OWNER LOT 1

HSG LOUISVLLE LLC
1616 CHAMPA STREET
SUITE # 300
DENVER, CO 80202

CONTACT:
STEVEN S. GITTELMAN

ADAMS - AVERY, LTD.
Development Consultants and Consulting Engineers
1390 Lawrence St., Suite 870, Denver, CO 80204
303 820-4454 Fax 820-2733

SIGNATURE BLOCKS

PLANNING COMMISSION CERTIFICATE

APPROVED THIS 8th DAY OF AUGUST, 19 95, BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO, RESOLUTION No. 43 SERIES 1995

Bill Fiske
CHAIRMAN

_____
SECRETARY

CITY COUNCIL CERTIFICATE

APPROVED THIS 19th DAY OF SEPTEMBER, 19 95, BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO, RESOLUTION No. 47 SERIES 1995

Tom Davidson
MAYOR

_____
CITY CLERK

CLERK AND RECORDER CERTIFICATE
COUNTY OF BOULDER
STATE OF COLORADO

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED WITH THIS OFFICE AT 2:55 O'CLOCK P M. THIS 7th DAY OF March, 19 96, AND RECORDED IN PLAN FILE P-36 F-2 #31, FEE $21.00 PAID

FILM No. 2111, RECEPTION 1589632

Charlotte Houston
RECORDER

William R. Tulse
DEPUTY

SURVEYORS CERTIFICATE

THIS FINAL PLAT AND THE SURVEY ON WHICH IT WAS BASED WERE PREPARED UNDER MY DIRECT SUPERVISION. BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN ASSUMED TO BEAR S 88°39'10" W BETWEEN FOUND MONUMENTS AS SHOWN HEREIN.

2-19-96

PETER D. STEGER, PROFESSIONAL LAND SURVEYOR
COLORADO REGISTRATION No. 25379
FOR AND ON THE BEHALF OF
ADAMS-AVERY, LTD.

#01589632 03/07/96 02:55 PM REAL ESTATE RECORDS
F2111 CHARLOTTE HOUSTON BOULDER CNTY CO RECORDER

P-36 F-2 #31 (Sheet 1 of 2)

Unofficial Copy

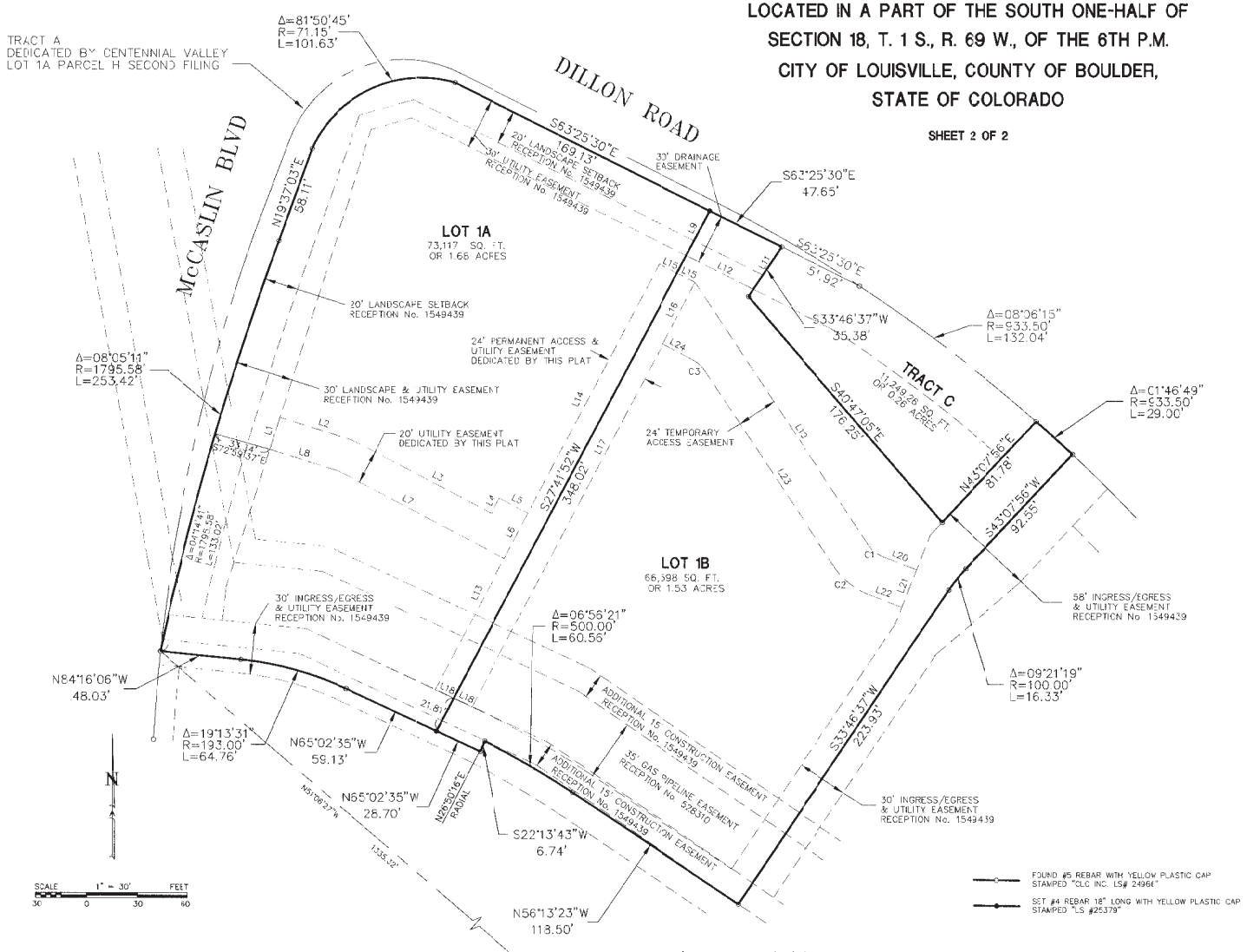
A FINAL PLAT
FOR

CENTENNIAL VALLEY PARCEL H, THIRD FILING

A REPLAT OF LOT 1, CENTENNIAL VALLEY, PARCEL H, SECOND FILING

LOCATED IN A PART OF THE SOUTH ONE-HALF OF
SECTION 18, T. 1 S., R. 69 W., OF THE 6TH P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER,
STATE OF COLORADO

SHEET 2 OF 2



LINE	BEARING	DISTANCE
L1	N17°30'26"E	20.00'
L2	S72°29'34"E	45.50'
L3	S62°18'08"E	92.68'
L4	N27°41'52"E	10.29'
L5	S62°18'08"E	19.14'
L6	S27°41'52"W	30.29'
L7	N62°18'08"W	110.03'
L8	N72°29'34"W	43.72'
L9	N27°41'52"E	30.01'
L11	S33°46'37"W	30.24'
L12	N83°25'30"W	44.45'
L13	N27°41'52"E	87.89'
L14	N27°41'52"E	166.73'
L15	S62°59'41"E	12.00'
L16	S27°41'52"W	41.12'
L17	S27°41'52"W	242.99'
L18	N84°54'55"W	12.01'
L19	S33°35'54"E	185.74'
L20	S68°41'38"E	20.95'
L21	S21°18'22"W	24.00'
L22	N68°41'38"W	20.95'
L23	N33°35'54"W	138.85'
L24	N62°18'08"W	20.00'

CURVE	CENTRAL ANGLE	RADIUS	LENGTH
C1	35°05'43"	20.00'	12.25'
C2	35°05'43"	44.00'	26.95'
C3	28°42'14"	20.00'	10.02'

DATE OF PREPARATION
13 JULY 1995
REVISED: 31 AUGUST, 1995
REVISED: 13 FEBRUARY, 1996

A D A M S - A V E R Y, L T D.
Development Consultants and Consulting Engineers
1380 Lawrence St., Suite 870, Denver, CO 80204
303 825-4454 Fax 825-2733

2-19-96

P-36 F-2 #32 (sheet 2 of 2)

ALTA/ACSM LAND TITLE SURVEY

LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING, LOCATED IN A PART OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 2

TOTAL AREA = 73,116 SQ FT, OR 1.68 ACRES, MORE OR LESS

Parcel Description

(PROVIDED BY LAND TITLE GUARANTEE COMPANY)

LOT 1A,
CENTENNIAL VALLEY PARCEL H, THIRD FILING,
CITY OF LOUISVILLE,
COUNTY OF BOULDER,
STATE OF COLORADO.

Notes

1) LAND TITLE GUARANTEE COMPANY, COMMITMENT NUMBER WC80030081-5, DATED JULY 9, 2009 AT 5:00 P.M., WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN AND DESCRIBED HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.

2) 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) THIS ALTA/ACSM LAND TITLE SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF GUARANTY BANK AND TRUST, LAND TITLE GUARANTEE COMPANY, MCCASLIN RETAIL, LLC, AND PACKARD AND DIERKING, LLC, NAMED IN THE STATEMENT HEREON. SAID STATEMENT DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS STATEMENT BY THE SURVEYOR NAMING SAID PERSON.

4) THIS SURVEY IS VALID ONLY IF PRINT HAS ORIGINAL SEAL AND SIGNATURE OF SURVEYOR.

5) BASIS OF BEARINGS: SOUTH LINE OF LOT 1A BEARS N85°02'35"W BETWEEN MONUMENTS AS SHOWN AND DESCRIBED HEREON. PER THE RECORDED PLAT AT CENTENNIAL VALLEY PARCEL H, THIRD FILING.

6) THE LOCATIONS FOR UNDERGROUND UTILITIES ARE BASED UPON VISIBLE SURFACE EVIDENCE, MARKS FROM UTILITY LOCATOR SERVICE AND MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANIES AND MUNICIPALITIES. LOCATIONS OF UNDERGROUND UTILITIES AND STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES AND STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES AND STRUCTURES. ALL UNDERGROUND UTILITIES MUST BE FIELD LOCATED BY THE APPROPRIATE AGENCY OR UTILITY COMPANY PRIOR TO ANY EXCAVATION, PURSUANT TO C.R.S. SEC. 9-1.5-103.

7) ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT AND/OR BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE C.R.S. SEC 18-4-508.

8) THE DISTANCE MEASUREMENTS SHOWN HEREON ARE U.S. SURVEY FOOT.

9) THE CONTOURS REPRESENTED HEREON WERE INTERPOLATED BY AUTODESK LAND DESKTOP (DIGITAL TERRAIN MODELING) RELEASE 2009 SOFTWARE BETWEEN ACTUAL MEASURED SPOT ELEVATIONS. DEPENDING ON THE DISTANCE FROM A MEASURED SPOT ELEVATION AND LOCAL VARIATIONS IN TOPOGRAPHY, THE CONTOUR SHOWN MAY NOT BE AN EXACT REPRESENTATION OF THE SITE TOPOGRAPHY. THE PURPOSE OF THIS TOPOGRAPHIC MAP IS FOR SITE EVALUATION AND TO SHOW SURFACE DRAINAGE FEATURES. ADDITIONAL TOPOGRAPHIC OBSERVATIONS MAY BE NECESSARY IN SPECIFIC AREAS OF DESIGN.

10) BENCHMARK INFORMATION: GPS DERIVED ELEVATION BASED ON NGS POINT OVERLOOK WITH A PUBLISHED ELEVATION OF 5679.34 FEET (NAVD 88), DISK STAMPED OVERLOOK 1985 LOCATED 67 FEET NORTH FROM THE CENTERLINE OF THE WESTBOUND LANE OF U.S. HIGHWAY 36, 16 FEET NORTH FROM HIGHWAY ROADCUT AND 13 FEET IN THE PARK ARE FOR OVERLOOK. ONSITE BENCHMARK: FOUND 1" BRASS TAG WITH SCREW ON THE WESTERLY PROPERTY LINE WITH A CALCULATED ELEVATION OF 5468.72 FEET.

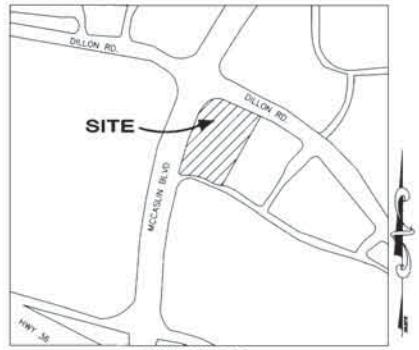
11) SUBSURFACE BUILDINGS, IMPROVEMENTS OR STRUCTURES ARE NOT NECESSARILY SHOWN. BUILDINGS AND OTHER IMPROVEMENTS OR STRUCTURES ON ADJACENT PROPERTIES THAT ARE MORE THAN FIVE (5) FEET FROM ANY OF THE PROPERTY LINES OF THE SUBJECT PROPERTY ARE NOT NECESSARILY SHOWN.

12) FLOOD INFORMATION: THE SUBJECT PROPERTY IS LOCATED IN ZONE X UNSHADED, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP; COMMUNITY-PANEL NO. 08013C0558 G, DATED OCTOBER 4, 2002. FLOOD INFORMATION IS SUBJECT TO CHANGE.

13) DATES OF FIELD WORK: JULY 15 & 21, 2009.

14) THE FOLLOWING DOCUMENTS ARE MENTIONED IN THE ABOVE REFERENCED TITLE COMMITMENT AND APPEAR TO AFFECT THE SUBJECT PROPERTY BUT CANNOT BE SHOWN GRAPHICALLY. THE FOLLOWING LIST CONTAINS THE TITLE COMMITMENT EXCEPTION NUMBER, DATE RECORDED, RECEPTION NUMBER AND/OR BOOK AND PAGE.

12) NOV. 12, 1952	BOOK 917, PAGE 131	MINERAL RIGHTS
14) DEC. 4, 1976	REC. NO. 373012	TERMS, CONDITIONS & PROVISION OF ANNEX. AGREEMENT
MAY 17, 1984	REC. NO. 621627	AMENDED ANNEX. AGREEMENT
AUG. 29,1984	REC. NO. 643233	ASSIGNMENT & ASSUMPTION OF ANNEX. AGREEMENT
15) MAY 17, 1984	REC. NO. 621626	TERMS, COND. & PROV. OF AMENDED & RESTATED DEVELOPMENT AGREEMENT
FEB. 13, 1987	REC. NO. 826993	SECOND AMENDMENT
MAY 10, 1991	REC. NO. 1102505	THIRD AMENDMENT
AUG. 29, 1984	REC. NO. 643233	ASSIGNMENT & ASSUMPTION
AUG. 7, 1995	REC. NO. 1537633	FIFTH AMENDMENT
MAR 27, 1996	REC. NO. 1594651	SIXTH AMENDMENT
SEPT. 22, 1995	REC. NO. 1549446	INSTRUMENT
16) FEB. 9, 1982	REC. NO.S 482949, 482950, 482951, 482952 482953, 482954	TERMS, COND. & PROV. OF AGREEMENT
APR. 19, 1985	REC. NO. 683686	AMENDMENT
SEPT. 22, 1995	REC. NO. 1549446	ASSIGNMENT OF RETAIL DEVELOPMENT RIGHTS
17) JUN. 10, 1983	REC. NO. 554952	TERMS, COND. & PROV. OF MEMORANDUM OF AGREEMENT
18) JAN. 8, 1996	REC. NO. 1574845	GAS PIPELINE EASEMENT (NO SPECIFIC LOCATION IN DOCUMENT)
19) DEC. 19, 1983	REC. NO. 593903	TERMS, COND. & PROV. CENTENNIAL VALLEY GENERAL DEVELOPMENT PLAN
SEPT. 15, 1988	REC. NO. 842355	AMENDMENT
21) SEPT. 22, 1995	REC. NO. 1549440	TERMS, COND., PROV., BURDENS & OBLIGATIONS
22) SEPT. 22, 1995	REC. NO. 1549441	TERMS, COND., PROV., BURDENS & OBLIGATIONS
SEPT. 22, 1995	REC. NO. 1549445	ASSUMPTION & RELEASE
23) SEPT. 22, 1995	REC. NO. 1549443	TERMS, COND., PROV., BURDENS & OBLIGATIONS
24) SEPT 22, 1995	REC. NO. 1549444	TERMS, COND., PROV., BURDENS, OBLIG. & ESMTS (SEE NOTE 15)
25) SEPT 25, 1995	REC. NO. 1549767	TERMS, COND., PROV., BURNDENS, OBLIG. & ESMTS (SEE NOTE 16)
APR 16, 1996	REC. NO. 1599753	RE-RECORDED



VICINITY MAP
(NOT TO SCALE)

Mapcheck

ARC LENGTH: 101.63	RADIUS: 71.15	DELTA: 81-50-45
COURSE: S 63-25-30 E	DISTANCE: 169.13	
COURSE: S 27-41-52 W	DISTANCE: 348.02	
COURSE: N 65-02-35 W	DISTANCE: 59.13	
ARC LENGTH: 64.76	RADIUS: 193.00	DELTA: -19-13-31
COURSE: N 84-16-06 W	DISTANCE: 48.03	
ARC LENGTH: 253.42	RADIUS: 1795.58	DELTA: 8-05-11
COURSE: N 19-37-03 E	DISTANCE: 58.11	

PERIMETER: 1102.24

AREA: 73115.62 1.68 ACRES
MAPCHECK CLOSURE - (USES LISTED COURSES & COORD UNITS)
ERROR OF CLOSURE: 0.001 COURSE: S 11-33-49 W
PRECISION 1: 901788.13

Notes contd.

15) EXCEPTION DOCUMENT NO. 24, IN THE ABOVE REFERENCED TITLE COMMITMENT, RECORDED SEPT. 22, 1995 AT REC. NO. 1549444 DESCRIBES A RECIPROCAL ACCESS AND CONSTRUCTION EASEMENT FOR CENTENNIAL VALLEY PARCEL H, SECOND FILING AND CANNOT BE SHOWN GRAPHICALLY.

16) EXCEPTION DOCUMENT NO. 25, IN THE ABOVE REFERENCED TITLE COMMITMENT, RECORDED SEPT. 25, 1995 AT REC. NO. 1549767 & APR. 16, 1996 AT REC. NO. 1599753 DESCRIBES A RECIPROCAL STREET, PATHWAY AND UTILITY EASEMENT FOR LOT 1 OF CENTENNIAL VALLEY PARCEL H, SECOND FILING AND CANNOT BE SHOWN GRAPHICALLY.

17) THE FOLLOWING DOCUMENTS ARE MENTIONED IN THE ABOVE REFERENCED TITLE COMMITMENT AND DO NOT APPEAR TO AFFECT THE SUBJECT PROPERTY. THE FOLLOWING LIST CONTAINS THE TITLE COMMITMENT EXCEPTION NUMBER, DATE RECORDED, RECEPTION NUMBER AND/OR BOOK AND PAGE.

10) APR. 24, 1946	BOOK 777, PAGE 541	MINERAL RIGHTS
11) APR. 24, 1946	BOOK 777, PAGE 542	MINERAL RIGHTS
13) FEB. 21, 1953	BOOK 922, PAGE 237	COAL RIGHTS

18) THE WORD "CERTIFY" AS SHOWN AND USED HEREON MEANS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THIS SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

19) THE TOTAL AREA OF THE SUBJECT PROPERTY IS 73,116 SQ. FT. OR 1.68 ACRES, MORE OR LESS.

20) THE SUBJECT PROPERTY IS ZONED: PCZD, PLANNED COMMUNITY ZONING DISTRICT, PER CITY OF LOUISVILLE, AS RESEARCHED ON THE CITY WEBSITE ON JULY 21, 2009. THE RESTRICTIONS ARE AS FOLLOWS:

FOR ARTERIAL STREET:	30 FT
COLLECTOR STREET:	20 FT
INTERNAL/COMMON PROPERTY BOUNDARY:	10 FT
INTERNAL/PRIVATE DRIVEWAY (TO BACK OF CURB):	10 FT
MAXIMUM BUILDING HEIGHT:	35'
FLOOR SPACE AREA:	BUILDINGS LESS THAN OR EQUAL TO 30,000 SQ. FT.

21) THERE ARE 109 REGULAR PARKING SPACES, AND 5 HANDICAP SPACES ON THE SUBJECT PROPERTY FOR A TOTAL OF 114 PAINTED PARKING STALLS ON THE SUBJECT PROPERTY.

22) THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT THE TIME OF SURVEY.

23) THERE WAS NO OBSERVABLE EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL AT THE TIME OF SURVEY.

24) THERE WAS NO OBSERVABLE EVIDENCE OF CHANGES IN STREET RIGHT OF WAY LINES OR STREET OR SIDEWALK CONSTRUCTION OR REPAIRS AT TIME OF SURVEY.

25) THE SIGN LOCATED AT THE SOUTHWEST CORNER OF THE SUBJECT PROPERTY EXTENDS ACROSS THE WESTERLY PROPERTY LINE AND IS OUTSIDE THE EASEMENT AS SHOWN HEREON.

26) ALL STORM SEWER MANHOLES AND AREA DRAIN WERE MEASURED TO THE BOTTOM OF STRUCTURES AT FLOWLINE. DUE TO THE SHAPE AND CONSTRUCTION OF MANY OF THE STRUCTURES, SPECIFIC PIPE INVERTS AND SIZES WERE NOT OBTAINABLE AT ALL LOCATIONS.

27) THE PUBLIC SIDEWALK CROSSES INTO THE WESTERLY SIDE OF THE SUBJECT PROPERTY AS SHOWN HEREON.

28) UTILITIES EXIST ON THE SUBJECT PROPERTY OUTSIDE OF A RECORDED EASEMENT AS SHOWN HEREON.

29) THE SUBJECT PROPERTY APPEARS TO SHARE ACCESS WITH THE PROPERTY TO THE EAST.

Surveyor's Certificate

TO GUARANTY BANK AND TRUST, LAND TITLE GUARANTEE COMPANY, MCCASLIN RETAIL, LLC, AND PACKARD AND DIERKING, LLC:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 1-6, 7A, 8-10, 11B, 13, 14, AND 16-18 OF TABLE A THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF COLORADO, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

JOHN B. GUYTON
COLORADO P.L.S. #16406
CHAIRMAN & CEO, FLATIRONS, INC.

FSI JOB NO. 09-56,181

Depositing Certificate

SUBMITTED TO BOULDER COUNTY LAND USE FOR RECORDING ON THIS 12th DAY OF February, 2010

ALTA/ACSM LAND TITLE SURVEY PREPARED FOR Guaranty Bank and Trust & Others (See Note 3) SHEET 1 OF 2		
DRAWN BY: E. DAVIS	Flatirons, Inc. Surveying, Engineering & Geomatics	
DATE: JULY 23, 2009	MAIN OFFICE: 3825 IRIS AVE, STE 100, BOULDER, CO 80301, PH: (303) 443-7001, FAX: (303) 443-9830 BRANCH OFFICE: 655 FOURTH AVENUE, LONGMONT, CO 80501, PH: (303) 776-1733, FAX: (303) 776-4355	OIS 7/27/09
FSI JOB NO. 09-56,181	www.flatironsinc.com	INT: DATE:
		REVISIONS:
		CHECKED BY: WW/ETB/NV

COPYRIGHT 2009 FLATIRONS, INC.

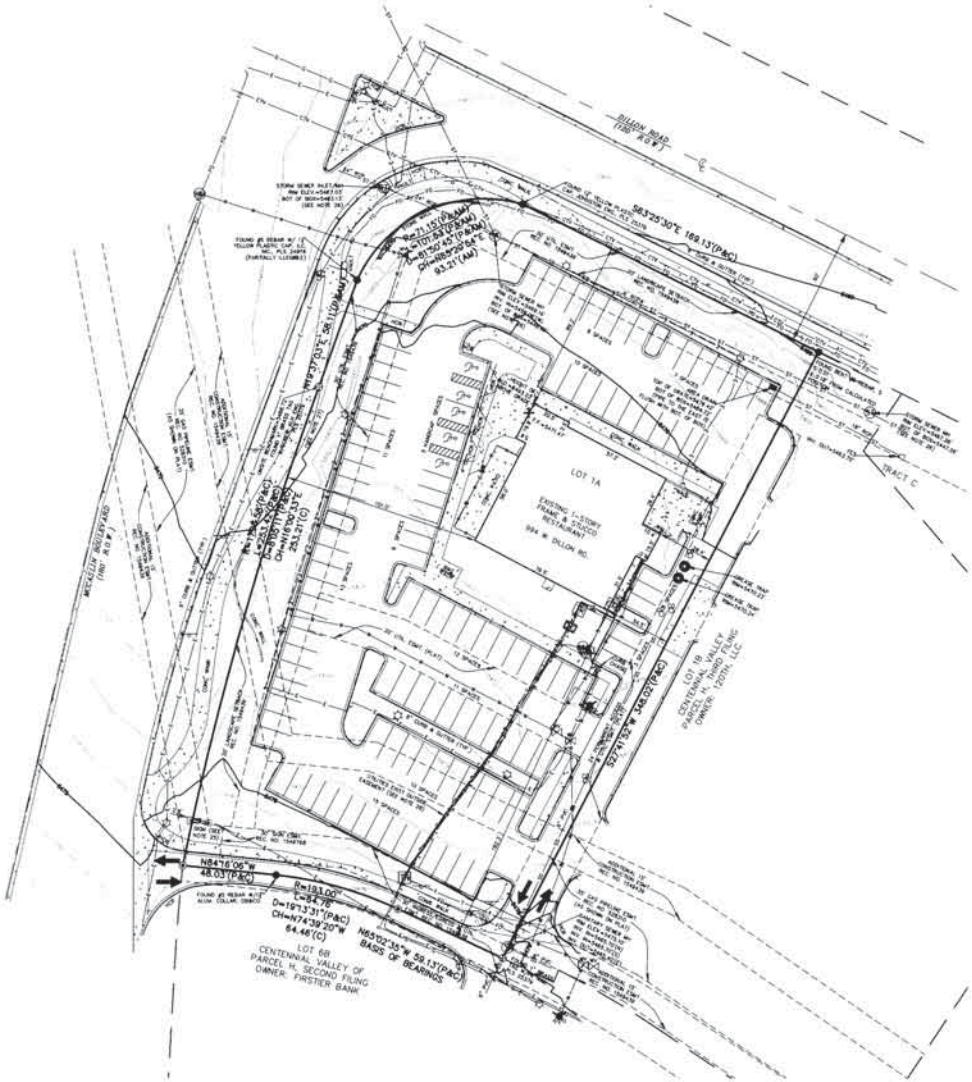
LS-10-0026 1/2

ALTA/ACSM LAND TITLE SURVEY

LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING, LOCATED IN A PART OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 2

TOTAL AREA = 73,116 SQ FT, OR 1.68 ACRES, MORE OR LESS



GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.
CONTOUR INTERVAL = 1'

Legend

- FOUND MONUMENT AS DESCRIBED
- FOUND BRASS TAG AS DESCRIBED
- SET #5 REBAR WITH 1 1/2" ALUMINUM CAP "FLATIRONS SURV 16408"
- (AM) AS MEASURED AT TIME OF SURVEY
- (C) CALCULATED FROM RECORD AND AS MEASURED INFORMATION
- (P) AS PER THE PLAT OF CENTENNIAL VALLEY PARCEL H, THIRD FILING
- CONCRETE
- LIGHT POLE
- FENCE
- SIGN
- BOLLARD
- HANDICAP PARKING
- NO PARKING
- WATER LINE (PAINTED)
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- SANITARY SEWER LINE
- SANITARY SEWER MANHOLE
- CLEANOUT
- STORM DRAINAGE LINE
- STORM DRAINAGE MANHOLE
- DRATE INLET
- ELECTRICAL LINE (PAINTED)
- ELECTRICAL TRANSFORMER
- ELECTRICAL RISER
- TRAFFIC LIGHT
- CABLE TV LINE (PAINTED)
- FIBEROPTIC LINE (PAINTED)
- TELEPHONE LINE (PAINTED)
- TELEPHONE RISER (PAINTED)
- GAS LINE (PAINTED)
- GAS METER
- GREASE TRAP MANHOLE
- FINISH FLOOR ELEVATION
- LOCATION OF BUILDING HEIGHT
- CENTERLINE
- INDICATION OF ACCESS
- HCR HANDICAP RAMP
- RCP REINFORCED CONCRETE PIPE
- FES FLARED END SECTION
- PVC POLYVINYL CHLORIDE

COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR 16408 7/27/09

ALTA/ACSM LAND TITLE SURVEY PREPARED FOR Guaranty Bank and Trust & Others (See Note 3) SHEET 2 OF 2		
DRAWN BY: E. DAVIS	*Flatirons, Inc.* *Surveying, Engineering & Geomatics*	GIS: 7/27/09
DATE: JULY 23, 2009	MAIN OFFICE 3825 IRIS AVE, STE 100 BOULDER, CO 80301 PH: (303) 443-7001 FAX: (303) 443-9830	BRANCH OFFICE 655 FOURTH AVENUE LONGMONT, CO 80501 PH: (303) 776-1733 FAX: (303) 776-4355	INT: DATE:
FSI JOB NO. 09-56.181	www.flatironsinc.com	REVISIONS:
		CHECKED BY: WW/ETB/MV

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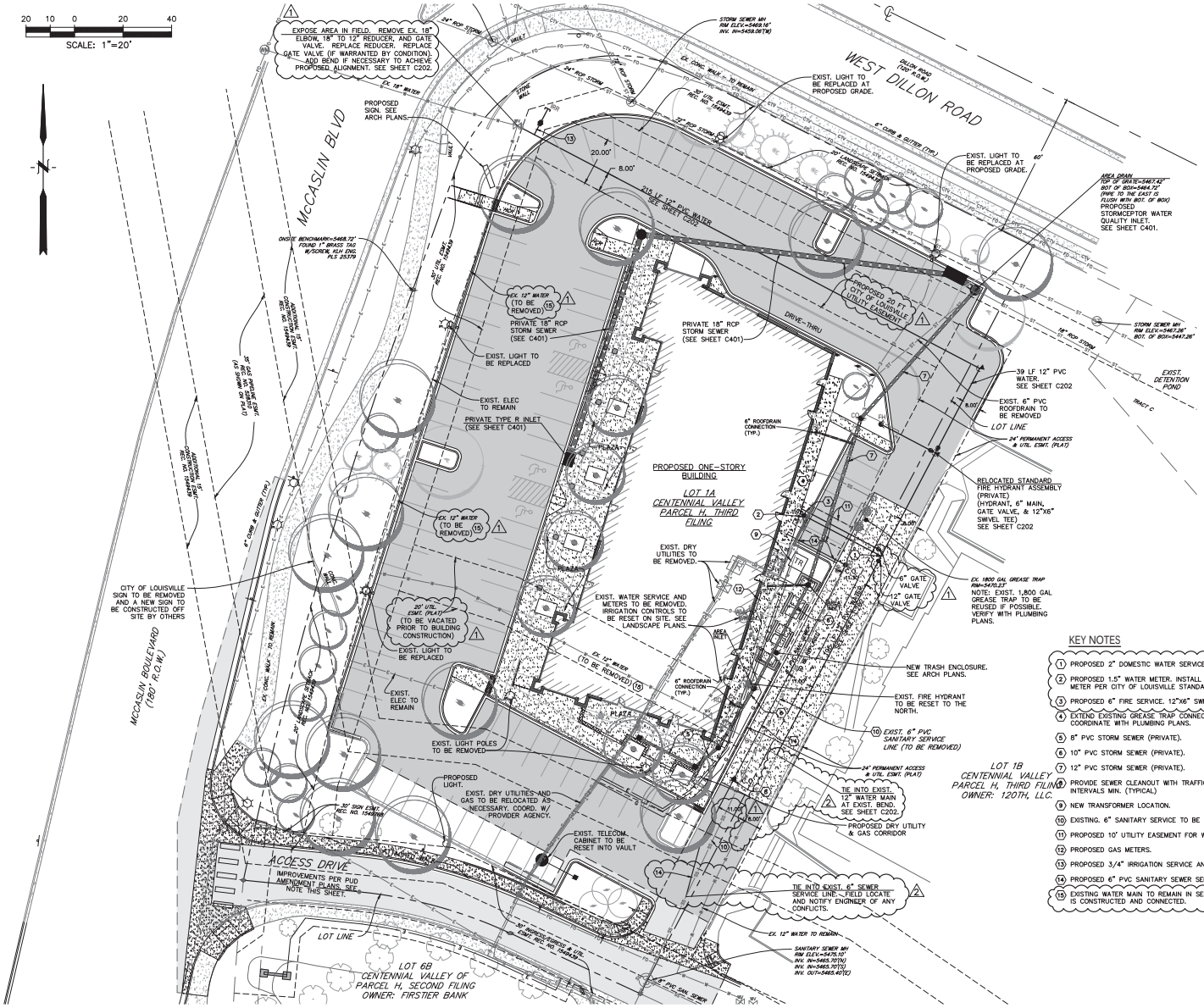
LS-10-0026 1/2



MASTER UTILITY PLAN

1" = 20-0' 0 10 20

UTILITY LEGEND

PROPERTY LINE	
EASEMENT	
RIGHT-OF-WAY	
EX. FENCES	X
EX. STORM SEWER	ST
EX. SANITARY SEWER	SS
EX. WATER LINE	W
EX. NATURAL GAS LINE	G
EX. FIBER OPTIC LINE	FOC
EX. UNDERGROUND ELECTRICAL LINE	E
EX. OVERHEAD ELECTRICAL LINE	OE
EX. LIGHT POLE	
EX. POWER POLE	
PROPOSED WATER LINE	8" PVC
PROPOSED WATER VALVE	
PROPOSED TEE WITH THRUST BLOCKING	
PROPOSED HORIZONTAL BEND WITH THRUST BLOCKING	
PROPOSED FIRE HYDRANT	
PROPOSED REDUCER	
PROPOSED WATER SERVICE	W
PROPOSED FIRE SERVICE	F
PROPOSED SANITARY SEWER	6" PVC
PROPOSED SANITARY SEWER SERVICE	S
PROPOSED ELECTRICAL LINE	E
PROPOSED ELECTRICAL TRANSFORMER	TR
PROPOSED LIGHT POLE	
PROPOSED GAS LINE	G
PROPOSED GAS METER	GAS
PROPOSED TELEPHONE LINE	T
PROPOSED TREES	
PROPOSED STORM SEWER	

DRY UTILITY NOTE:

THE CONTRACTOR SHALL COORDINATE WITH UTILITY PROVIDERS FOR ELECTRIC, GAS, TELECOM, AND CABLE SERVICES. DRY UTILITIES SHOWN ON THIS PLAN ARE SCHEMATIC AND SHOWN FOR INFORMATION AND PLANNING ONLY. FINAL LAYOUT MAY VARY BASED ON UTILITY PROVIDER DIRECTIONS, SITE CONDITIONS, ETC.

PARCEL H ACCESS IMPROVEMENTS PER PARCEL H FINAL PUD AMENDMENT PLANS DATED JULY 22, 2015 (NOT PART OF THIS PLAN SET).

KEY NOTES

1. PROPOSED 2" DOMESTIC WATER SERVICE.
2. PROPOSED 1.5" WATER METER. INSTALL CURB STOP PRIOR TO METER PER CITY OF LOUISVILLE STANDARD.
3. PROPOSED 6" FIRE SERVICE. 12"X6" SWIVEL TEE.
4. EXTEND EXISTING GREASE TRAP CONNECTION TO BUILDING. COORDINATE WITH PLUMBING PLANS.
5. 8" PVC STORM SEWER (PRIVATE).
6. 10" PVC STORM SEWER (PRIVATE).
7. 12" PVC STORM SEWER (PRIVATE).
8. PROVIDE SEWER CLEANOUT WITH TRAFFIC RATED COVER @ 100' INTERVALS MIN. (TYPICAL)
9. NEW TRANSFORMER LOCATION.
10. EXISTING. 6" SANITARY SERVICE TO BE REMOVED.
11. PROPOSED 10' UTILITY EASEMENT FOR WATER METER.
12. PROPOSED GAS METERS.
13. PROPOSED 3/4" IRRIGATION SERVICE AND METER.
14. PROPOSED 6" PVC SANITARY SEWER SERVICE @ 1.0%
15. EXISTING WATER MAIN TO REMAIN IN SERVICE UNTIL NEW MAIN IS CONSTRUCTED AND CONNECTED.

COLORADO REGISTERED PROFESSIONAL ENGINEER CURTIS CHARLES STEVENS 40337

NOT VALID WITHOUT ORIGINAL SIGNATURE AND DATE

The Sanitas Group
801 MAIN STREET
LOUISVILLE, CO 80027
303.981.9238
PROJECT CONTACT:
CURTIS STEVENS, P.E.

NO.	DATE	REVISION
4.	10/29/15	RE-ISSUE FOR PERMIT
3.	9/09/15	BUILDING PERMIT COMMENTS
2.	6/12/15	ISSUE FOR PERMIT
1.	5/14/15	DESIGN DEVELOPMENT

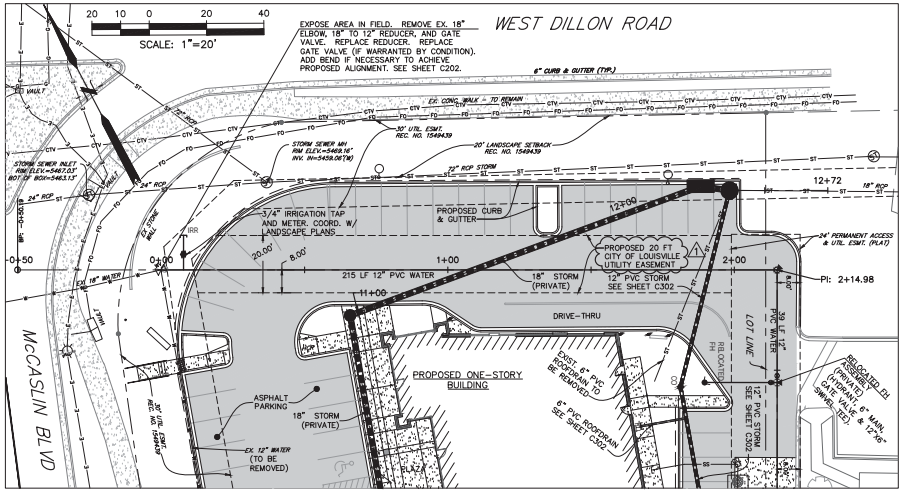
PEH ARCHITECTS
1319 Spruce Street Suite 207
Boulder, CO 80302
303-442-0408, fax: 303-447-1905
e-mail: peheinz@peharchitects.com

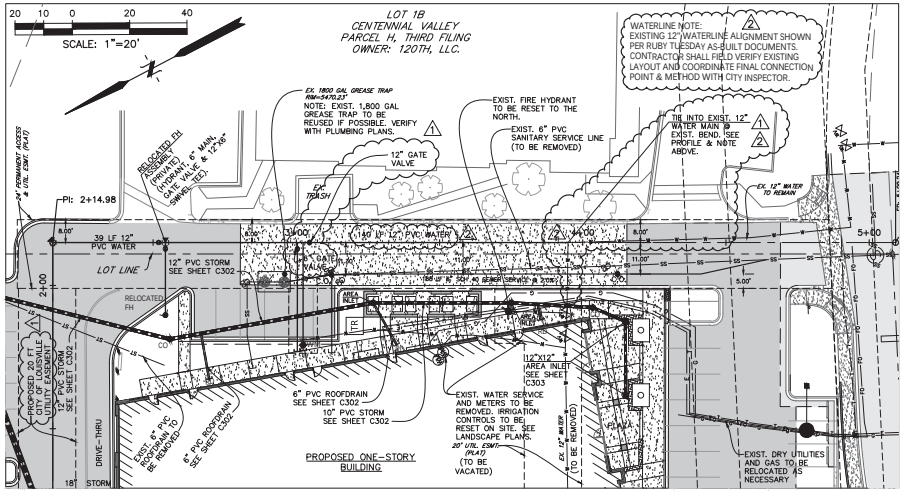
McCaslin Marketplace
994 West Dillon Road
Louisville, Colorado 80027

SHEET TITLE
MASTER UTILITY PLAN

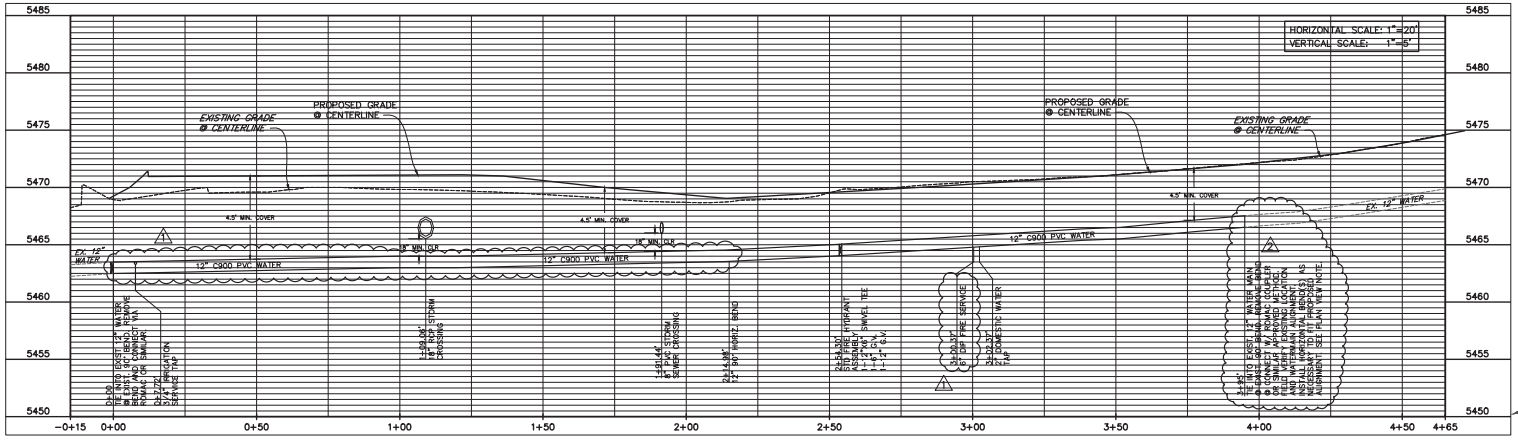
PROJECT: 2015.06
DATE: 03/12/15
DRAWN BY: CCS
CHECKED BY: CCS

SHEET NUMBER
C201
OF





PLAN



PROFILE

WATERLINE PLAN & PROFILE

SCALE" 1"=20'

The Sanitas Group
801 MAIN STREET
LOUISVILLE, CO 80027
303.981.9238
PROJECT CONTACT:
CURTIS STEVENS, P.E.

COLORADO REGISTERED PROFESSIONAL ENGINEER CURTIS CHARLES STEVENS 40337

NOT VALID WITHOUT ORIGINAL SIGNATURE AND DATE

NO.	DATE	REVISION
4.	10/29/15	RE-ISSUE FOR PERMIT
3.	9/09/15	BUILDING PERMIT COMMENTS
2.	6/12/15	ISSUE FOR PERMIT
1.	5/14/15	DESIGN DEVELOPMENT

PEH ARCHITECTS
1319 Spruce Street Suite 207
Boulder, CO 80302
303-442-0408, fax: 303-447-1905
e-mail: peheinz@peharchitects.com

McCaslin Marketplace
994 West Dillon Road
Louisville, Colorado 80027

SHEET TITLE
WATERLINE
PLAN & PROFILE

PROJECT: 2015.06
DATE: 03/12/15
DRAWN BY: CCS
CHECKED BY: CCS

SHEET NUMBER
C202
OF

A FINAL PLAT
FOR

CENTENNIAL VALLEY PARCEL H, THIRD FILING

A REPLAT OF LOT 1, CENTENNIAL VALLEY, PARCEL H, SECOND FILING
LOCATED IN A PART OF THE SOUTH ONE-HALF OF
SECTION 18, T. 1 S., R. 69 W., OF THE 6TH P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER,
STATE OF COLORADO

SHEET 1 OF 2

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING THE OWNER OF ALL OF LOT 1, CENTENNIAL VALLEY, PARCEL H, SECOND FILING, LOCATED IN A PART OF THE SOUTH ONE-HALF OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST, OF THE 6th PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO.

HAS LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER DRAWING HEREON CONTAINED UNDER THE NAME AND STYLE OF CENTENNIAL VALLEY PARCEL H, THIRD FILING, A SUBDIVISION OF PART OF THE CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF LOUISVILLE AND THE PUBLIC, THE INGRESS-EGRESS AND FIRE LANE EASEMENTS AS SHOWN ON THE ACCOMPANYING PLAT FOR VEHICULAR, PEDESTRIAN AND EMERGENCY ACCESS FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE CITY OF LOUISVILLE AND ALL MUNICIPALLY OWNED AND/OR FRANCHISED UTILITIES AND SERVICES THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS EASEMENTS AND RIGHT-OF-WAYS FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT FOR ALL SERVICES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FORGOING, TELEPHONE AND ELECTRIC LINES, WORKS, POLES AND UNDERGROUND CABLES, GAS PIPELINES, WATER PIPELINES, SANITARY SEWER LINES, STREET LIGHTS, CULVERTS, HYDRANTS, DRAINAGE DITCHES AND DRAINS AND ALL APPURTENANCES THERETO IT BEING EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, STORM SEWERS AND DRAINS, STREET LIGHTING, GRADING AND LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREOF WHICH ARE APPROVED BY THE CITY OF LOUISVILLE, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE CITY OF LOUISVILLE, COLORADO, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE CITY OF LOUISVILLE, COLORADO, SHALL BECOME THE SOLE PROPERTY OF SAID CITY OF LOUISVILLE, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALLY FRANCHISED UTILITIES AND/OR U.S. WEST COMMUNICATIONS, INC. WHICH WHEN CONSTRUCTED OR INSTALLED, SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL NOT BECOME THE PROPERTY OF THE CITY OF LOUISVILLE, COLORADO.

WITNESS OUR HANDS AND SEALS THIS 23RD DAY OF February, 1996

OWNER: HSG LOUISVILLE LLC BY: STEVEN S. GITTELMAN MANAGER

ATTEST: BY

STATE OF Colorado)
COUNTY OF Denver) SS

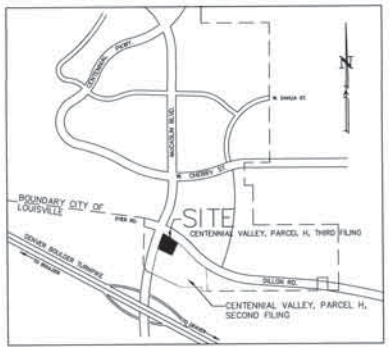
THE ABOVE AND FOREGOING DOCUMENT WAS ACKNOWLEDGED BEFORE ME THIS 23rd DAY OF February, 1996, BY Steven S Gittelman AS Manager AND BY AS OF HSG LOUISVILLE LLC

MY COMMISSION EXPIRES: 4/2/97 WITNESS MY HAND AND OFFICIAL SEAL

Cheryl Ann Salcon
NOTARY PUBLIC
155 E. Arkansas Ave. #9204
Denver, Co 80221
ADDRESS

BY

DATE OF PREPARATION
13 JULY, 1995
REVISED: 31 AUGUST, 1995
13 FEBRUARY, 1996



VICINITY MAP
(NOT TO SCALE)

OWNER LOT 1

HSG LOUISVILLE LLC
1616 CHAMPA STREET
SUITE # 300
DENVER, CO 80202

CONTACT:
STEVEN S. GITTELMAN

ADAMS - AVERY, LTD.
Development Consultants and Consulting Engineers
1380 Lawrence St., Suite 870, Denver, CO 80204
303 825-4454 Fax 825-2733

SIGNATURE BLOCKS

PLANNING COMMISSION CERTIFICATE

APPROVED THIS 8th DAY OF AUGUST, 1995, BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO, RESOLUTION No. 43 SERIES 1995

CHAIRMAN

SECRETARY

CITY COUNCIL CERTIFICATE

APPROVED THIS 19th DAY OF SEPTEMBER, 1995, BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO, RESOLUTION No. 47 SERIES 1995

Tom Davidson
MAYOR

CITY CLERK

CLERK AND RECORDER CERTIFICATE
COUNTY OF BOULDER
STATE OF COLORADO

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED WITH THIS OFFICE AT 2:55 O'CLOCK P. M. THIS 7th DAY OF March, 1996 AND RECORDED IN PLAN FILE P-36 F-2 # 314-32 FEE $21.00 PAID.
FILM No. 2111, RECEPTION 15996 32

Charlotte Houston
RECORDER

William R. Zuckerman
DEPUTY

SURVEYORS CERTIFICATE

THIS FINAL PLAT AND THE SURVEY ON WHICH IT WAS BASED WERE PREPARED UNDER MY DIRECT SUPERVISION. BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN. ASSUMED TO BEAR S 88°39'10" W BETWEEN FOUND MONUMENTS AS SHOWN HEREIN.

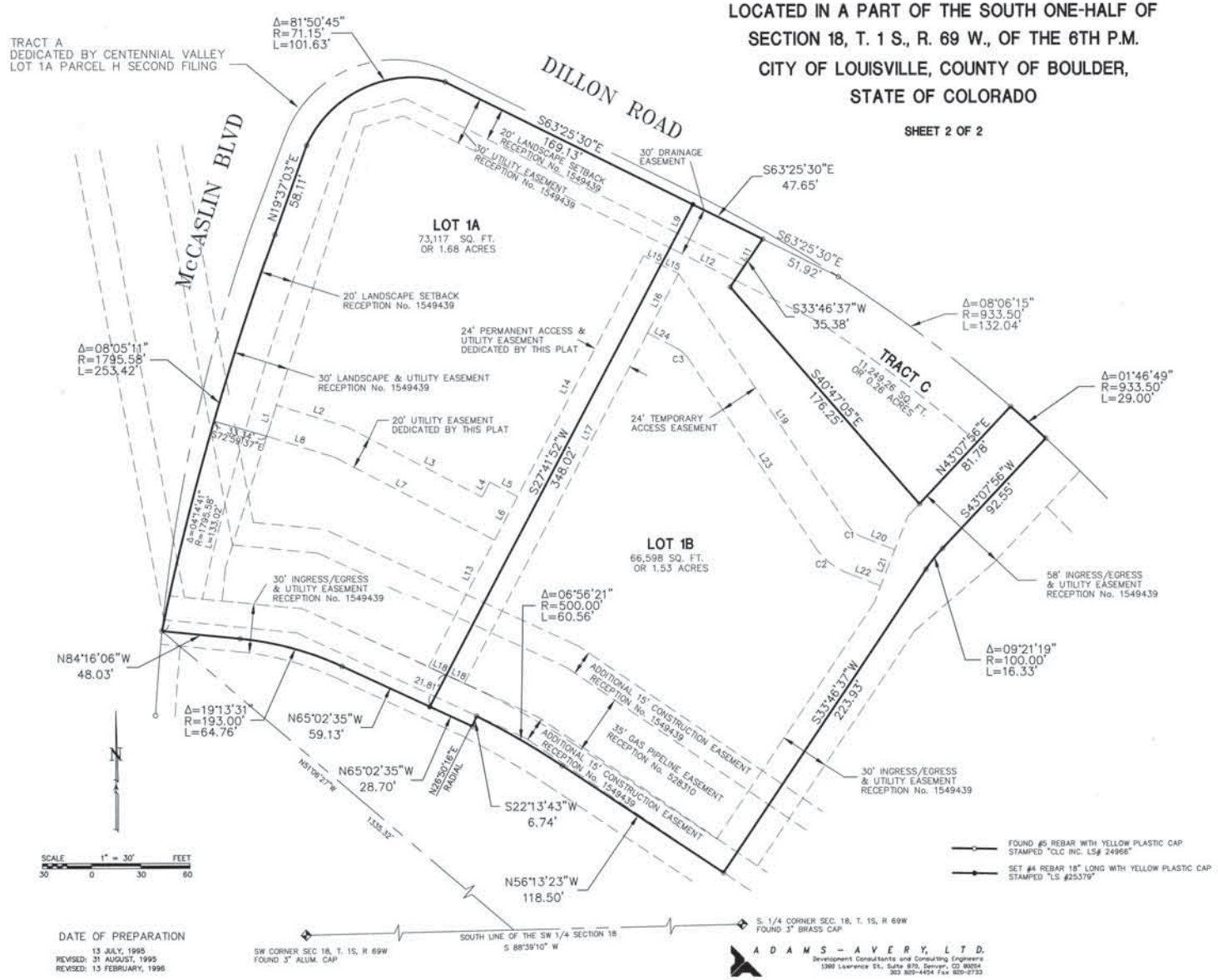
P.D.L 2.19.96

PETER D. STEGER, PROFESSIONAL LAND SURVEYOR
COLORADO REGISTRATION No. 25379
FOR AND ON THE BEHALF OF
ADAMS-AVERY, LTD.

COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR PETER D. STEGER 25379

A FINAL PLAT
FOR
CENTENNIAL VALLEY PARCEL H, THIRD FILING
A REPLAT OF LOT 1, CENTENNIAL VALLEY, PARCEL H, SECOND FILING
LOCATED IN A PART OF THE SOUTH ONE-HALF OF SECTION 18, T. 1 S., R. 69 W., OF THE 6TH P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 2



LINE	BEARING	DISTANCE
L1	N17°30'26"E	20.00'
L2	S72°29'34"E	45.50'
L3	S62°18'08"E	92.68'
L4	N27°41'52"E	10.29'
L5	S62°18'08"E	19.14'
L6	S27°41'52"W	30.29'
L7	N62°18'08"W	110.03'
L8	N72°29'34"W	43.72'
L9	N27°41'52"E	30.01'
L11	S33°46'37"W	30.24'
L12	N63°25'30"W	44.45'
L13	N27°41'52"E	87.89'
L14	N27°41'52"E	166.73'
L15	S62°59'41"E	12.00'
L16	S27°41'52"W	41.12'
L17	S27°41'52"W	242.99'
L18	N64°54'55"W	12.01'
L19	S33°35'54"E	185.74'
L20	S68°41'38"E	20.95'
L21	S21°18'22"W	24.00'
L22	N68°41'38"W	20.95'
L23	N33°35'54"W	138.85'
L24	N62°18'08"W	20.00'

CURVE	CENTRAL ANGLE	RADIUS	LENGTH
C1	35°05'43"	20.00'	12.25'
C2	35°05'43"	44.00'	26.95'
C3	28°42'14"	20.00'	10.02'

DATE OF PREPARATION
13 JULY, 1995
REVISED: 31 AUGUST, 1995
REVISED: 13 FEBRUARY, 1996

ADAMS - AVERY, LTD.
Development Consultants and Consulting Engineers
1380 Lawrence St., Suite 870, Denver, CO 80204
303 820-4454 Fax 820-0733

2-11-96

03473447
Page 1 of 12
09/14/2015 03:14 PM
Boulder County Clerk, CO
RF: $121.00 DF: $0.00

FINAL PUD

(AMENDMENT TO APPROVED PUD FOR 994 WEST DILLON ROAD, RECORDED ON MARCH 7, 1996)

CENTENNIAL VALLEY PARCEL H, McCASLIN MARKETPLACE (RETAIL, INC)

LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING, LOCATED IN A PART OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

994 WEST DILLON ROAD
LOUISVILLE, COLORADO 80027

PROJECT DIRECTORY

CLIENT:
McCaslin Retail, LLC
c/o: The Colorado Group, Inc.
3434 47th Street, Suite 220
Boulder, CO 80301
P: (303)-449-2131 x130
F: (303)-449-8250
W. Scott Reichenberg, Co-Manager
scott@coloradogroup.com

ARCHITECT:
PEH ARCHITECTS
1319 Spruce Street, Suite 207
Boulder, CO 80302
P: (303)-442-0408
F: (303)-447-1905
Peter T. Heinz, AIA, Principal
peheinz@peharchitects.com
Justin Price, Assoc. AIA, Project Manager, LEED AP
jprice@peharchitects.com

CIVIL ENGINEER:
The Sanitas Group, LLC
801 Main Street
Louisville, CO 80027
P: (720)-340-1696
Curtis C. Stevens, P.E.
cstevens@thesanitasgroup.com

LANDSCAPE ARCHITECT:
Nature's Design
15674 Indiana Gulch Road
Jamestown, CO 80455
P: (303)-459-3333
F: (303)-459-0644
Becky Mortlock
mortlock@hughes.net

PROJECT DESCRIPTION

DEMOLISH EXISTING SINGLE STORY RESTAURANT AND CONSTRUCT A NEW 12,722 SF SINGLE STORY BUILDING WITH RETAIL AND RESTAURANT SPACE. MODIFY EXISTING PARKING LOT AND HARD SURFACE AREAS.

LEGAL DESCRIPTION:
LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING, LOCATED IN A PART OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

PROJECT AREA:
1.68 ACRES (73,116 SF)

ZONING:
CC – COMMERCIAL COMMUNITY

PROPOSED USE:
RETAIL, RESTAURANT AND DRIVE-THRU

LAND USE:

BUILDING FOOTPRINT	12,722 SF (0.29 ACRES)	17%
DRIVEWAYS/ PARKING/ SIDEWALKS	38,376 SF (0.89 ACRES)	53%
OPEN SPACE	22,018 SF (0.50 ACRES)	30%
SITE AREA	73,116 SF (1.68 ACRES)	100%

HEIGHT:
BUILDING HEIGHT 26'-6" (MAXIMUM HEIGHT), END CAP NORTH/WEST TOWER (36'-0")

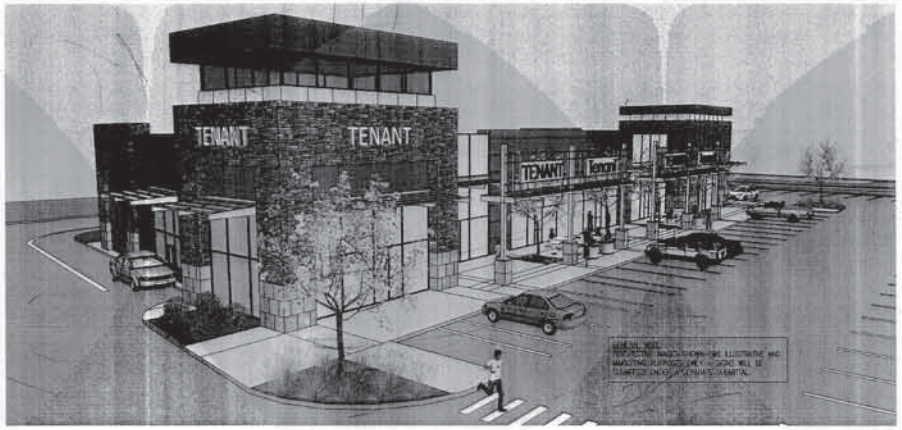
SIGNAGE:
BUILDING SIGNAGE TO BE SUBMITTED UNDER A SEPARATE SUBMITTAL.

GDP MAP:
PER EXHIBIT B, GENERAL DEVELOPMENT PLAN, CENTENNIAL VALLEY, REVISED & AMENDED SEPTEMBER 2005 PARCEL H HAS ALLOWABLE USES OF HOTEL/MIXED USE/RETAIL. MCCASLIN MARKETPLACE IS A RETAIL CENTER AND THEREFORE COMPLIES W/ THE ALLOWABLE USES.

PARKING REDUCTION:
THE DEVELOPER IS REQUESTING A PARKING REDUCTION FROM 15 SPACES PER 1,000 SF PER THE CODE TO 7 SPACES PER 1,000 FOR RESTAURANT/ QUICK-SERVICE RESTAURANT APPLICATIONS. THE RESULTANT REDUCTION WOULD REQUIRE 89 SPACES IN A SCENARIO WHERE THE ENTIRE 12,722 SF OF BUILDING WAS LEASED AS QUICK-SERVICE RESTAURANTS.

SHEET INDEX

SHEET NUMBER	SHEET TITLE
COVER	
A000	COVER SHEET & CODE INFORMATION
	CENTENNIAL VALLEY GDP PUD
	ALTA/ACSM LAND TITLE SURVEY SHEET 1 OF 2
	ALTA/ACSM LAND TITLE SURVEY SHEET 2 OF 2
A100	SITE PLAN
CIVIL	
C100	MASTER UTILITY PLAN
C200	MASTER GRADING PLAN
LANDSCAPE	
L100	LANDSCAPE PLAN
L101	LANDSCAPE DETAILS AND EXISTING LANDSCAPE INVENTORY
ARCHITECTURAL	
A101	SITE & BUILDING PHOTOMETRIC PLAN
A102	LIGHTING CUT SHEETS
A200	FLOOR PLAN
A300	BUILDING ELEVATIONS



VIEW from CORNER OF McCASLIN BLVD & W. DILLON ROAD

VIEW from SW CORNER OF PROPERTY

VICINITY MAP (EXISTING AERIAL PHOTO)
NOT TO SCALE

OWNERSHIP SIGNATURE BLOCK

By signing this PUD, the owner acknowledges and accepts all the requirements and intent set forth in this PUD. Witness my/our hand(s) seal(s) this 4th day of August 20 15.

McCaslin Retail, LLC
By: [signature] Scott Reichenberg, Manager
Owner Name and Signature

Rene M Sabering (Notary Seal)
Notary Name (print)

[signature]
Notary Signature

My Commission Expires April 02, 2018

PLANNING COMMISSION CERTIFICATE

Approved this 9 day of JULY, 20 15 by the Planning Commission of the City of Louisville, Colorado.

Resolution No. 26, Series 2015

CITY COUNCIL CERTIFICATE

Approved this 28 day of JULY, 20 15 by the City Council of the City of Louisville, Colorado.

Resolution No. 46, Series 2015

[signature]
Mayor Signature

City Seal

Nancy Carra
City Clerk Signature

CLERK AND RECORDER CERTIFICATE
(COUNTY OF BOULDER, STATE OF COLORADO)

I hereby certify that this instrument was filed in my office at 3:14 o'clock, P. M., this 14th day of September, 20 15, and is recorded in Plan File ——, Fee $121.00 paid, —— Film No. 03473447 Reception.

Hillary Hall
Clerk & Recorder

[signature]
Deputy

NO.	DATE	REVISION
2.	5/14/15	FINAL PUD SUBMITTAL
1.	3/06/15	PUD SUBMITTAL

PEH ARCHITECTS
1319 Spruce Street Suite 207
Boulder, CO 80302
303-442-0408, fax: 303-447-1905
e-mail: peheinz@peharchitects.com

McCaslin Marketplace
PUD
994 West Dillon Road
Louisville, Colorado 80027

SHEET TITLE
COVER SHEET & CODE INFORMATION

PROJECT: 2015.06
DATE: 03/12/15
DRAWN BY: JSP
CHECKED BY: PEH

SHEET NUMBER
A000

ALTA/ACSM LAND TITLE SURVEY

LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING, LOCATED IN A PART OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 2

TOTAL AREA = 73,116 SQ FT. OR 1.68 ACRES, MORE OR LESS

Parcel Description

(PROVIDED BY LAND TITLE GUARANTEE COMPANY)

LOT 1A,
CENTENNIAL VALLEY PARCEL H, THIRD FILING,
CITY OF LOUISVILLE,
COUNTY OF BOULDER,
STATE OF COLORADO

Notes

1) LAND TITLE GUARANTEE COMPANY, COMMITMENT NUMBER WC80032655, DATED JANUARY 28, 2010 AT 5:00 P.M., WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN AND DESCRIBED HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.

2) 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) THIS ALTA/ACSM LAND TITLE SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF GUARANTY BANK AND TRUST, LAND TITLE GUARANTEE COMPANY, PACKARD AND DIERKING, LLC AND MCCASLIN RETAIL, LLC, A COLORADO LIMITED LIABILITY COMPANY, NAMED IN THE STATEMENT HEREON. SAID STATEMENT DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS STATEMENT BY THE SURVEYOR NAMING SAID PERSON.

4) THIS SURVEY IS VALID ONLY IF PRINT HAS ORIGINAL SEAL AND SIGNATURE OF SURVEYOR.

5) BASIS OF BEARINGS: SOUTH LINE OF LOT 1A BEARS N65°02'35"W BETWEEN MONUMENTS AS SHOWN AND DESCRIBED HEREON. PER THE RECORDED PLAT AT CENTENNIAL VALLEY PARCEL H, THIRD FILING.

6) THE LOCATIONS FOR UNDERGROUND UTILITIES ARE BASED UPON VISIBLE SURFACE EVIDENCE, MARKS FROM UTILITY LOCATOR SERVICE AND MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANIES AND MUNICIPALITIES. LOCATIONS OF UNDERGROUND UTILITIES AND STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES AND STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES AND STRUCTURES. ALL UNDERGROUND UTILITIES MUST BE FIELD LOCATED BY THE APPROPRIATE AGENCY OR UTILITY COMPANY PRIOR TO ANY EXCAVATION, PURSUANT TO C.R.S. SEC. 9-1.5-103.

7) ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT AND/OR BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE C.R.S. SEC 18-4-508.

8) THE DISTANCE MEASUREMENTS SHOWN HEREON ARE U.S. SURVEY FOOT.

9) THE CONTOURS REPRESENTED HEREON WERE INTERPOLATED BY AUTODESK LAND DESKTOP (DIGITAL TERRAIN MODELING) RELEASE 2009 SOFTWARE BETWEEN ACTUAL MEASURED SPOT ELEVATIONS. DEPENDING ON THE DISTANCE FROM A MEASURED SPOT ELEVATION AND LOCAL VARIATIONS IN TOPOGRAPHY, THE CONTOUR SHOWN MAY NOT BE AN EXACT REPRESENTATION OF THE SITE TOPOGRAPHY. . THE PURPOSE OF THIS TOPOGRAPHIC MAP IS FOR SITE EVALUATION AND TO SHOW SURFACE DRAINAGE FEATURES. ADDITIONAL TOPOGRAPHIC OBSERVATIONS MAY BE NECESSARY IN SPECIFIC AREAS OF DESIGN.

10) BENCHMARK INFORMATION: GPS DERIVED ELEVATION BASED ON NGS POINT OVERLOOK WITH A PUBLISHED ELEVATION OF 5679.34 FEET (NAVD 88), DISK STAMPED OVERLOOK 1985 LOCATED 67 FEET NORTH FROM THE CENTERLINE OF THE WESTBOUND LANE OF U.S. HIGHWAY 36, 16 FEET NORTH FROM HIGHWAY ROADCUT AND 13 FEET IN THE PARK ARE FOR OVERLOOK. ONSITE BENCHMARK: FOUND 1" BRASS TAG WITH SCREW ON THE WESTERLY PROPERTY LINE WITH A CALCULATED ELEVATION OF 5468.72 FEET.

11) SUBSURFACE BUILDINGS, IMPROVEMENTS OR STRUCTURES ARE NOT NECESSARILY SHOWN. BUILDINGS AND OTHER IMPROVEMENTS OR STRUCTURES ON ADJACENT PROPERTIES THAT ARE MORE THAN FIVE (5) FEET FROM ANY OF THE PROPERTY LINES OF THE SUBJECT PROPERTY ARE NOT NECESSARILY SHOWN.

12) FLOOD INFORMATION: THE SUBJECT PROPERTY IS LOCATED IN ZONE X UNSHADED, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP; COMMUNITY-PANEL NO. 08013C0558 G, DATED OCTOBER 4, 2002. FLOOD INFORMATION IS SUBJECT TO CHANGE.

13) DATES OF FIELD WORK: JULY 15 & 21, 2009

14) THE FOLLOWING DOCUMENTS ARE MENTIONED IN THE ABOVE REFERENCED TITLE COMMITMENT AND APPEAR TO AFFECT THE SUBJECT PROPERTY BUT CANNOT BE SHOWN GRAPHICALLY. THE FOLLOWING LIST CONTAINS THE TITLE COMMITMENT EXCEPTION NUMBER, DATE RECORDED, RECEPTION NUMBER AND/OR BOOK AND PAGE.

10) NOV. 12, 1952	BOOK 917, PAGE 131	MINERAL RIGHTS
11) DEC. 4, 1976	REC. NO. 373012	TERMS, CONDITIONS & PROVISION OF ANNEX. AGREEMENT
MAY 17, 1984	REC. NO. 621627	AMENDED ANNEX. AGREEMENT
AUG. 29,1984	REC. NO. 643233	ASSIGNMENT & ASSUMPTION OF ANNEX. AGREEMENT
12) MAY 17, 1984	REC. NO. 621626	TERMS, COND. & PROV. OF AMENDED & RESTATED DEVELOPMENT AGREEMENT
FEB. 13, 1987	REC. NO. 826993	SECOND AMENDMENT
MAY 10, 1991	REC. NO. 1102505	THIRD AMENDMENT
AUG. 29, 1994	REC. NO. 643233	ASSIGNMENT & ASSUMPTION
AUG. 7, 1995	REC. NO. 1537633	FIFTH AMENDMENT
MAR 27, 1996	REC. NO. 1594651	SIXTH AMENDMENT
SEPT. 22, 1995	REC. NO. 1549446	INSTRUMENT
13) FEB. 9, 1982	REC. NO.S 482949, 482950, 482951, 482952 482953, 482954	TERMS, COND. & PROV. OF AGREEMENT
APR. 19, 1985	REC. NO. 683686	AMENDMENT
SEPT. 22, 1995	REC. NO. 1549446	ASSIGNMENT OF RETAIL DEVELOPMENT RIGHTS
14) JUN. 10, 1983	REC. NO. 554952	TERMS, COND. & PROV. OF MEMORANDUM OF AGREEMENT
15) JAN. 8, 1996	REC. NO. 1574845	GAS PIPELINE EASEMENT (NO SPECIFIC LOCATION IN DOCUMENT)
16) DEC. 19, 1983	REC. NO. 593903	TERMS, COND. & PROV. CENTENNIAL VALLEY GENERAL DEVELOPMENT PLAN
SEPT. 15, 1988	REC. NO. 942355	AMENDMENT
18) SEPT. 22, 1995	REC. NO. 1549440	TERMS, COND., PROV., BURDENS & OBLIGATIONS
19) SEPT. 22, 1995	REC. NO. 1549441	TERMS, COND., PROV., BURDENS & OBLIGATIONS
SEPT. 22, 1995	REC. NO. 1549445	ASSUMPTION & RELEASE
20) SEPT. 22, 1995	REC. NO. 1549443	TERMS, COND., PROV., BURDENS & OBLIGATIONS
21) SEPT 22, 1995	REC. NO. 1549444	TERMS, COND., PROV., BURDENS, OBLIG. & ESMTS (SEE NOTE 15)
22) SEPT 25, 1995	REC. NO. 1549767	TERMS, COND., PROV., BURNDENS, OBLIG. & ESMTS (SEE NOTE 16)
APR 16, 1996	REC. NO. 1599753	RE-RECORDED

VICINITY MAP
(NOT TO SCALE)

Mapcheck

ARC LENGTH: 101.63	RADIUS: 71.15	DELTA: 81-50-45
COURSE: S 63-25-30 E	DISTANCE: 169.13	
COURSE: S 27-41-52 W	DISTANCE: 348.02	
COURSE: N 65-02-35 W	DISTANCE: 59.13	
ARC LENGTH: 64.76	RADIUS: 193.00	DELTA: -19-13-31
COURSE: N 84-16-06 W	DISTANCE: 48.03	
ARC LENGTH: 253.42	RADIUS: 1795.58	DELTA: 8-05-11
COURSE: N 19-37-03 E	DISTANCE: 58.11	

PERIMETER: 1102.24

AREA: 73115.62 1.68 ACRES
MAPCHECK CLOSURE - (USES LISTED COURSES & COGO UNITS)
ERROR OF CLOSURE: 0.001 COURSE: S 11-33-49 W
PRECISION 1: 901788.13

Notes contd.

15) EXCEPTION DOCUMENT NO. 21, IN THE ABOVE REFERENCED TITLE COMMITMENT, RECORDED SEPT. 22, 1995 AT REC. NO. 1549444 DESCRIBES A RECIPROCAL ACCESS AND CONSTRUCTION EASEMENT FOR CENTENNIAL VALLEY PARCEL H, SECOND FILING AND CANNOT BE SHOWN GRAPHICALLY.

16) EXCEPTION DOCUMENT NO. 22, IN THE ABOVE REFERENCED TITLE COMMITMENT, RECORDED SEPT. 25, 1995 AT REC. NO. 1549767 & APR. 16, 1996 AT REC. NO. 1599753 DESCRIBES A RECIPROCAL STREET, PATHWAY AND UTILITY EASEMENT FOR LOT 1 OF CENTENNIAL VALLEY PARCEL H, SECOND FILING AND CANNOT BE SHOWN GRAPHICALLY.

17) THE WORD "CERTIFY" AS SHOWN AND USED HEREON MEANS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THIS SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

18) THE TOTAL AREA OF THE SUBJECT PROPERTY IS 73,116 SQ. FT. OR 1.68 ACRES, MORE OR LESS.

19) THE SUBJECT PROPERTY IS ZONED: PCZD, PLANNED COMMUNITY ZONING DISTRICT, PER CITY OF LOUISVILLE, AS RESEARCHED ON THE CITY WEBSITE ON JULY 21, 2009. THE RESTRICTIONS ARE AS FOLLOWS:

FOR ARTERIAL STREET:	30 FT
COLLECTOR STREET:	20 FT
INTERNAL/COMMON PROPERTY BOUNDARY:	10 FT
INTERNAL/PRIVATE DRIVEWAY (TO BACK OF CURB):	10 FT
MAXIMUM BUILDING HEIGHT:	35'
FLOOR SPACE AREA:	BUILDINGS LESS THAN OR EQUAL TO 30,000 SQ. FT.

20) THERE ARE 109 REGULAR PARKING SPACES, AND 5 HANDICAP SPACES ON THE SUBJECT PROPERTY FOR A TOTAL OF 114 PAINTED PARKING STALLS ON THE SUBJECT PROPERTY.

21) THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT THE TIME OF SURVEY.

22) THERE WAS NO OBSERVABLE EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL AT THE TIME OF SURVEY.

23) THERE WAS NO OBSERVABLE EVIDENCE OF CHANGES IN STREET RIGHT OF WAY LINES OR STREET OR SIDEWALK CONSTRUCTION OR REPAIRS AT TIME OF SURVEY.

24) THE SIGN LOCATED AT THE SOUTHWEST CORNER OF THE SUBJECT PROPERTY EXTENDS ACROSS THE WESTERLY PROPERTY LINE AND IS OUTSIDE THE EASEMENT AS SHOWN HEREON.

25) ALL STORM SEWER MANHOLES AND AREA DRAIN WERE MEASURED TO THE BOTTOM OF STRUCTURES AT FLOWLINE. DUE TO THE SHAPE AND CONSTRUCTION OF MANY OF THE STRUCTURES, SPECIFIC PIPE INVERTS AND SIZES WERE NOT OBTAINABLE AT ALL LOCATIONS.

26) THE PUBLIC SIDEWALK CROSSES INTO THE WESTERLY SIDE OF THE SUBJECT PROPERTY AS SHOWN HEREON.

27) UTILITIES EXIST ON THE SUBJECT PROPERTY OUTSIDE OF A RECORDED EASEMENT AS SHOWN HEREON.

28) THE SUBJECT PROPERTY APPEARS TO SHARE ACCESS WITH THE PROPERTY TO THE EAST.

Surveyor's Certificate

TO GUARANTY BANK AND TRUST, LAND TITLE GUARANTEE COMPANY, PACKARD AND DIERKING, LLC AND MCCASLIN RETAIL, LLC, A COLORADO LIMITED LIABILITY COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 1-6, 7A, 8-10, 11B, 13, 14, AND 16-18 OF TABLE A THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF COLORADO, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

JOHN B. GUYTON
COLORADO P.L.S. #16406 FSI JOB NO. 09-56,181
CHAIRMAN & CEO, FLATIRONS, INC.

Depositing Certificate

SUBMITTED TO BOULDER COUNTY LAND USE FOR RECORDING ON THIS _____ DAY OF _____ 20__.

ALTA/ACSM LAND TITLE SURVEY
PREPARED FOR
Guaranty Bank and Trust
&
Others (See Note 3)
SHEET 1 OF 2

DRAWN BY: E. DAVIS
DATE: JULY 23, 2009
FSI JOB NO. 09-56,181

Flatirons, Inc.
Surveying, Engineering & Geomatics
3825 IRIS AVE, STE 100
BOULDER, CO 80301
PH: (303) 443-7001
FAX: (303) 443-9830
www.Flatironsinc.com

TAC	02/10/10
OKS	7/27/09
INT.	DATE:
REVISIONS:	
CHECKED BY:	WK/KTB/NH

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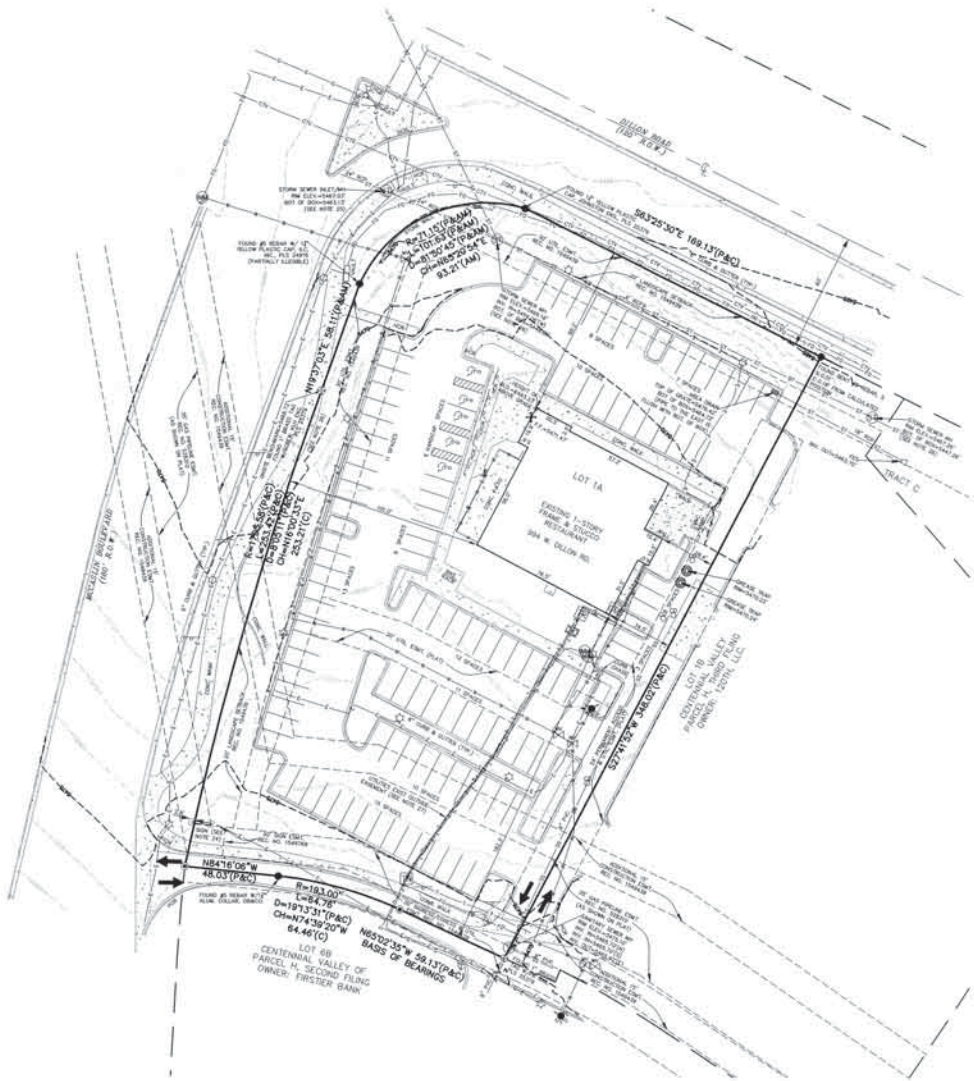
ALTA/ACSM LAND TITLE SURVEY

LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING, LOCATED IN A PART OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 2

TOTAL AREA = 73,116 SQ FT, OR 1.68 ACRES, MORE OR LESS



GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.
CONTOUR INTERVAL = 1'

Legend

- FOUND MONUMENT AS DESCRIBED
- FOUND BRASS TAG AS DESCRIBED
- SET #5 REBAR WITH 1 1/2" ALUMINUM CAP "FLATIRONS SURV 16406"
- (AM) AS MEASURED AT TIME OF SURVEY
- (C) CALCULATED FROM RECORD AND AS MEASURED INFORMATION
- (P) AS PER THE PLAT OF CENTENNIAL VALLEY PARCEL H, THIRD FILING
- CONCRETE
- LIGHT POLE
- FENCE
- SIGN
- BOLLARD
- HANDICAP PARKING
- NO PARKING
- WATER LINE (PAINTED)
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- SANITARY SEWER LINE
- SANITARY SEWER MANHOLE
- CLEANOUT
- STORM DRAINAGE LINE
- STORM DRAINAGE MANHOLE
- GRATE INLET
- ELECTRICAL LINE (PAINTED)
- ELECTRICAL TRANSFORMER
- ELECTRICAL RISER
- TRAFFIC LIGHT
- CATV — CABLE TV LINE (PAINTED)
- FO — FIBEROPTIC LINE (PAINTED)
- TELEPHONE LINE (PAINTED)
- TR — TELEPHONE RISER (PAINTED)
- GAS LINE (PAINTED)
- GM — GAS METER
- GREASE TRAP MANHOLE
- FINISH FLOOR ELEVATION
- LOCATION OF BUILDING HEIGHT
- CENTERLINE
- INDICATION OF ACCESS
- HCR — HANDICAP RAMP
- RCP — REINFORCED CONCRETE PIPE
- FES — FLARED END SECTION
- PVC — POLYVINYL CHLORIDE

ALTA/ACSM LAND TITLE SURVEY PREPARED FOR Guaranty Bank and Trust & Others (See Note 3) SHEET 2 OF 2		
DRAWN BY: E. DAVIS	**Flatirons, Inc.** *Surveying, Engineering & Geomatics* 3825 IRIS AVE, STE 100 BOULDER, CO 80301 PH: (303) 443-7001 FAX: (303) 443-8830 www.Flatironsinc.com	TAC 02/10/10
DATE: JULY 23, 2009		OG 7/27/09
FSI JOB NO. 09-56,181		INT: DATE:
		REVISIONS:
		CHECKED BY: MW/ETB/NV

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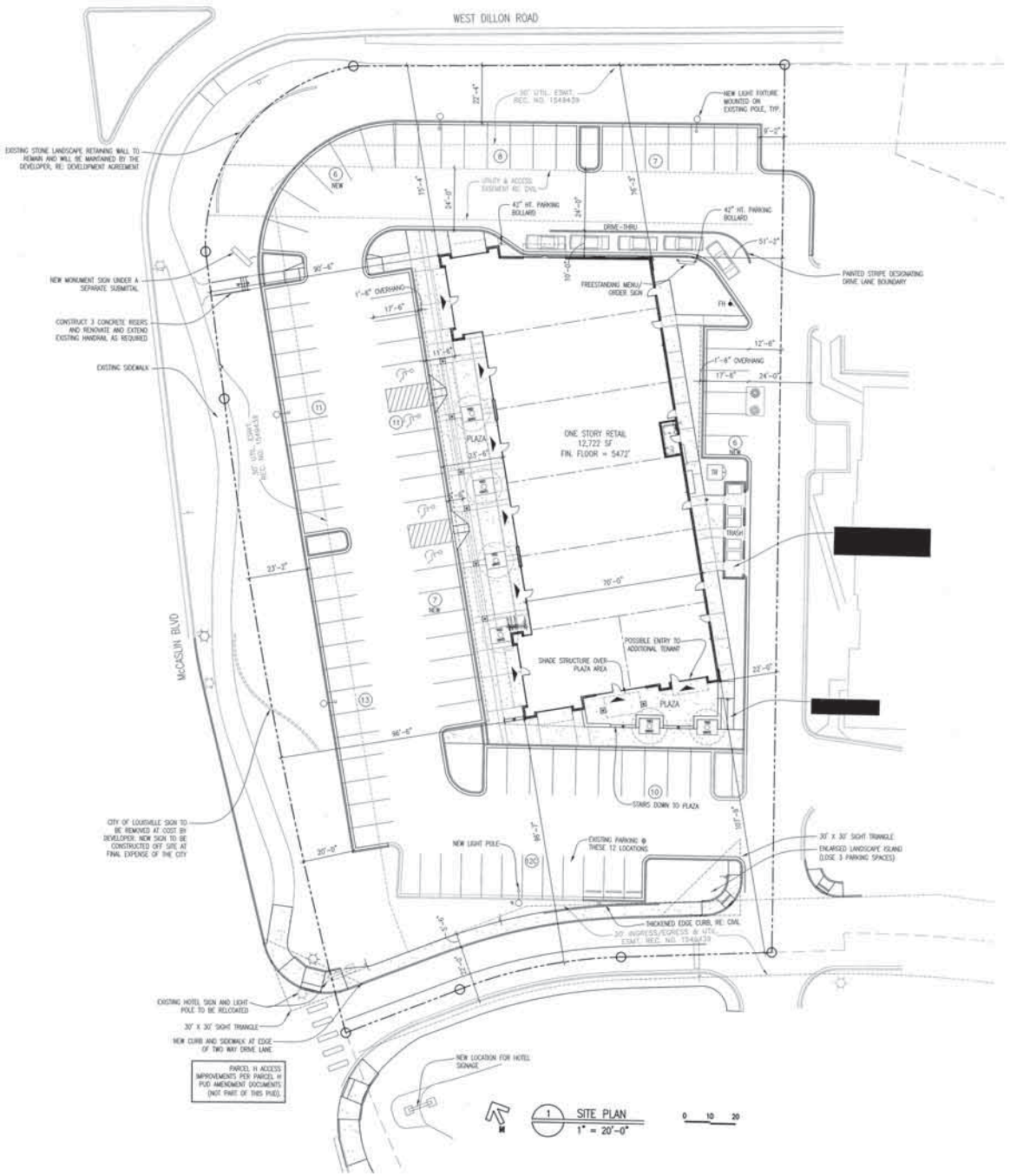
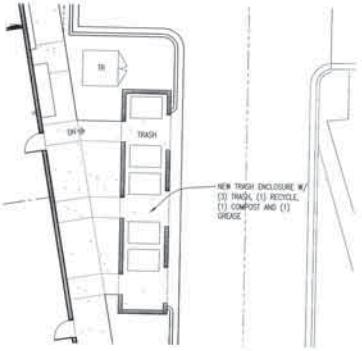


1 SITE PLAN
1" = 20'-0"

0 10 20



2 TRASH ENCLOSURE
1" = 10'-0"

PARKING:

	EXISTING	NEW	TOTAL
STANDARD	56	19	75
COMPACT	12	---	12
HC PARKING	4	---	4
TOTAL	72	19	91

BICYCLE PARKING:

1 BIKE PARKING SPOT PER (10) AUTOMOBILE PARKING SPACES

BICYCLE PARKING SPOTS = 91/10 = 9.1 OR 10 BIKE PARKING SPOTS REQUIRED AND PROVIDED

EXTERIOR LIGHTING:
COMBINATION OF NEW LIGHT FIXTURES MOUNTED ON EXISTING LIGHT POLES AND NEW POLE-MOUNTED LIGHTING AS SHOWN ON SITE PHOTOMETRIC PLAN

GENERAL NOTES:
REFER TO CIVIL AND LANDSCAPE PLANS FOR MORE DETAILED INFORMATION.

LEGEND:
- PROPOSED BUILDING ENTRY
- NEW PAVING
- EXISTING GREASE TRAP
- # PARKING SPACE TOTALS
- #C COMPACT PARKING SPACE TOTALS
- NEW LIGHT FIXTURE – 100 WATT LED DOWNLIGHT MOUNTED ON EXISTING POLE 24' ABOVE GRADE, TYP.
- NEW LIGHT POLE – 100 WATT LED DOWNLIGHT ON 24' POLE, TYP.
- EXISTING COBRA LIGHT POLE TO BE RELOCATED AS SHOWN.
- BIKE RACK (MADRAX TR-10 – 10 BIKES PER RACK)
- TR = RELOCATED TRANSFORMER
- FH = FIRE HYDRANT, RE: CIVIL

NO.	DATE	REVISION
2.	5/14/15	FINAL PUD SUBMITTAL
1.	3/26/15	PUD SUBMITTAL

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McCaslin Marketplace
PUD
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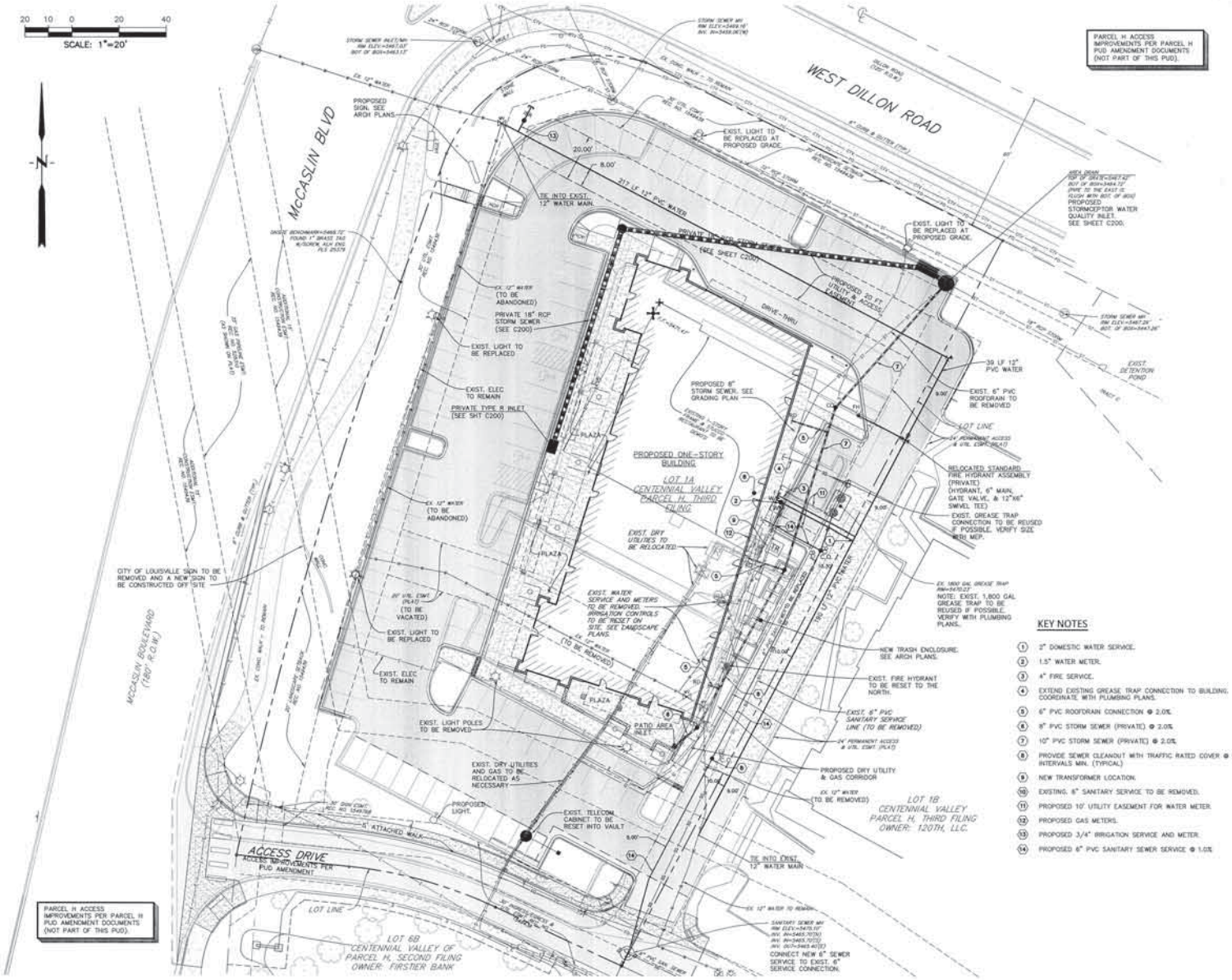
SHEET TITLE
SITE PLAN

PROJECT: 2015.06
DATE: 03/12/15
DRAWN BY: JSP
CHECKED BY: PEH

SHEET NUMBER
A100



MASTER UTILITY PLAN

1" = 20-0'

UTILITY LEGEND

- PROPERTY LINE
- EASEMENT
- RIGHT-OF-WAY
- EX. FENCES
- EX. STORM SEWER
- EX. SANITARY SEWER
- EX. WATER LINE
- EX. NATURAL GAS LINE
- EX. FIBER OPTIC LINE
- EX. UNDERGROUND ELECTRICAL LINE
- EX. OVERHEAD ELECTRICAL LINE
- EX. LIGHT POLE
- EX. POWER POLE
- PROPOSED WATER LINE — 8" PVC
- PROPOSED WATER VALVE
- PROPOSED TEE WITH THRUST BLOCKING
- PROPOSED HORIZONTAL BEND WITH THRUST BLOCKING
- PROPOSED FIRE HYDRANT
- PROPOSED REDUCER
- PROPOSED WATER SERVICE — W
- PROPOSED FIRE SERVICE — F
- PROPOSED SANITARY SEWER — 8" PVC
- PROPOSED SANITARY SEWER SERVICE — S
- PROPOSED ELECTRICAL LINE
- PROPOSED ELECTRICAL TRANSFORMER — TR
- PROPOSED LIGHT POLE
- PROPOSED GAS LINE
- PROPOSED GAS METER — GAS
- PROPOSED TELEPHONE LINE
- PROPOSED TREES
- PROPOSED STORM SEWER

NOTES:

1. THIS PLAN IS INTENDED FOR FINAL PUD AND IS NOT A CONSTRUCTION/BUILDING PERMIT DOCUMENT.
2. PARCEL H ACCESS IMPROVEMENTS ARE NOT PART OF THIS PLAN AND AREA IS SHOWN FOR REFERENCE ONLY.

KEY NOTES

1. 2" DOMESTIC WATER SERVICE.
2. 1.5" WATER METER.
3. 4" FIRE SERVICE.
4. EXTEND EXISTING GREASE TRAP CONNECTION TO BUILDING. COORDINATE WITH PLUMBING PLANS.
5. 6" PVC ROOFDRAIN CONNECTION @ 2.0%.
6. 8" PVC STORM SEWER (PRIVATE) @ 2.0%.
7. 10" PVC STORM SEWER (PRIVATE) @ 2.0%.
8. PROVIDE SEWER CLEANOUT WITH TRAFFIC RATED COVER @ 100' INTERVALS MIN. (TYPICAL)
9. NEW TRANSFORMER LOCATION.
10. EXISTING. 6" SANITARY SERVICE TO BE REMOVED.
11. PROPOSED 10' UTILITY EASEMENT FOR WATER METER.
12. PROPOSED GAS METERS.
13. PROPOSED 3/4" IRRIGATION SERVICE AND METER.
14. PROPOSED 6" PVC SANITARY SEWER SERVICE @ 1.0%.

FINAL PUD
NOT FOR CONSTRUCTION
DATE 5/19/15

NO.	DATE	REVISION
2	05/13/15	CITY COMMENTS
1	03/06/15	PUD SUBMITTAL

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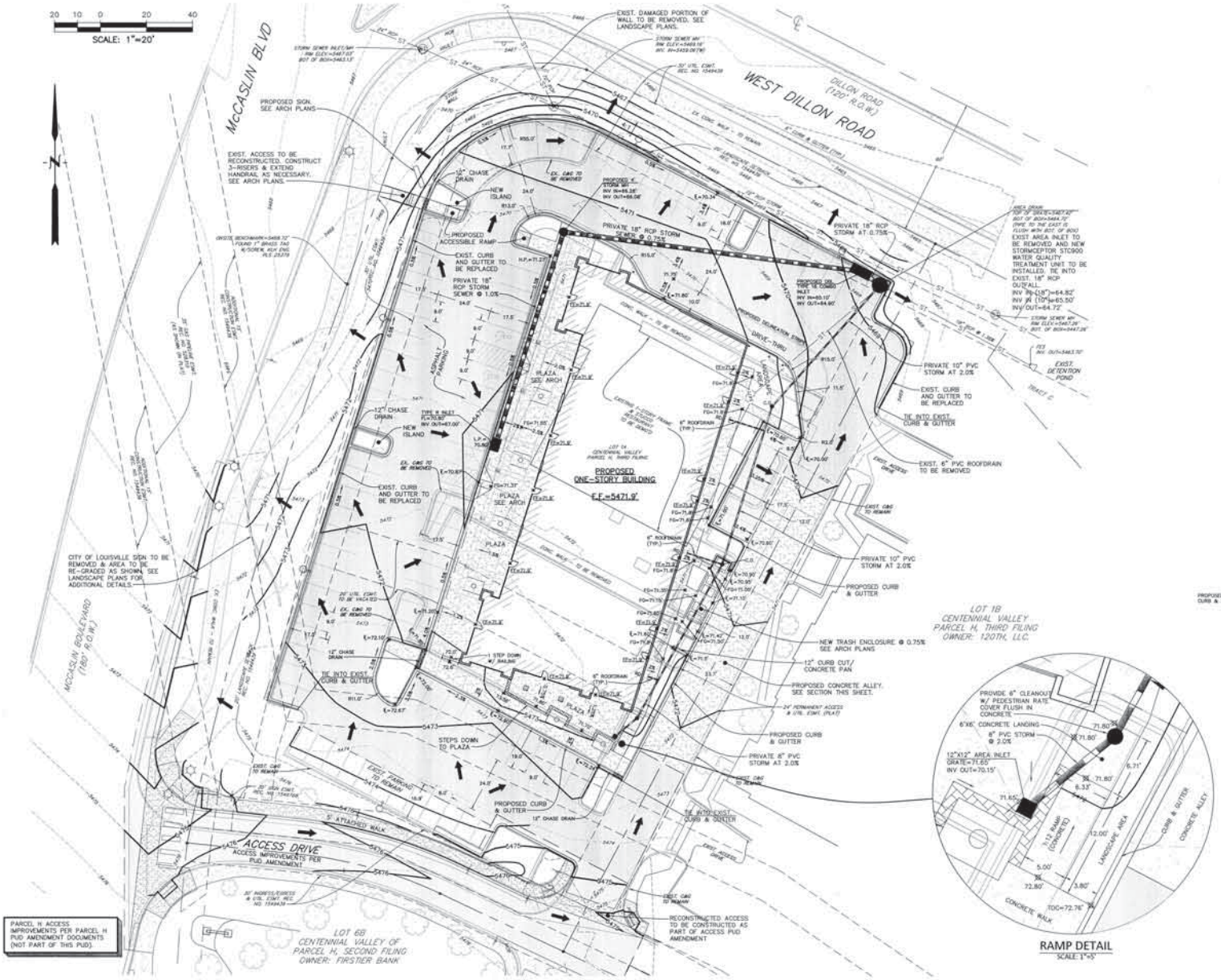
PROJECT CONTACT:
CURTIS STEVENS, P.E.

SHEET TITLE
MASTER UTILITY PLAN

PROJECT: 2015.06
DATE: 02/09/15
DRAWN BY: CCS
CHECKED BY: CCS

SHEET NUMBER C100 OF



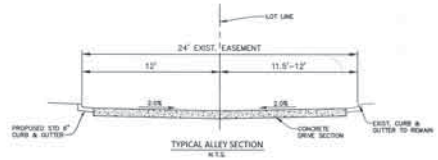
MASTER GRADING PLAN

1" = 20-0'

RAMP DETAIL
SCALE: 1"=5'

GRADING LEGEND

PROPERTY LINE	
EASEMENT	
RIGHT-OF-WAY	
EX. FENCES	
PROPOSED SWALE	
EX. INTERMEDIATE CONTOUR	5364
EX. INDEX CONTOUR	5365
PROPOSED INTERMEDIATE CONTOUR	5364
PROPOSED INDEX CONTOUR	5365
EXISTING SPOT ELEVATION	EX=5268.56
PROPOSED SPOT ELEVATION	5278.41
PROPOSED GRADE	-4.45%
PROPOSED SLOPE	-3:1
DIRECTION OF FLOW	
PROPOSED STORM SEWER	
PROPOSED CATCH CURB	
HIGH POINT	HP
GRADE BREAK	GB
LOW POINT	LP
FLOWLINE	FL
EDGE OF ASPHALT	EA
FINISHED FLOOR ELEVATION	FF ELEV
PROPOSED ROOF DRAIN LOCATION	RD
PROPOSED NEW FULL DEPTH ASPHALT SECTION	
PROPOSED CONCRETE AREAS	
PROPOSED TREES	



TYPICAL ALLEY SECTION
N.T.S.

NOTES:

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2. PARCEL H ACCESS IMPROVEMENTS ARE NOT PART OF THIS PLAN AND AREA IS SHOWN FOR REFERENCE ONLY.

FINAL PUD
MEET PUD CONSTRUCTION
DATE 5/15/15

NO.	DATE	REVISION
2.	05/15/15	CITY COMMENTS
1.	03/05/15	PUD SUBMITTAL

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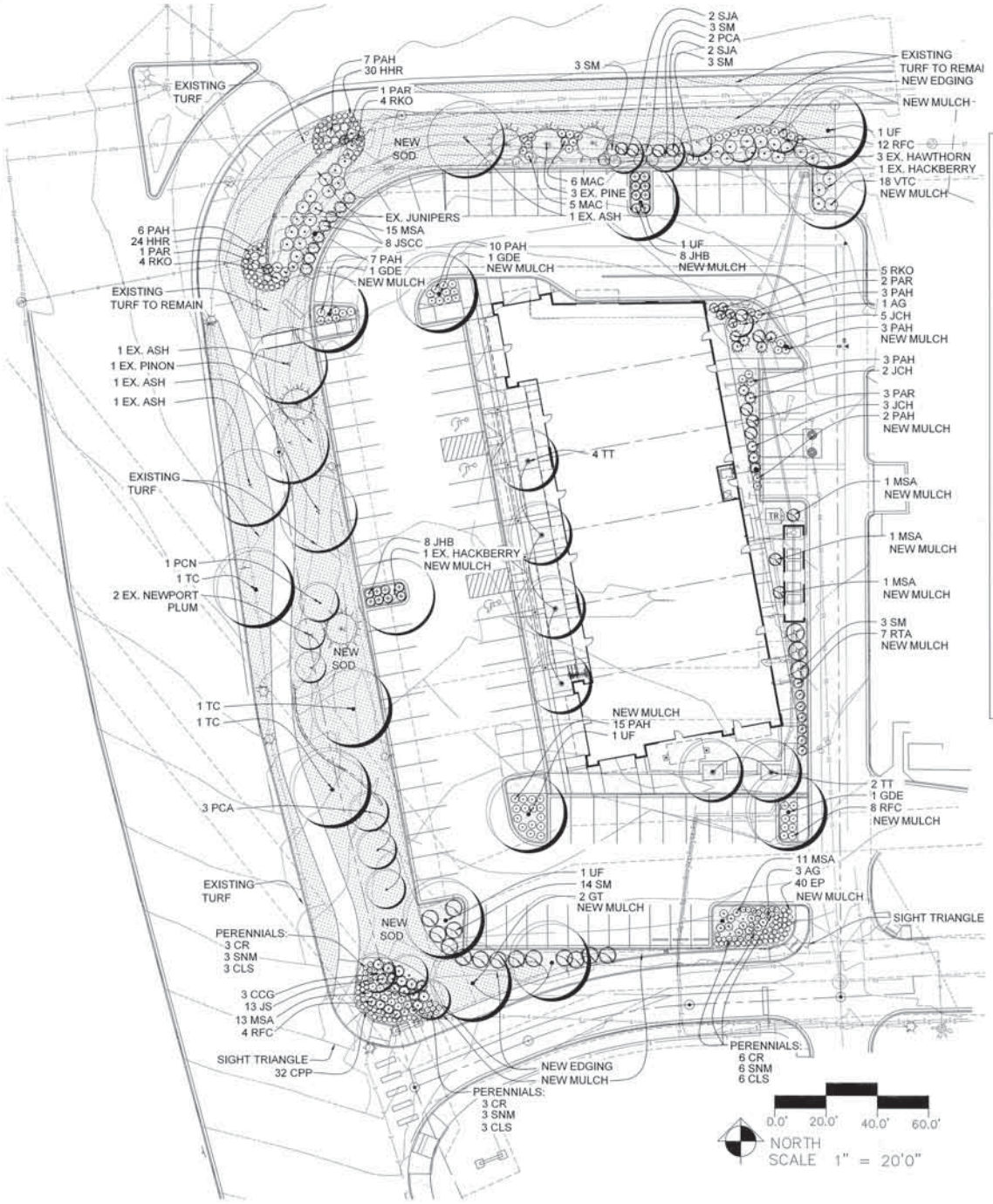
303.981.9238
PROJECT CONTACT:
CURTIS STEVENS, P.E.

SHEET TITLE
MASTER GRADING PLAN

PROJECT:	2015.06	
DATE:	02/09/15	
DRAWN BY:	CCS	
CHECKED BY:	CCS	

SHEET NUMBER
C200
OF



NEW LANDSCAPING PLAN

THIS STREETSCAPE DESIGN COMPLIES WITH THE TREE COUNT ESTABLISHED ON THE EXISTING APPROVED P.U.D. DATED 7/18/1995.

APPROVED TREE COUNT EXISTING P.U.D.	28
EXISTING TREES TO BE REMOVED	13
NEW TREES PROPOSED WITH THIS PLAN	13

THE LANDSCAPE DESIGN COMPLIES WITH THE STANDARDS ESTABLISHED IN THE CDDSG:

CDDSG TREE REQUIREMENT

DESCRIPTION	REQUIRED	PROVIDED
PERIMETER ADJACENT TO McCaslin Blvd. (273 l.f.) Meandering sidewalk configuration: 1 tree per 20 l.f.	14	8 existing 10 new
PERIMETER ADJACENT TO Dillon Road (194 l.f.) Attached sidewalk configuration: (existing detached configuration does not meet required width) 1 tree per 20 l.f.	10	7 existing 3 new
PERIMETER ADJACENT TO Private road (154 l.f.) Attached sidewalk configuration: 1 tree per 20 l.f.	8	0 existing 2 new
INTERIOR PARKING LOT (87 spaces) 1 tree per 8 spaces	11	2 existing 9 new
PERIMETER ADJACENT TO BUILDING 25% of building perimeter (126 l.f.) planted with small trees	4	7
TOTAL TREES	47	48

LANDSCAPE KEY FOR PLANT MATERIAL

- EXISTING CONIFER TREE TO REMAIN
- EXISTING DECIDUOUS TREE TO REMAIN
- NEW 2" CAL. DECIDUOUS SHADE TREE
- NEW 1.5" CAL. DECIDUOUS ORNAMENTAL TREE OR 8'-10' MULTI-STEMMED TREE
- NEW #5 DECIDUOUS SHRUB
- NEW #5 EVERGREEN SHRUB
- PERENNIALS

PLANT LIST

note: plant quantities provided as a courtesy only. If discrepancy between plan and plant count exists, plan takes precedence

H	High water — 18-28 gallons per v.f. per season
M	Moderate water — 10 gallons per v.f. per season
L	Low water — 0-5 gallons per v.f. per season
V	No additional irrigation water needed after establishment

#	KEY	BOTANIC NAME	COMMON NAME	SIZE	H2o	PLANTING HEIGHT	MATURE HEIGHT
		SHADE TREES:					
3	GSE	GYMNOCLADUS DIOICUS 'EXPRESS'	SKYDLEMOCK COFFEETREE	2.0"bb	M	16'-18'	30'-60'
2	GT	GLEDITSIA TRI. INERMIS	HONEYLOCUST	2.0"bb	L-M	16'-18'	30'-60'
7	TC	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN	2.0"bb	M	16'-18'	30'-60'
6	TT	TILIA TOMENTOSA	STERLING SILVER LINDEN	2.0"bb	M	16'-18'	40'-50'
4	UF	ULMUS FRONTICR	FRONTIER ELM	2.0"bb	M	12'-14'	25'-35'
18		TOTAL SHADE TREES					
		ORNAMENTAL TREES:					
1	CCO	CRATAEGUS CRUS-GALLI INERMIS	THRNLESS COCKS HAWTHORN	2.0"bb	L	8'-10'	15'-25'
5	PCA	PYRUS CALLERYANA 'ACT. B'	AUTUMN BLAZE PEAR	2.0"bb	L	8'-10'	20'-30'
1	PCN	PRUNUS CERASIFERA 'NEWPORT'	NEWPORT PLUM	2.0"bb	L-M	10'-12'	15'-20'
9		TOTAL ORNAMENTAL TREES					
		MULTI-STEMMED TREES:					
4	AG	AMELANCHIER X GRANDIFLORA 'A. S'	AUT. BRILL. SERVICEBERRY	8'-10' CL	L	8-10'	15'-25'
4		TOTAL MULTI-STEMMED TREES					
		DECIDUOUS SHRUBS:					
42	MSA	MISCANTHUS SINENSIS 'ADAGIO'	COMPACT MAIDEN GRASS	#5	M	2'	2'-3'
7	PAR	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	#5	L	2'	3'-4'
13	RKO	ROSA KNOCK OUT PINK	KNOCKOUT PINK SHRUB ROSE	#5	L	3'	2'-3'
24	RFC	ROSA FLOWER CARPET WHITE	FLOWER CARPET WHITE ROSE	#5	L	3'	18"-24"
7	RTA	RHUS TRILOBATA 'AUTUMN AMBER'	CREEPING THREE-LEAF SUMAC	#5	L	4'	1'-1.5'
4	SJA	SPIRAEA JAPONICA 'ANTHONY WAT.'	ANTHONY WATERER SPIREA	#5	ML	1'	2'-3'
26	SM	SYRINGA MEYERI	DWARF KOREAN LILAC	#5	ML	2'-3'	3'-4'
14	VTC	VIBURNUM TRILOBUM COMPACTUM	COMP. AMERICAN CRANBERRY	#5	M	2'	3'-4'
141		TOTAL DECIDUOUS SHRUBS					
		EVERGREEN SHRUBS:					
16	JCH	JUNIPERUS CHINENSIS 'HOLBERT'	HOLBERT JUNIPER	#5	L	2'-3'	1.5'
16	JBB	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	BLUE CHIP JUNIPER	#5	L	4"	8"
11	JS	JUNIPERUS SABINA 'SCANDIA'	SCANDIA JUNIPER	#5	L	4"	1'
8	JCC	JUNIPERUS SABINA 'CALGARY CARPET'	CALGARY CARPET JUNIPER	#5	L	4"	12"-18"
14	MAC	MAHONIA AQUAFOLIUM COMPACTA	COMP. OREGON GRAPE HOLLY	#5	L	3'	2'-3'
58		TOTAL EVERGREEN SHRUBS					
		PERENNIALS:					
12	CLS	COREOPSIS LANCEOLATA 'STERNT.'	STERNTALER COREOPSIS	#1	L	8"	12"-18"
12	CPP	CURATOSTIGMA PLUMBAGINOIDES	PLUMBAGO	#1	L	6"	3'
12	CR	CENTRANTHUS RUBER	JUPITER'S BEARD	#1	L	1'	2'
40	EP	EUPHORBIA POLYCHROMA	CUSHION SPURGE	#1	L	1'	1'-2'
14	HHR	HEMEROCALLIS 'HAPPY RETURNS'	DWARF YELLOW DAYLILLY	#1	L	8"	12"-15"
36	PAH	PENNISETUM ALOPECUROIDES	HAMELN FOUNTAIN GRASS	#1	M	8"	1.5'
12	SNM	SALVIA NEMOROSA 'MAY NIGHT'	MAY NIGHT PURPLE SALVIA	#1	L	8"	18"-24"
218		TOTAL PERENNIALS					

NO.	DATE	REVISION
2	5/14/15	FINAL PUD SUBMITTAL
1	3/05/15	PUD SUBMITTAL

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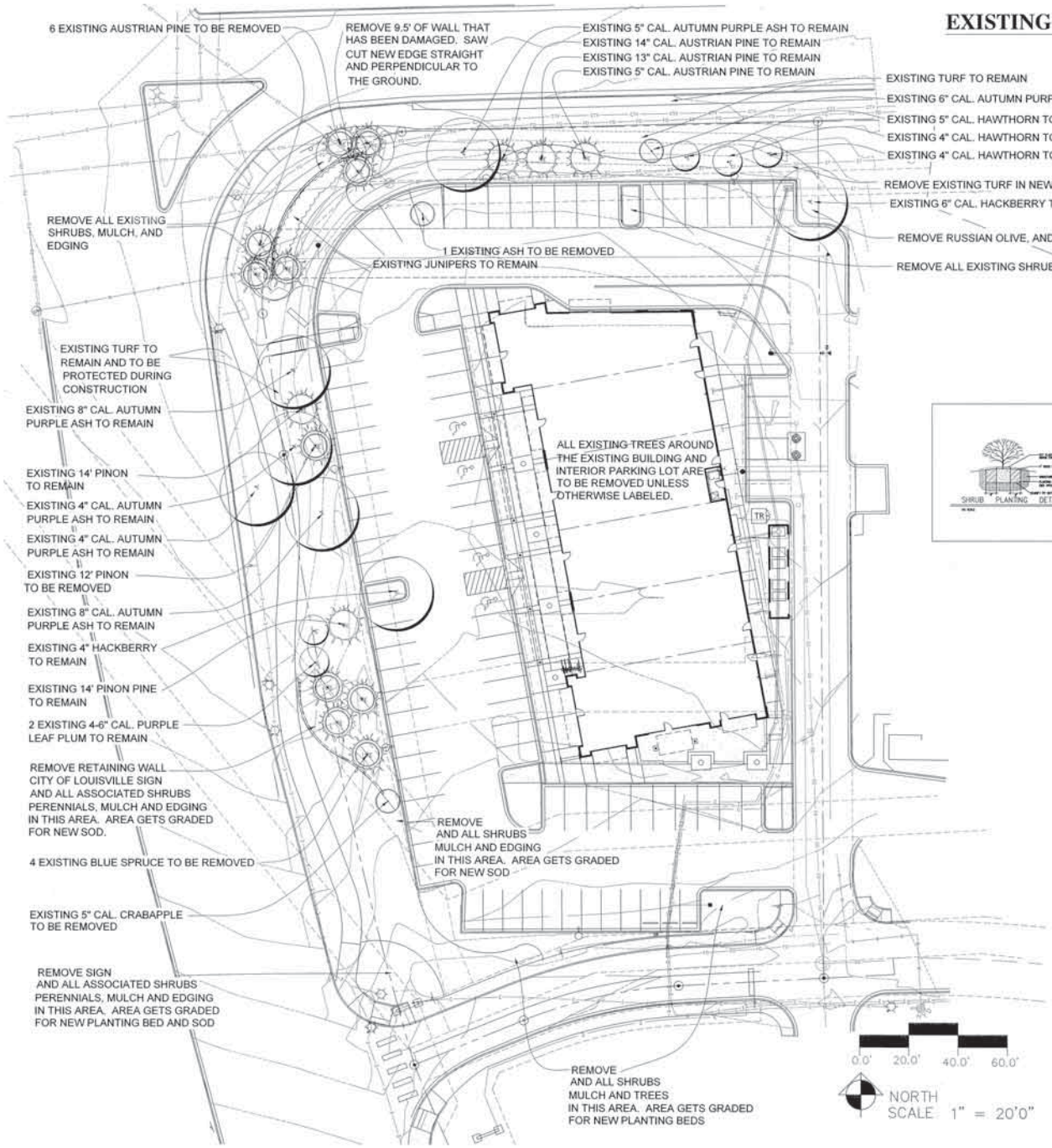
SHEET TITLE
LANDSCAPE PLAN

PROJECT: 2015.06
DATE: 03/12/15
DRAWN BY: BLM
CHECKED BY: PEH

SHEET NUMBER
L100

EXISTING LANDSCAPING TO REMAIN AND TO BE REMOVED

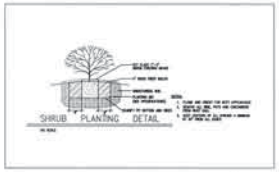


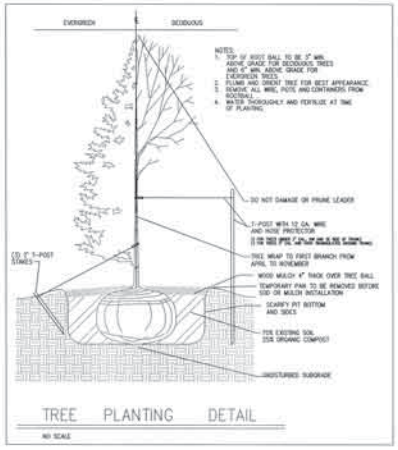
LANDSCAPE NOTES:

1. EXISTING LANDSCAPING THAT IS TO REMAIN SHALL BE PROTECTED DURING THE CONSTRUCTION PROCESS WITH TEMPORARY FENCING. NO CONSTRUCTION TRAFFIC OR STORAGE SHALL OCCUR WITHIN THE DRIP ZONE OF TREES.
2. NEW SOD AND MULCH BEDS SHALL BE BLENDED INTO THE GRADE OF THE EXISTING TURF AREAS TO REMAIN IN A SMOOTH AND NATURAL MANNER. SEE GRADING PLAN INCLUDED WITH CIVIL DRAWINGS.
3. ALL AREAS TO BE SODDED AND/OR RE-SODDED SHALL RECEIVE 3-5 CUBIC YARDS OF ORGANIC COMPOST PER 1000 S.F. TILLED TO A DEPTH OF 5". ALL AREAS SHALL THEN BE GRADED TO A UNIFORMLY SMOOTH GRADE. COMPOST SHALL BE WELL-ROTTED, CLEAN OF DEBRIS OVER 1" IN DIAMETER.
4. SOD SHALL BE BLUEGRASS TO MATCH EXISTING TO REMAIN.
5. ALL TREES AND SHRUBS SHALL BE BACKFILLED WITH A UNIFORM MIXTURE OF 75% EXCAVATED SOIL AND 25% ORGANIC COMPOST. SEE PLANTING DETAILS ON SHEET L101.
6. ALL NEW PLANTS SHALL BE COMPLETELY HEALTHY, FULLY ROOTED IN THE POT (OR BALL), WITH NO DEAD OR DISEASED STEMS, AND SHALL MEET AND EXCEED THE MINIMUM STANDARD OF THE NATIONAL NURSERYMANS ASSOCIATION.
7. ALL PLANT MATERIAL SHALL BE FULLY GUARANTEED FOR A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION.
8. SHRUB BEDS AS SHOWN ON THE PLAN SHALL RECEIVE THE FOLLOWING MULCH OVER LANDSCAPE FABRIC: 3" LAYER OF SHREDDED CEDAR NATURAL COLOR WOOD MULCH, OR A 3" LAYER OF 25% 3/4" WASHED RIVER ROCK AND 75% PIONEER "HORIZON" COBBLE MIX COMBINATION OVER POROUS LANDSCAPE FABRIC. FABRIC SHALL BE OVERLAPPED 6" AT SEAMS. ALL PERENNIAL AND GROUND COVER AREAS AND TREE WELLS IN SOD AREAS SHALL RECEIVE A 2" LAYER OF NATURAL COLOR SHREDDED CEDAR MULCH WITH NO FABRIC UNDERLAY.
9. EDGING SHALL BE INSTALLED BETWEEN ALL SHRUB BEDS AND SOD AREAS. EDGING SHALL BE JENSEN'S SALES' 14 GAUGE GREEN PAINTED EDGING , ROLL TOP, 4"X10', OR EQUIVALENT.
10. ALL PERENNIAL AND GROUND COVER AREAS SHALL BE PREPARED BY TILLING 2-3" OF ORGANIC COMPOST AND SUPER PHOSPHATE TO A DEPTH OF 8-10". THE SURFACE SHALL THEN BE GRADED TO A UNIFORMLY SMOOTH GRADE.
11. ALL SURFACE LANDSCAPING DAMAGED AS A RESULT OF MAINTENANCE ACTIVITIES WITHIN A PUBLIC UTILITY EASEMENT SHALL BE THE OBLIGATION OF THE PROPERTY OWNER TO RESTORE AT THEIR EXPENSE.
12. AT-GRADE UTILITY CABINETS OR TRANSFORMERS SHALL BE SCREENED WITH APPROPRIATE PLANT MATERIAL ON THREE SIDES. WHERE FEASIBLE, PLANT MATERIAL ALREADY SHOWN SHALL BE SLIGHTLY RELOCATED TO ACCOMPLISH SCREENING. IF NECESSARY, SHRUB BEDS SHALL BE EXTENDED OR NEW BEDS CREATED TO INCLUDE TRANSFORMER LOCATIONS. PLANTS SHALL BE PLACED SO AS TO LEAVE A CLEARANCE OF 30" AT MATURITY OF THE PLANTS AROUND THREE SIDES OF THE TRANSFORMER(S) WITH THE FRONT SIDE OPEN FOR ACCESS.
13. NO DECIDUOUS TREE SHALL BE PLANTED WITHIN 5' OF A PUBLIC SIDEWALK OR UTILITY. NO EVERGREEN TREE SHALL BE PLANTED WITHIN 10' OF A PUBLIC SIDEWALK OR UTILITY. ANY DECIDUOUS TREE PLANTED WITHIN 5' OF PUBLIC CURB SHALL HAVE ROOT BARRIER INSTALLED ALONG CURB WITHIN THE DRIPLINE OF THE MATURE TREE.

IRRIGATION NOTES:

1. A COMPLETELY AUTOMATIC, DUAL PROGRAMMING, IRRIGATION SYSTEM COVERING ALL PLANTS AND SOD EXISTS AND SHALL BE MODIFIED TO COVER ALL NEW PLANTINGS AND EXISTING PLANTINGS TO REMAIN.
2. LOW, MODERATE, AND HIGH WATER ZONES SHALL EACH BE ON SEPARATE VALVES.
3. SOD SHALL BE IRRIGATED WITH MP ROTORS AND/OR SPRAY HEADS. SOD AND PLANTS SHALL BE ON SEPARATE ZONES
4. PLANTS IN SHRUB BEDS SHALL BE DRIP IRRIGATED.
5. GROUND COVER AND PERENNIALS SHALL BE IRRIGATED WITH LOW PRESSURE POP-UP HEADS.





NO	DATE	REVISION
2	5/14/15	FINAL PUD SUBMITTAL
1	3/05/15	PUD SUBMITTAL

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fax: 303-459-0644
email: martinek@hughes.net

SHEET TITLE
LANDSCAPE DETAILS AND EXISTING LANDSCAPE INVENTORY

PROJECT: 2015.06
DATE: 03/12/15
DRAWN BY: RLM
CHECKED BY: REH

SHEET NUMBER
L101

Luminaire Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	X	5	Lithonia Lighting	DSX1 LED 60C 530 50K T4M MVOLT HS	DSX1 LED WITH (2) 30 LED LIGHT ENGINES, TYPE T4M OPTIC, 5000K, @ 530mA WITH HOUSE SIDE SHIELD	LED	1	DSX1_LED_60C_530_50K_T4M_MVOLT_HS.ies	8130.865	0.92	99
	B	12			PROJECT: 4923-WL-18_F39		2	4923-WL-18_F39.ies	2850	0.85	88
	F	3	Lithonia Lighting	DSXW1 LED 20C 1000 50K T4M MVOLT	DSXW1 LED WITH 2 LIGHT ENGINES, 20 LED's, 1000mA DRIVER, 5000K LED, TYPE 4 MEDIUM OPTIC	LED	1	DSXW1_LED_20C_1000_50K_T4M_MVOLT.ies	6122.418	0.92	75
	A	15	BETA CALCO INC	312202	312202	LED	1	312202.ies	1155	0.85	18.5

Luminaire Locations

		Location						Aim		
No.	Label	X	Y	Z	MH	Orientation	Tilt	X	Y	Z
1	A	-2.00	-0.25	8.00	8.00	201.95	0.00	-2.00	-0.25	0.00
2	A	-19.75	5.50	8.00	8.00	201.95	0.00	-19.75	5.50	0.00
3	A	-54.50	14.25	8.00	8.00	201.95	0.00	-54.50	14.25	0.00
4	A	-71.50	19.50	8.00	8.00	201.12	0.00	-71.50	19.50	0.00
5	A	-74.25	23.50	8.00	8.00	-68.20	0.00	-74.25	23.50	0.00
6	A	-65.50	51.50	8.00	8.00	-68.20	0.00	-65.50	51.50	0.00
7	A	-48.00	79.00	8.00	8.00	-68.20	0.00	-48.00	79.00	0.00
8	A	-39.00	107.00	8.00	8.00	-68.20	0.00	-39.00	107.00	0.00
9	A	-30.25	134.50	8.00	8.00	-68.20	0.00	-30.25	134.50	0.00
10	A	49.00	162.00	8.00	8.00	26.57	0.00	49.00	162.00	0.00
11	A	-32.00	168.50	8.00	8.00	-68.75	0.00	-32.00	168.50	0.00
12	A	34.00	170.00	8.00	8.00	26.57	0.00	34.00	170.00	0.00
13	A	-1.50	192.00	8.00	8.00	12.88	0.00	-1.50	192.00	0.00
14	A	-23.50	195.75	8.00	8.00	-65.66	0.00	-23.50	195.75	0.00
15	A	-19.50	197.75	8.00	8.00	10.95	0.00	-19.50	197.75	0.00
1	B	-69.30	62.63	8.00	8.00	108.10	0.00	-69.30	62.63	0.00
2	B	-71.64	63.45	8.00	8.00	-71.28	0.00	-71.64	63.45	0.00
3	B	-62.51	83.56	8.00	8.00	108.10	0.00	-62.51	83.56	0.00
4	B	-64.86	84.38	8.00	8.00	-71.28	0.00	-64.86	84.38	0.00
5	B	-55.93	104.47	8.00	8.00	108.10	0.00	-55.93	104.47	0.00
6	B	-58.27	105.29	8.00	8.00	-71.28	0.00	-58.27	105.29	0.00
7	B	-51.73	118.08	8.00	8.00	108.10	0.00	-51.73	118.08	0.00
8	B	-54.07	118.90	8.00	8.00	-71.28	0.00	-54.07	118.90	0.00
9	B	-44.94	139.16	8.00	8.00	108.10	0.00	-44.94	139.16	0.00
10	B	-47.29	139.98	8.00	8.00	-71.28	0.00	-47.29	139.98	0.00
11	B	-38.21	160.15	8.00	8.00	108.10	0.00	-38.21	160.15	0.00
12	B	-40.55	160.96	8.00	8.00	-71.28	0.00	-40.55	160.96	0.00
7	F	9.68	26.84	16.00	16.00	108.44	0.00	9.68	26.84	0.00
8	F	27.39	79.97	16.00	16.00	108.44	0.00	27.39	79.97	0.00
9	F	45.10	133.09	16.00	16.00	108.44	0.00	45.10	133.09	0.00
1	X	-107.50	-42.63	24.00	24.00	25.64	0.00	-106.98	-41.53	0.00
2	X	-142.50	61.38	24.00	24.00	107.24	0.00	-141.34	61.02	0.00
3	X	-109.50	171.38	24.00	24.00	106.56	0.00	-108.34	171.03	0.00
4	X	92.50	200.38	24.00	24.00	209.74	0.00	91.90	199.32	0.00
5	X	3.50	247.38	24.00	24.00	207.47	0.00	2.94	246.30	0.00

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
Calc Zone #1	+	0.6 fc	3.1 fc	0.0 fc	N/A	N/A	0.2:1

Note

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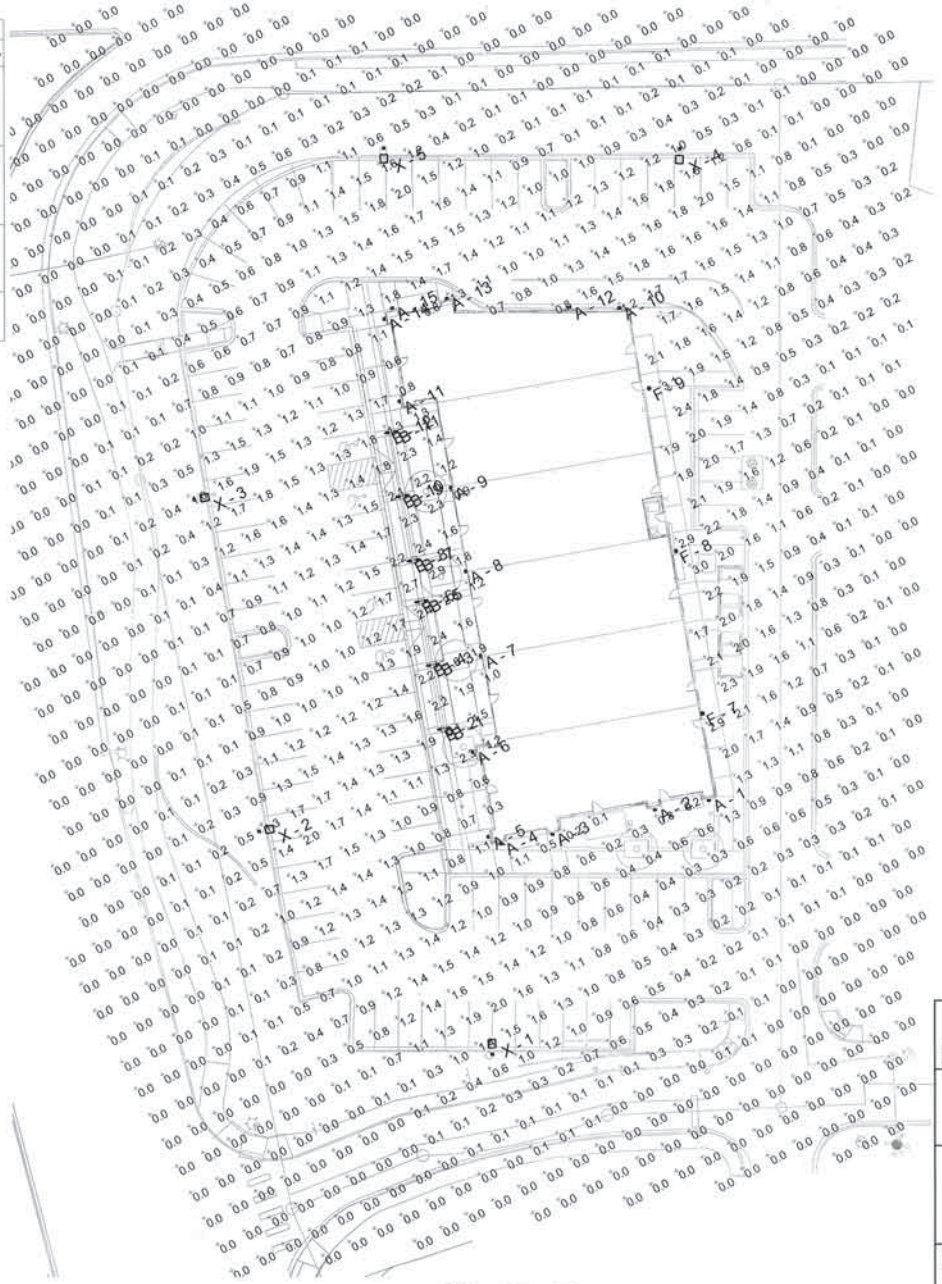

1 SITE PLAN
1" = 20'-0"

0 10 20

NO.	DATE	REVISION
2.	5/14/15	FINAL PUD SUBMITTAL
1.	3/26/15	PUD SUBMITTAL

PEH ARCHITECTS
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McCaslin Marketplace
PUD
994 West Dillon Road
Louisville, Colorado 80027

SHEET TITLE
SITE & BUILDING
PHOTOMETRIC PLAN

PROJECT: 2015.06
DATE: 03/12/15
DRAWN BY: JSP
CHECKED BY: PEH

SHEET NUMBER
A101

TYPE A

WRAP PM

WEB PIN™ 741

31 2034 • 1

Perforated mesh detail

GENERAL SPECIFICATION

Cover: Stainless steel.
Main body: Steel and cast aluminum. Body rear-mounted by stainless steel screws.
Finish: Stainless steel only.
Diffuser: Opal acrylic.
Ballasts: HPF, electronic for 120-277V.
Drivers: HPF, electronic for 120-277V, 0-10V dimming. *Check with factory for availability.
Minimum Starting Temperature: -20°C (-25°C for LEDs)
****Emergency system:** Emergency option provides a 1.5 hour emergency lighting facility. The self contained system includes the inverter module, NiCad batteries and a remote wallcasting plate with LED charge indicator and test switch (maximum distance between wallcasting plate + inverter supplied). Not available with a 347V supply.
Luminaire orientation: Wall mounted.
Mechanical: Mounts directly over a standard (4x4 inch) junction box (by others). Mounting hardware (by others).
Approvals: ETL - Wet location, IP65.

© 2014 BEGA-GALCO INC.

WRAP PM

WEB PIN™ 741

SPECIFY LAMP/LUMINAIRE TYPE

Code:	Lamp type:	Height (A):	Width (B):	Weight:	Photometry:
31 2141	1 x 20W PL-C	432mm/17"	279mm/11"	2.00kg/5.0lb	Fast 312141
31 2142	2 x 20W PL-C	432mm/17"	279mm/11"	2.00kg/5.0lb	Fast 312142
31 2143	10W LED 3000K 1200lm	432mm/17"	279mm/11"	2.00kg/5.0lb	Fast 312143
31 2144	10W LED 4000K 1200lm	432mm/17"	279mm/11"	2.00kg/5.0lb	Fast 312144
31 2034	1 x 32W PL-L	559mm/22"	305mm/12"	4.00kg/8.8lb	Fast 312034
31 2035	1 x 32W PL-L	559mm/22"	305mm/12"	4.00kg/8.8lb	Fast 312035
31 2036	2 x 32W PL-L	559mm/22"	305mm/12"	4.00kg/8.8lb	Fast 312036
31 2037	2 x 32W PL-L	1270mm/50"	305mm/12"	8.40kg/18.4lb	Fast 312037
31 2038	4 x 32W PL-L	1270mm/50"	305mm/12"	8.40kg/18.4lb	Fast 312038
31 2201	10W LED 3000K 1200lm	559mm/22"	305mm/12"	4.00kg/8.8lb	Fast 312201
31 2202	10W LED 4000K 1200lm	559mm/22"	305mm/12"	4.00kg/8.8lb	Fast 312202
31 2202	32W LED 3000K 2700lm	559mm/22"	305mm/12"	4.00kg/8.8lb	Fast 312202
31 2204	32W LED 4000K 2640lm	559mm/22"	305mm/12"	4.00kg/8.8lb	Fast 312204
31 2205	32W LED 3000K 2700lm	1270mm/50"	305mm/12"	8.40kg/18.4lb	Fast 312205
31 2206	32W LED 4000K 2640lm	1270mm/50"	305mm/12"	8.40kg/18.4lb	Fast 312206
31 2207	64W LED 3000K 5440lm	1270mm/50"	305mm/12"	8.40kg/18.4lb	Fast 312207
31 2208	64W LED 4000K 5680lm	1270mm/50"	305mm/12"	8.40kg/18.4lb	Fast 312208

SPECIFY VOLTAGE

1 120V
2 277V
3 347V*

SPECIFY OPTIONS

EM Integral emergency system** (not available with 347V, C and LED)

Example Specification Code: 31 2034 • 2

Note: Due to constant changes in LEDs, please check our website for current product specifications.

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TYPE A

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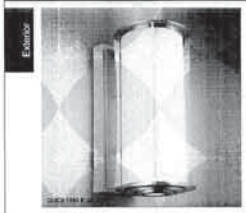
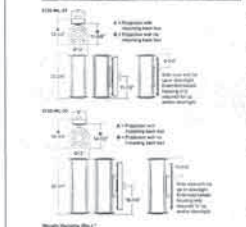
decorative Project:_____ Qty:_____ Type: TYPE B

Exteriors 3.0 Series • Farran • 5720-WL

Exterior





1. CATALOG #
2. LAMPING
3. DIMMING
4. VOLTAGE
5. LENS OPTION
6. FINISH
7. BATTERY BACKUP
8. SPECIAL

Modification Descriptions: (if needed)

TYPE B

D-Series Size 1

LED Wall Luminaire

TYPE F

d'series

Specifications

Luminaire
Width: 13 3/4" Weight: 12 lbs
Depth: 9"
Height: 6 3/8"

Back Box (BBW, ELCW)
Width: 13 3/4" BBW Weight: 2 lbs
Depth: 4" ELCW Weight: 10 lbs
Height: 6 3/8"

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)
DSXW1 LED	20C 1 LED, 20 LEDs 30C 2 LEDs, 30 LEDs	350 350mA 530 530mA 700 700mA 1000 1000mA	30K 3000K 40K 4000K 50K 5000K	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium TLG Type G Large	MVOLT 120-277V 347 347V	Shipped included AWS Surface mounting bracket PBBW Surface mounting back box (for conduit entry)	Shipped installed PE Photoelectric cell, dusk to dawn DCR Dual circuitry (2 independent circuits)	Shipped included P Decorative cross slots for mounting screws SF Single fuse (120V) DF Double fuse (277V) HS House side shield SC Sensor compatible Shipped separately BTW Backplate extension HL Hinged left HR Hinged right CSL Cross shielding lens	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

NOTES

Accessories

Ordering and specification information

LITHONIA LIGHTING

TYPE F

D-Series Size 1

LED Area Luminaire

TYPE X

d'series

Specifications

EPA: 1.2 ft²
Length: 32"
Width: 19"
Height: 11 1/2"
Weight (max): 27 lbs

Introduction

The modern styling of the D-Series is striking yet unobtrusive – making a bold, progressive statement in one of a kind aesthetics with its environment.

The D-Series combs the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing 100 – 400W metal halide in pedestrian and area lighting applications with typical energy savings of 63% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 40C 1000 40K T3M MVOLT SPA DDBXD

DSX1 LED

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Shipped included	Shipped separately	Other options	Finish (required)
DSX1 LED	20C 20 LEDs 30C 30 LEDs 40C 40 LEDs 60C 60 LEDs	350 350mA 530 530mA 700 700mA 1000 1000mA	30K 3000K 40K 4000K 50K 5000K AMBPC Amber phosphor converted	Forward optics T1S Type I Short T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium Axisymmetric T5VS Type V Short Symmetric T5VW Type V Wide Symmetric Asymmetric T5W Type V Short Wide T5AW Type V Area Wide T5HS Type V Horizontal Short T5HM Type V Horizontal Medium T5HW Type V Horizontal Wide	MVOLT 120-277V 347 347V 480 480V HVOLT 347-480V 277 277V 240 240V DM19AS 347V, 50/60Hz DM20AS 480V, 50/60Hz	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole mounting w/ universal mounting adapter RPUMBA Round pole mounting w/ universal mounting adapter Shipped separately BS Bird spikes DMG Downward Motion Glare shield	Shipped included PE Photoelectric cell, dusk to dawn DCR Dual circuitry (2 independent circuits) SF Single fuse (120V) DF Double fuse (277V) HS House side shield SC Sensor compatible Shipped separately BTW Backplate extension HL Hinged left HR Hinged right CSL Cross shielding lens	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

Drilling

Accessories

Tenon Mounting Slipfitter**

NOTES

LITHONIA LIGHTING

TYPE X

NO.	DATE	REVISION
2.	5/14/15	FINAL PUD SUBMITTAL
1.	3/06/15	PUD SUBMITTAL

PEH ARCHITECTS
1319 Spruce Street Suite 207
Boulder, CO 80302
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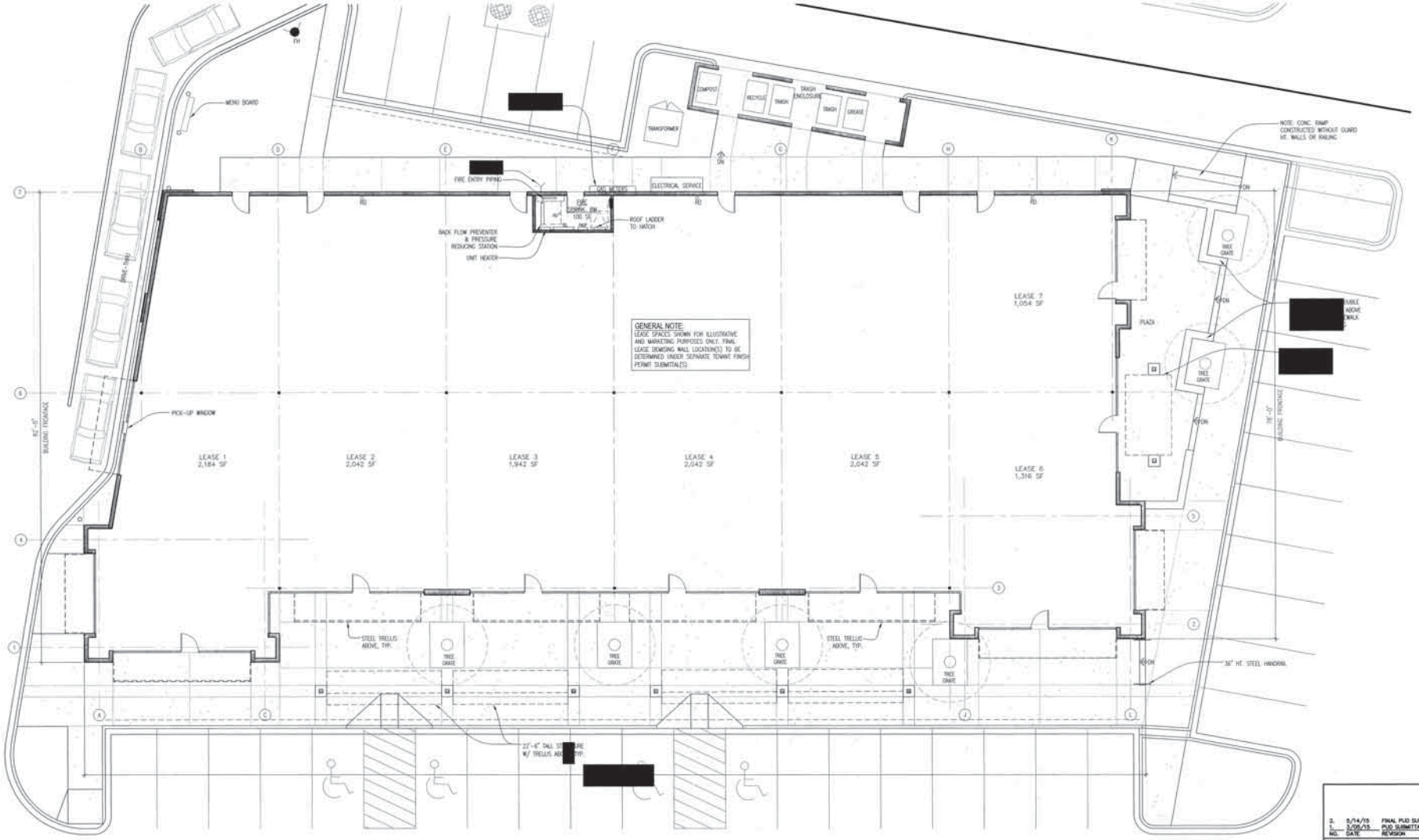
e-mail: peheinz@peharchitects.com

McCaslin Marketplace
PUD
994 West Dillon Road
Louisville, Colorado 80027

SHEET TITLE
LIGHTING CUT SHEETS

PROJECT: 2015.06
DATE: 02/09/15
DRAWN BY: JSP
CHECKED BY: PEH

SHEET NUMBER
A102



1 FLOOR PLAN
1/8" = 1'-0"

NO.	DATE	REVISION
2.	5/14/15	FINAL PUD SUBMITTAL
1.	3/05/15	PUD SUBMITTAL

PEH ARCHITECTS
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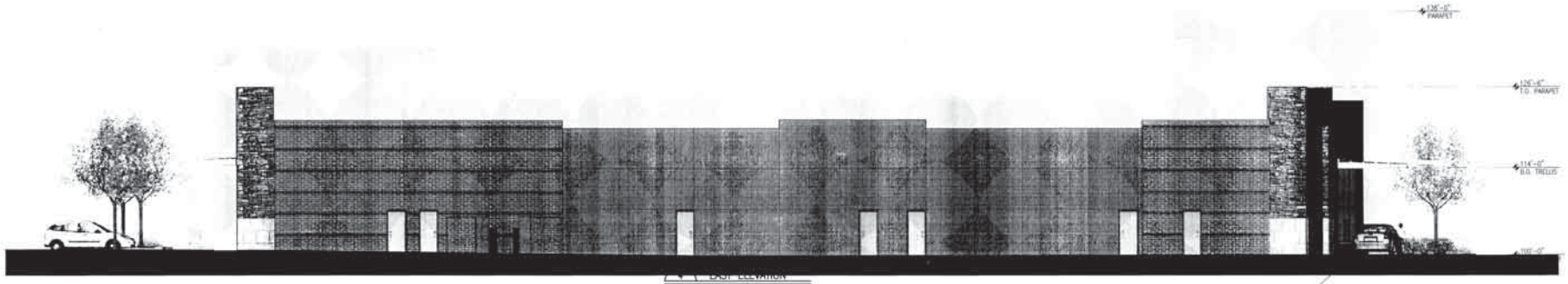
e-mail: peheinz@peharchitects.com

McCaslin Marketplace
PUD
994 West Dillon Road
Louisville, Colorado 80027

SHEET TITLE
FLOOR PLAN

PROJECT: 2015.06
DATE: 03/12/15
DRAWN BY: JSP
CHECKED BY: PEH

SHEET NUMBER
A200

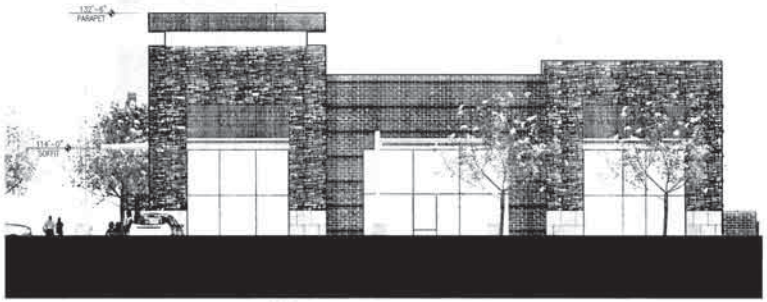


4 EAST ELEVATION
1/8" = 1'-0"

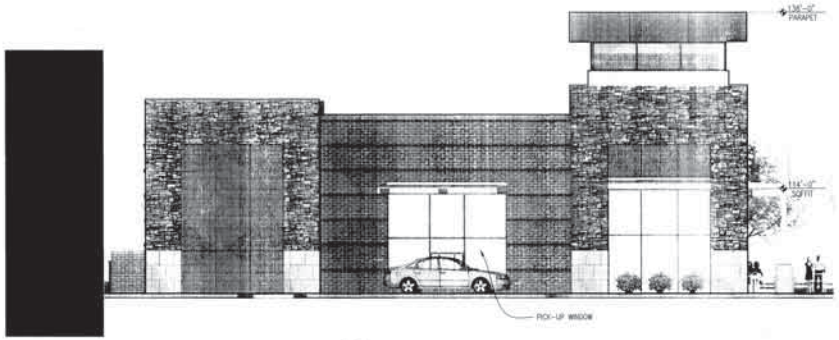
5 TRASH ENCLOSURE
1/8" = 1'-0"

3 WEST ELEVATION
1/8" = 1'-0"

GENERAL NOTE:
"SIGNS WILL BE SUBMITTED UNDER A SEPARATE SUBMITTAL"



2 SOUTH ELEVATION
1/8" = 1'-0"



1 NORTH ELEVATION
1/8" = 1'-0"

0 2 4

NO.	DATE	REVISION
2.	5/14/15	FINAL PUD SUBMITTAL
1.	3/06/15	PUD SUBMITTAL

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e-mail: peheinz@peharchitects.com

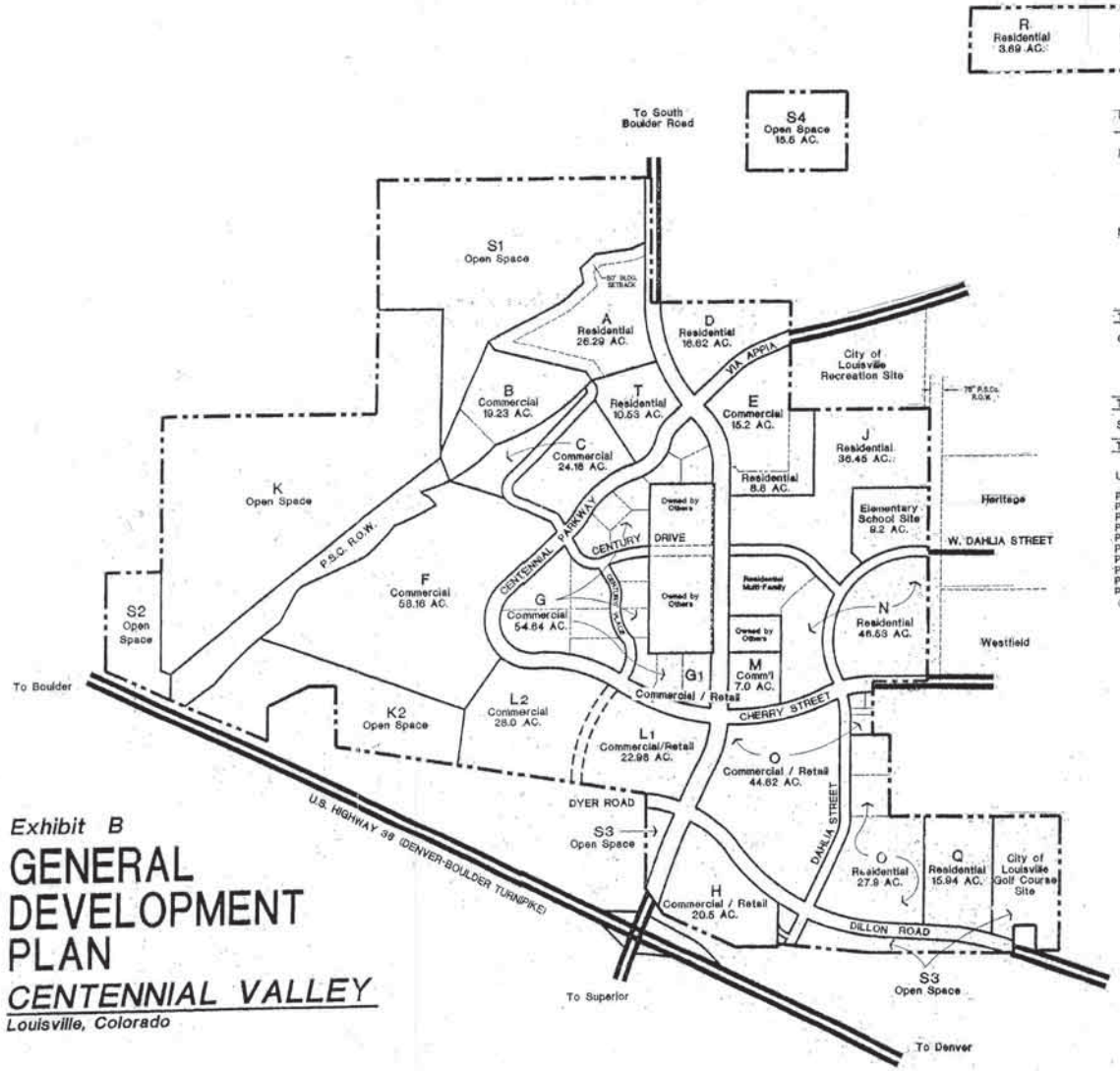
McCaslin Marketplace
PUD
994 West Dillon Road
Louisville, Colorado 80027

SHEET TITLE
BUILDING ELEVATIONS

PROJECT: 2015.06
DATE: 03/12/15
DRAWN BY: JSP
CHECKED BY: PEH

SHEET NUMBER
A300

03473445
09/14/2015 03:14 PM RF: $11.00 DF: $0.00
Page: 1 of 1
Boulder County Clerk, CO



DESIGNATED USES	PLANNING AREAS	ACREAGE	AVERAGE DENSITY	DWELLING UNITS	GROSS BUILDING AREA
RESIDENTIAL					
SINGLE FAMILY	A D E J N Q R T	155.46	3.92	609	-
MULTI-FAMILY	N O	37.29	13.70	511	-
TOTAL RESIDENTIAL		192.75	5.81	1120	N/A
NON-RESIDENTIAL					
RETAIL	H L M O G1	62.98	.20	-	522,259 SF
RESEARCH / OFFICE	B C F G L	184.19	.36	-	2,888,400 SF
MIXED USE (EXCLUDING RESIDENTIAL)	O E H M	47.39	.36	-	477,500 SF
TOTAL NON-RESIDENTIAL		294.56	.31	N/A	3,888,159 SF
TOTAL DEVELOPMENT		487.31 AC.	N/A	1120	3,888,159 SF
OPEN SPACE					
OPEN SPACE PARCELS K, K2, S1-S5		295.01			
ARTERIAL ROADS		90.46			
TOTAL OPEN SAPCE		385.47			
SHCOOL SITE		9.22			
TOTAL LAND		682.00 AC.			

USE FOR EACH PARCEL ALLOWABLE UNDER DESIGNATED USES (1)

PARCEL L	CORPORATE USER / RETAIL / MIXED USE
PARCEL B C F G	RESEARCH / OFFICE / RETAIL
PARCEL E	MIXED USE / COMMERCIAL
PARCEL M	RETAIL / OFFICE
PARCEL O	MIXED USE / RETAIL
PARCEL H	HOTEL / MIXED USE / RETAIL
PARCEL N O	TOWNHOUSE AND MULTI-FAMILY
PARCEL A D E J N Q R T	SINGLE FAMILY DETACHED
PARCEL K - K2	OPEN SPACE
PARCEL S1 - S5	OPEN SPACE

(1) SPECIFIC DESCRIPTIONS OF PERMITTED LAND USES AND DENSITIES FOR EACH PARCEL IDENTIFIED ON THE GDP MAY BE FOUND IN THE CENTENNIAL VALLEY AMENDED AND RESTATED DEVELOPMENT AGREEMENT AS AMENDED.

OWNERSHIP SIGNATURE BLOCK

By signing this PUD, the owner acknowledges and accepts all the requirements and intent set forth in this PUD. Witness my/our hand(s) seal(s) this 4th day of August, 20 15.

Owner Name and Signature

Reece M. Sobering (Notary Seal)
Notary Name (print)

Notary Signature

My Commission Expires April 12, 2018

PLANNING COMMISSION CERTIFICATE

Approved this 9 day of JULY, 20 15 by the Planning Commission of the City of Louisville, Colorado.

Resolution No. 26, Series 2015

CITY COUNCIL CERTIFICATE

Approved this 28 day of JULY, 20 15 by the City Council of the City of Louisville, Colorado.

~~Resolution~~ ORDINANCE No. 1696, Series 2015

(City Seal)

Mayor Signature

City Clerk Signature

CLERK AND RECORDER CERTIFICATE
(COUNTY OF BOULDER, STATE OF COLORADO)

I hereby certify that this instrument was filed in my office at 3:14 o'clock, P. M., this 14th day of September, 20 15, and is recorded in Plan File ——, Fee $11.00 paid ——, Film No. 03473445 Reception

Hillary Hall
Clerk & Recorder

Deputy

Exhibit B

GENERAL DEVELOPMENT PLAN

CENTENNIAL VALLEY

Louisville, Colorado

Revised and Amended September 2005

0' 200' 800' 400'

03537784 08/17/2016 03:29 PM
RF: $46.00 DF: $0.00 Page: 1 of 8
Electronically recorded in Boulder County Colorado. Recorded as received.

EXCLUSIVE UTILITY EASEMENT DEED

THIS EASEMENT DEED is made this 16th day of August, 2016 by and between McCaslin Retail, LLC, a Colorado limited liability company, located at c/o W. Scott Reichenberg, The Colorado Group, Inc., 3434 47th Street, Suite 220, Boulder, Colorado 80301 (hereinafter "Grantor"), and the City of Louisville, a Colorado home rule municipal corporation organized and existing under and by virtue of the laws of the State of Colorado, whose address is 749 Main Street, Louisville, Colorado, 80027 (hereinafter "Grantee"):

WITNESSETH:

THAT THE GRANTOR, for and in consideration of the sum of Ten Dollars paid to the Grantor by the Grantee, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, does hereby grant, bargain, sell and convey unto the Grantee a perpetual and exclusive utility easement for the construction, installation, operation, maintenance, repair and replacement of water main piping and appurtenances over, on, under, across and through the parcels as more particularly described on Exhibit A, Exhibit B and Exhibit C, attached hereto and incorporated herein by this reference (the "Easement Area"). Grantee shall have exclusive use and occupancy of the Easement Area for underground utilities, and no other underground utilities or facilities shall be placed in the Easement Area without Grantee's written consent. Grantor retains the right to use and occupy the surface of the Easement Area for at-grade parking, landscaping improvements other than trees, and other improvements as depicted on City-approved development plans.

TOGETHER WITH the right of ingress and egress and all the rights and privileges as are necessary or incidental to the reasonable and proper use of such exclusive utility easement.

GRANTOR, for itself, its heirs, successors and assigns, does covenant, grant, bargain and agree to and with the Grantee, its successors and assigns, that at the time of the ensealing and delivery of these presents, Grantor is well seized of the property on which the Easement above conveyed is located, and has good, sure, perfect, absolute and indefeasible estate, in law, in fee simple, and has good right, full power and authority to grant, bargain, sell, and convey the same in manner and form as set forth above, and that the property is free and clear from all former and other grants, bargains, sales, liens, taxes, assessments, encumbrances, and restriction of whatever kind or nature, except those of record.

IN WITNESS WHEREOF, the Grantor has executed this instrument as of the date first above written.

GRANTOR: **MCCASLIN RETAIL, LLC,**
a Colorado limited liability company

By: _____
W. Scott Reichenberg, Co-Manager

{00223335.DOC:1}

ACKNOWLEDGEMENT

STATE OF COLORADO)
)ss
COUNTY OF BOULDER)

The foregoing instrument was acknowledged before me this 11th day of August, 2016, by W. Scott Reichenberg, as Co-Manager of McCaslin Retail, LLC, a Colorado limited liability company.

Witness my hand and official seal.

My commission expires on: April 02, 2018

(S E A L)

Notary Public

RENEE MARIE SOBERING
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID # 20144014568
MY COMMISSION EXPIRES APRIL 02, 2018

EXHIBIT "A"

LOCATED IN THE SOUTH HALF QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH,
RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO
SHEET 1 OF 2

A 20 FOOT CITY OF LOUISVILLE EXCLUSIVE UTILITY EASEMENT ACROSS A PORTION OF LOT 1A CENTENNIAL VALLEY PARCEL H, THIRD FILING, RECEPTION NUMBER 1589632 DATED 3/7/96, LOCATED IN THE SOUTH HALF OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE EASTERLY LINE OF LOT 1A TO BEAR SOUTH 27°41'52" WEST, A DISTANCE OF 348.02 FEET BETWEEN A FOUND #4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS #25379" AND A FOUND #4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS #25379", WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 1A, THENCE SOUTH 43°21'10" WEST, A DISTANCE OF 44.47 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 27°41'52" WEST, A DISTANCE OF 20.00 FEET; THENCE NORTH 62°18'08" WEST, A DISTANCE OF 186.30 FEET; THENCE NORTH 17°30'26" EAST, A DISTANCE OF 12.04 FEET; THENCE NORTH 74°14'23" EAST, A DISTANCE OF 11.85 FEET; THENCE SOUTH 62°18'08" EAST, A DISTANCE OF 179.82 FEET; TO THE POINT OF BEGINNING.

SAID EASEMENT CONTAINING 3,721 SQ.FT. OR 0.09 ACRES, MORE OR LESS.

I, JOHN B. GUYTON, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY STATE FOR AND ON BEHALF OF FLATIRONS, INC., THAT THIS PARCEL DESCRIPTION AND ATTACHED EXHIBIT, BEING MADE A PART THEREOF, WERE PREPARED BY ME OR UNDER MY RESPONSIBLE CHARGE AT THE REQUEST OF THE CLIENT AND IS NOT INTENDED TO REPRESENT A MONUMENTED LAND SURVEY OR SUBDIVIDE LAND IN VIOLATION OF STATE STATUTE.

COLORADO LICENSED
16406
5/12/16
PROFESSIONAL LAND SURVEYOR

JOHN B. GUYTON
COLORADO P.L.S. #16406
CHAIRMAN/CEO, FLATIRONS, INC.

FSI JOB NO. 15-66,410

JOB NUMBER: 15-66,410
DRAWN BY: W. BECKETT
DATE: MAY 12, 2016

THIS IS NOT A "LAND SURVEY PLAT" OR "IMPROVEMENT SURVEY PLAT" AND THIS EXHIBIT IS NOT INTENDED FOR PURPOSES OF TRANSFER OF TITLE OR SUBDIVISIONS OF LAND. RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION PROVIDED BY CLIENT.

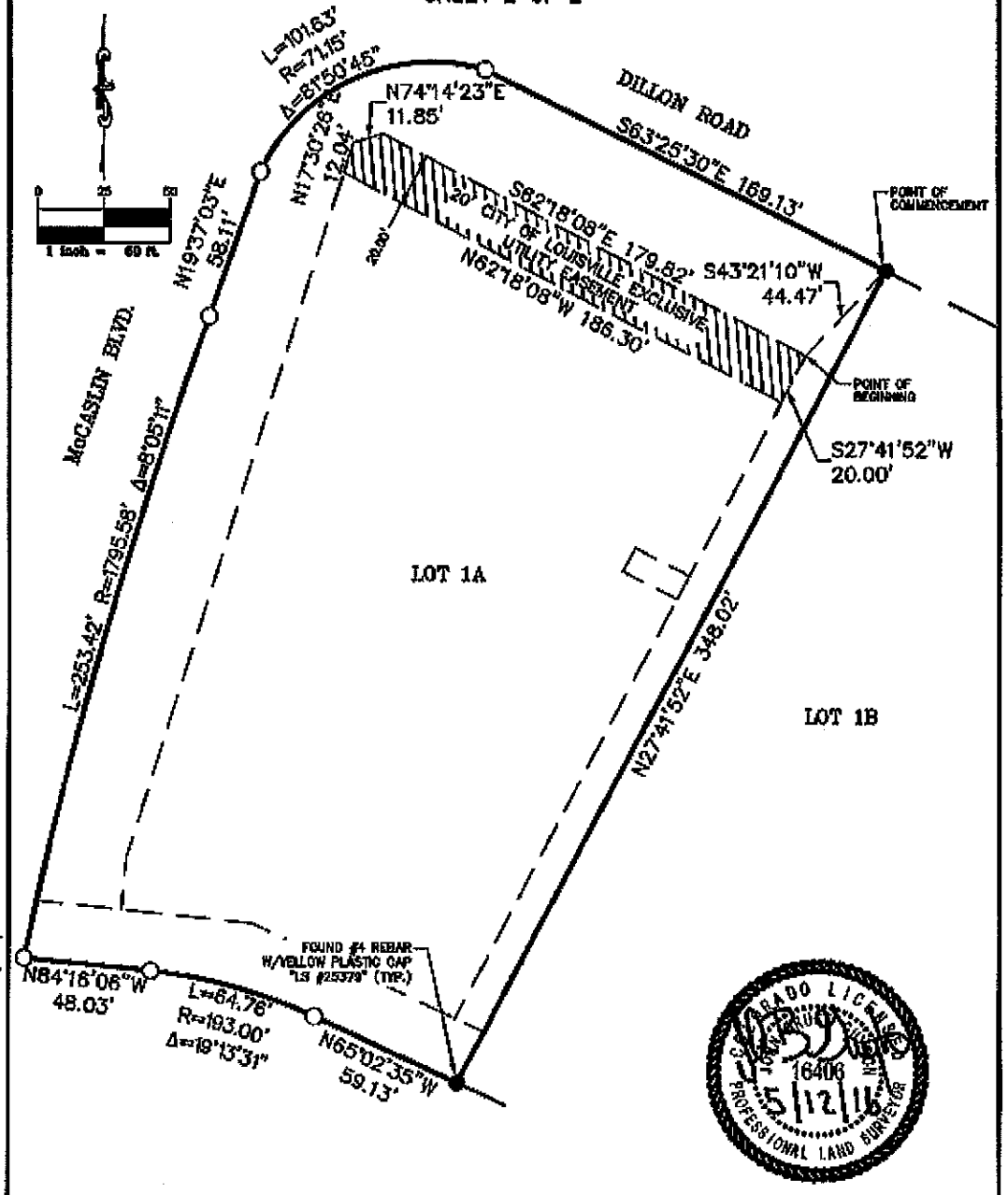
Flatirons, Inc.
Surveying, Engineering & Geomatics
3825 IRIS AVE, STE 395
BOULDER, CO 80301
PH: (303) 443-7001
FAX: (303) 443-9830
www.FlatironsInc.com

BY:BBECKETT FILE:66410-ESMT-DESC.A.DWG DATE:5/12/2016 1:55 PM

EXHIBIT "A"

LOCATED IN THE SOUTH HALF OF SECTION 18,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 2



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BY:BBECKETT FILE:66410-ESMT-DESC.A.DWG DATE:5/12/2016 1:57 PM

EXHIBIT "B"

LOCATED IN THE SOUTH HALF OF SECTION 18, TOWNSHIP 1 SOUTH,
RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO
SHEET 1 OF 2

A 15 FOOT CITY OF LOUISVILLE EXCLUSIVE UTILITY EASEMENT ACROSS A PORTION OF LOT 1A CENTENNIAL VALLEY PARCEL H, THIRD FILING, RECEPTION NUMBER 1589632 DATED 3/7/96, LOCATED IN THE SOUTH HALF OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE EASTERLY LINE OF LOT 1A TO BEAR SOUTH 27°41'52" WEST, A DISTANCE OF 348.02 FEET BETWEEN A FOUND #4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS #25379" AND A FOUND #4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS #25379", WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 1A, THENCE SOUTH 32°43'58" WEST, A DISTANCE OF 136.73 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 27°41'52" WEST, A DISTANCE OF 15.00 FEET; THENCE NORTH 62°17'28" WEST, A DISTANCE OF 22.67 FEET; THENCE NORTH 27°42'32" EAST, A DISTANCE OF 15.00 FEET; THENCE SOUTH 62°17'28" EAST, A DISTANCE OF 22.67 FEET; TO THE POINT OF BEGINNING.

SAID EASEMENT CONTAINING 340 SQ.FT. OR 0.007 ACRES, MORE OR LESS.

I, JOHN B. GUYTON, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY STATE FOR AND ON BEHALF OF FLATIRONS, INC., THAT THIS PARCEL DESCRIPTION AND ATTACHED EXHIBIT, BEING MADE A PART THEREOF, WERE PREPARED BY ME OR UNDER MY RESPONSIBLE CHARGE AT THE REQUEST OF THE CLIENT AND IS NOT INTENDED TO REPRESENT A MONUMENTED LAND SURVEY OR SUBDIVIDE LAND IN VIOLATION OF STATE STATUTE.

COLORADO LICENSED 16406 PROFESSIONAL LAND SURVEYOR 5/14/16

JOHN B. GUYTON
COLORADO P.L.S. #16406
CHAIRMAN/CEO, FLATIRONS, INC.

FSI JOB NO. 15-66,410

JOB NUMBER: 15-66,410
DRAWN BY: W. BECKETT
DATE: MAY 12, 2016

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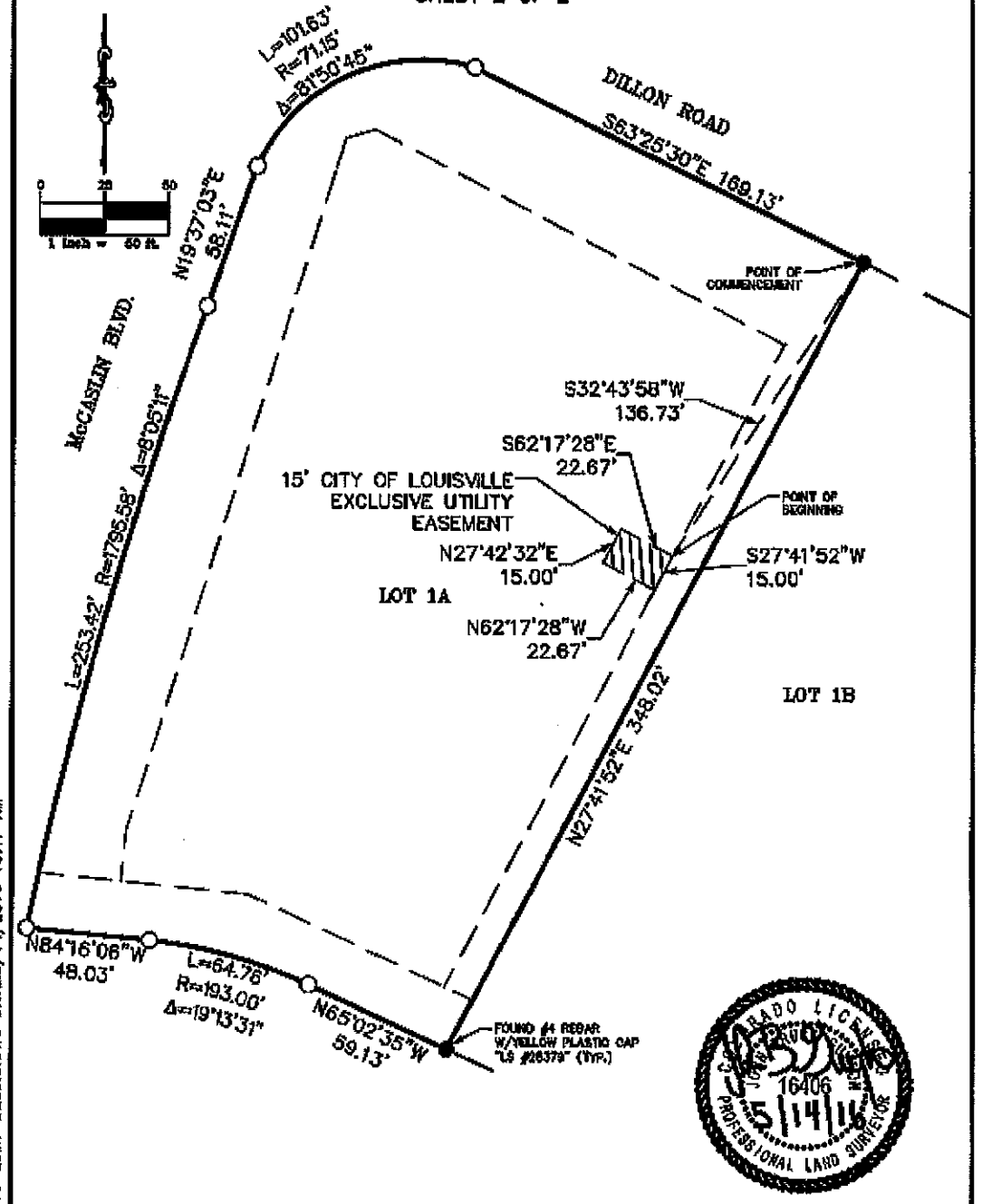
BY:BHAAS FILE:66410-ESMT-DESC.B.DWG DATE:5/14/2016 10:15 AM

EXHIBIT "B"

LOCATED IN THE SOUTH HALF OF SECTION 18,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 2



JOB NUMBER: 15-66,410
DRAWN BY: W. BECKETT
DATE: SEPTEMBER 11, 2015

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BY:BHAAS FILE:66410-ESMT-DESC.B.DWG DATE:5/14/2016 10:17 AM

EXHIBIT "C"

LOCATED IN THE SOUTH HALF QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH,
RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 2

A CITY OF LOUISVILLE EXCLUSIVE UTILITY EASEMENT OVER AND ACROSS A PORTION OF LOT 1A, CENTENNIAL VALLEY PARCEL H, THIRD FILING, AS DESCRIBED IN THE RECORDS OF BOULDER COUNTY, RECORDED ON 03/07/1996 AT RECEPTION NUMBER 1589632, LOCATED IN THE SOUTH HALF OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE EASTERLY LINE OF LOT 1A TO BEAR SOUTH 27°41'52" WEST, A DISTANCE OF 348.02 FEET BETWEEN A FOUND #4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS #25379", AT THE NORTHEAST CORNER OF LOT 1A AND A FOUND #4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS #25379", AT THE SOUTHEAST CORNER OF LOT 1A, WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

COMMENCING AT THE SOUTHEAST CORNER OF LOT 1A; THENCE ALONG THE EASTERLY LINE OF SAID LOT 1A, NORTH 27°41'52" EAST, A DISTANCE OF 305.62 FEET TO THE POINT OF BEGINNING, THENCE DEPARTING SAID EASTERLY LINE, NORTH 62°18'08" WEST, A DISTANCE OF 12.00 FEET; THENCE SOUTH 27°41'52" WEST, A DISTANCE OF 0.41 FEET; THENCE NORTH 62°18'08" WEST, A DISTANCE OF 3.00 FEET; THENCE NORTH 27°41'52" EAST, A DISTANCE OF 12.52 FEET; THENCE SOUTH 63°25'30" WEST, A DISTANCE OF 15.00 FEET TO A POINT ON SAID EAST LINE; THENCE SOUTH 27°41'52" WEST, ALONG SAID EAST LINE, A DISTANCE OF 12.40 FEET TO THE POINT OF BEGINNING.

SAID EASEMENT CONTAINING 185 SQ.FT., MORE OR LESS

I, JOHN B. GUYTON, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY STATE FOR AND ON BEHALF OF FLATIRONS, INC., THAT THIS PARCEL DESCRIPTION AND ATTACHED EXHIBIT, BEING MADE A PART THEREOF, WERE PREPARED BY ME OR UNDER MY RESPONSIBLE CHARGE AT THE REQUEST OF THE CLIENT AND IS NOT INTENDED TO REPRESENT A MONUMENTED LAND SURVEY OR SUBDIVIDE LAND IN VIOLATION OF STATE STATUTE.

COLORADO LICENSED 16406 PROFESSIONAL LAND SURVEYOR

JOHN B. GUYTON
COLORADO P.L.S. #16406
CHAIRMAN/CEO, FLATIRONS, INC.

FSI JOB NO. 16-66,410

JOB NUMBER: 16-66,410
DRAWN BY: W. BECKETT
DATE: 06/27/2016

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BY:SBENNINK FILE:66410-ADDTL-ESMT-DESC.DWG DATE:6/29/2016 4:57 PM

EXHIBIT "C"

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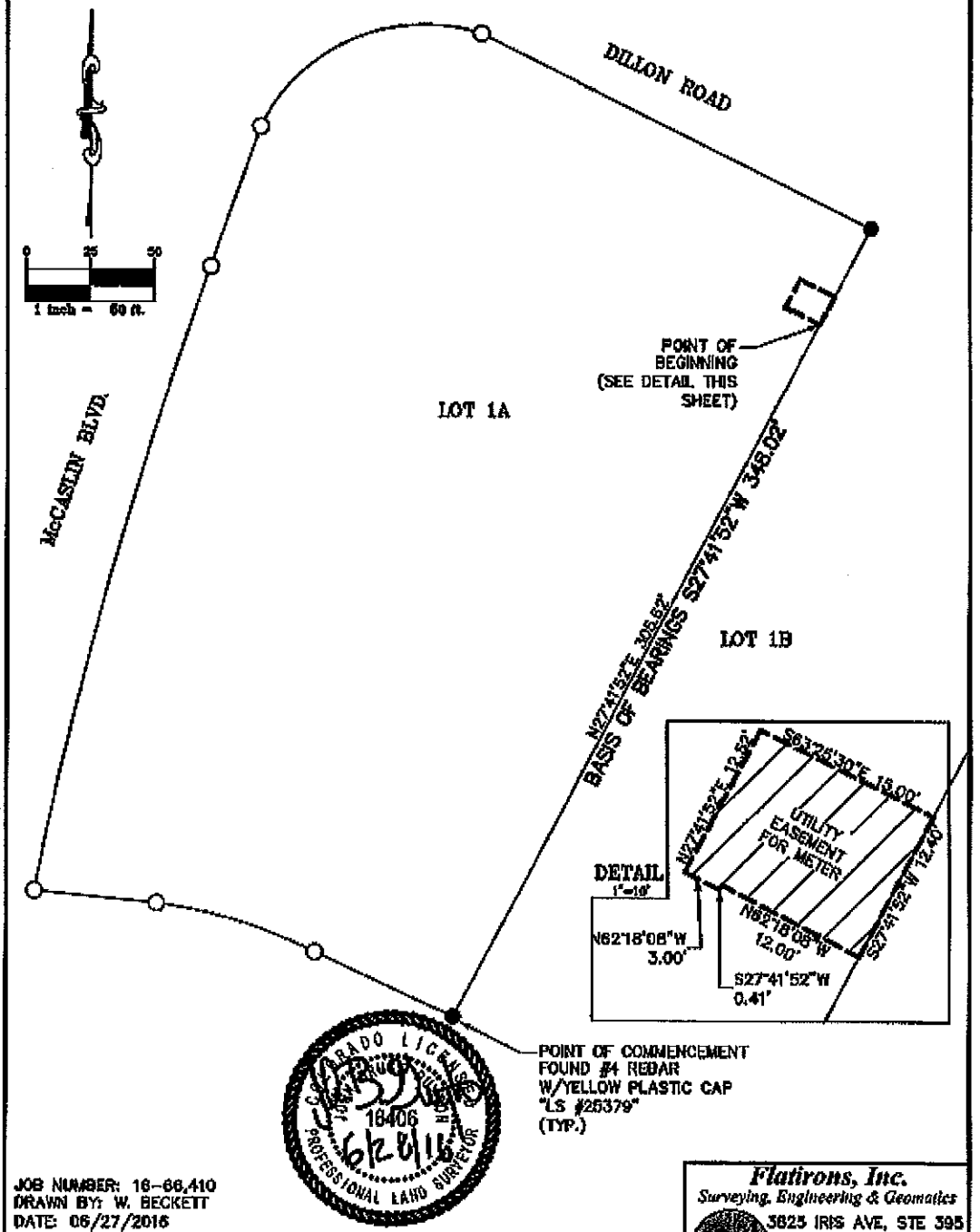
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 2 OF 2



JOB NUMBER: 16-66,410
DRAWN BY: W. BECKETT
DATE: 06/27/2016

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BY:BBECKETT FILE:66410-ADDTL-ESMT-DESC.DWG DATE:6/28/2016 4:27 PM

City Council – Public Hearing

McCaslin Marketplace Easement Vacation

Ordinance No. 1728, Series 2016

An Ordinance Approving the Vacation of a 20-Foot Wide Utility Easement on Lot 1A, Centennial Valley Parcel H, Third Filing

Prepared by:

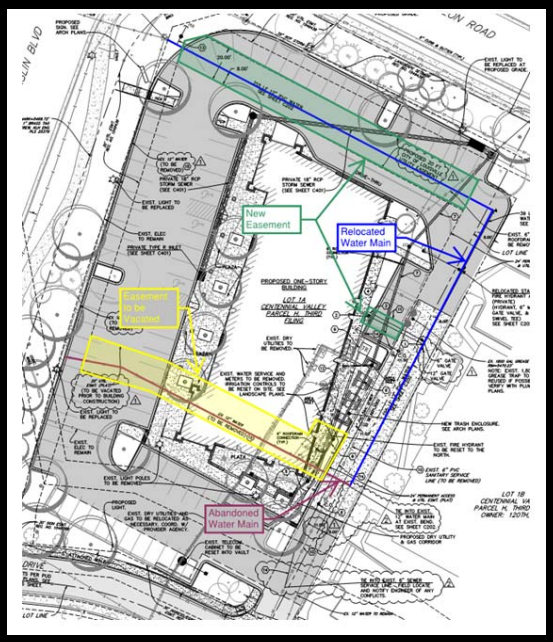
Dept. of Planning & Building Safety

McCaslin Marketplace Easement Vacation

Background

- 2015, PUD Approved
- 12,772 Sq. Ft. Retail Redevelopment

McCaslin Marketplace Easement Vacation
Background



McCaslin Marketplace Easement Vacation
Recommendation

<u>Staff Recommendation</u>

Staff recommends approval of Ordinance No 1728, Series 2016, vacating a 20-foot wide utility easement on Lot 1A, Centennial Valley Parcel H, Third Filing with no conditions.

CITY COUNCIL COMMUNICATION
AGENDA ITEM 8D

SUBJECT: **RESOLUTION NO. 55, SERIES 2016 – A RESOLUTION AMENDING THE 2016 BUDGET BY AMENDING APPROPRIATIONS IN THE GENERAL FUND, OPEN SPACE & PARKS FUND, CEMETERY FUND, HISTORIC PRESERVATION FUND, CAPITAL PROJECTS FUND, WATER UTILITY FUND, WASTEWATER UTILITY FUND, STORM WATER UTILITY FUND, SOLID WASTE & RECYCLING FUND, AND GOLF COURSE FUND – PUBLIC HEARING (Advertised *Boulder Daily Camera* 10/28/2016)**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **KEVIN WATSON, FINANCE**

SUMMARY:

On July 1, 2016, the City converted its financial management software from American Data Group (ADG) to Tyler – Munis (IAN). Along with this software conversion, the City also converted to a new chart of accounts that supports the new Program/Sub-Program structure.

As part of the chart of accounts conversion, departments were asked to reallocate their costs to more accurately reflect the costs of the new programs and sub-programs. This proposed budget amendment is the result of those reallocations for wages, benefits, and other operational costs. The reallocations not only moved budget between divisions, sub-programs, and programs, it also reallocated costs between funds. Per the City's Operating Budget Policy, the fund is the City's legal level of budgetary control and, therefore, a change in allocation between funds requires a budget amendment by resolution.

This amendment does not include the reallocations of capital projects. In order to provide some consistency throughout the year and to prevent the deletion and reissuance of purchase orders, staff has decided to reallocate the 2016 budget and actual amounts for capital projects at the end of the 2016, or at the beginning of 2017, once all accruals and retainages have been recorded.

FISCAL IMPACT:
Attached as Appendix A to the Resolution is a line item view of the proposed budget amendment. Changes to the fund totals are summarized below.

Fund Description	Current Budget	Proposed Amendment	Proposed Budget
General	17,664,450	+326,444	17,990,894
Open Space & Parks	2,833,060	-191,259	2,641,801
Cemetery	218,690	-41,583	177,107
Historic Preservation	597,570	+43,720	641,290
Capital Projects	15,160,230	-245,420	14,914,810
Water Utility	12,316,260	-115,811	12,200,449
Wastewater Utility	25,391,770	-20,351	25,371,419
Storm Water Utility	10,147,330	+142,176	10,289,506
Solid Waste & Recycling	1,557,710	+56,986	1,614,696
Golf Course	2,229,200	+45,098	2,274,298
		-0-	

These changes were incorporated into the 2016 estimated expenditures that were presented during the 2017-2018 biennial budget process.

RECOMMENDATION:
Hold a public hearing and approve Resolution No. 55, Series 2016, amending the 2016 budget.

ATTACHMENTS:
1. Proposed Resolution No. 55, Series 2016
2. Appendix A to the Resolution

RESOLUTION NO. 55
SERIES 2016

A RESOLUTION AMENDING THE 2016 BUDGET BY AMENDING APPROPRIATIONS IN THE GENERAL FUND, OPEN SPACE & PARKS FUND, CEMETERY FUND, HISTORIC PRESERVATION FUND, CAPITAL PROJECTS FUND, WATER UTILITY FUND, WASTEWATER UTILITY FUND, STORM WATER UTILITY FUND, SOLID WASTE & RECYCLING FUND, AND GOLF COURSE FUND

WHEREAS, the need exists to amend the 2016 budget by amending appropriations in the General Fund, Open Space & Parks Fund, Cemetery Fund, Historic Preservation Fund, Capital Projects Fund, Water Utility Fund, Wastewater Utility Fund, Storm Water Utility Fund, Solid Waste & Recycling Fund, and Golf Course Fund; and

WHEREAS, the need to amend the 2016 budget arises to convert the 2016 budget to a new chart of accounts structure by reallocating the current budget between funds; and

WHEREAS, the total consolidated 2016 budget will remain same; and

WHEREAS, funding for any increase in fund appropriations will come from fund reserves.

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

SECTION 1. That the 2016 General Fund appropriation be increased by $326,444, from $17,664,450 to $17,990,894.

SECTION 2. That the 2016 Open Space & Parks Fund appropriation be decreased by $191,259, from $2,833,060 to $2,641,801.

SECTION 3. That the 2016 Cemetery Fund appropriation be decreased by $41,583, from $218,690 to $177,107.

SECTION 4. That the 2016 Historic Preservation Fund appropriation be increased by $43,720, from $597,570 to $641,290.

SECTION 5. That the 2016 Capital Projects Fund appropriation be decreased by $245,420, from $15,160,230 to $14,914,810.

SECTION 6. That the 2016 Water Utility Fund appropriation be decreased by $115,811, from $12,316,260 to $12,200,449.

SECTION 7. That the 2016 Wastewater Utility Fund appropriation be decreased by $20,351, from $25,391,770 to $25,371,419.

SECTION 8. That the 2016 Storm Water Utility Fund appropriation be increased by $142,176, from $10,147,330 to $10,289,506.

SECTION 9. That the 2016 Solid Waste & Recycling Fund appropriation be increased by $56,986, from $1,557,710 to $1,614,696.

SECTION 10. That the 2016 Golf Course Fund appropriation be increased by $45,098, from $2,229,200 to $2,274,298.

PASSED AND ADOPTED this 1st day of November, 2016.

_____
Robert P. Muckle, Mayor

ATTEST:

_____
Meredyth Muth, City Clerk

Appendix A
2016 Budget Amendment for Conversion to Program/Sub-Program Structure
By Line Item

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
General Fund:					
101130-511000	101-2-21-216-130-511000	Regular Salaries	99,280	4,970	104,250
101130-511200	101-2-21-216-130-511200	Overtime Pay	-	50	50
101130-512000	101-2-21-216-130-512000	FICA Expense	7,590	940	8,530
101130-512100	101-2-21-216-130-512100	Retirement Contribution	5,460	280	5,740
101130-513000	101-2-21-216-130-513000	Medical Insurance	16,560	(220)	16,340
101130-522110	101-2-21-216-130-522110	Operating Supplies-Janitorial	-	625	625
101130-534000	101-2-21-216-130-534000	Utility Services-Gas	-	1,375	1,375
101130-534010	101-2-21-216-130-534010	Utility Services-Electricity	-	8,750	8,750
101130-534020	101-2-21-216-130-534020	Utility Service-Trash Removal	-	375	375
101130-534040	101-2-21-216-130-534040	Utility Service-Haz Waste Disp	-	50	50
101130-534050	101-2-21-216-130-534050	Utility Services-Water	-	603	603
101130-535000	101-2-21-216-130-535000	Communication Svcs-Telephone	-	1,890	1,890
101130-535040	101-2-21-216-130-535040	Communication Svcs-T1 Line	-	2,100	2,100
101130-540300	101-2-21-216-130-540300	Prof Serv-Custodial	-	5,750	5,750
101130-540900	101-2-21-216-130-540900	Prof Serv-Other	-	63	63
101130-547010	101-2-21-216-130-547010	Prof Serv-Pest Control	-	173	173
101130-550000	101-2-21-216-130-550000	Parts/Repairs/Maint-Bldgs/Fac	-	2,500	2,500
101130-550020	101-2-21-216-130-550020	Parts/Repairs/Maint-Equip	450	63	513
101130-550070	101-2-21-216-130-550070	Parts/Repairs/Maint-HVAC	-	813	813
101130-550080	101-2-21-216-130-550080	Parts/Repairs/Maint-Elevators	-	920	920
101130-550100	101-2-21-216-130-550100	Parts/Repairs/Maint-Software	3,850	213	4,063
101130-550140	101-2-21-216-130-550140	Parts/Repairs/Maint-Painting	-	625	625
101130-550150	101-2-21-216-130-550150	Parts/Repairs/Maint-Fire Syste	-	488	488
101130-550160	101-2-21-216-130-550160	Parts/Repairs/Maint-Electrical	-	250	250
101130-550170	101-2-21-216-130-550170	Parts/Repairs/Maint-Plumbing	-	250	250
101130-550180	101-2-21-216-130-550180	Parts/Repairs/Maint-Lighting	-	1,563	1,563
101141-511000	101-1-10-101-141-511000	Regular Salaries	270,410	(50,400)	220,010
101141-511100	101-1-10-101-141-511100	Variable Salaries	7,200	(7,200)	-
101141-511150	101-1-10-101-141-511150	Temp/Seasonal Salaries	-	7,200	7,200
101141-511200	101-1-10-101-141-511200	Overtime Pay	-	20	20
101141-512000	101-1-10-101-141-512000	FICA Expense	21,240	(3,560)	17,680
101141-512100	101-1-10-101-141-512100	Retirement Contribution	14,870	(2,770)	12,100
101141-512200	101-1-10-101-141-512200	Workers Compensation	1,700	(470)	1,230
101141-513000	101-1-10-101-141-513000	Medical Insurance	24,490	(6,720)	17,770
101142-512000	101-1-10-101-142-512000	FICA Expense	850	(850)	-
101144-511000	101-1-10-102-144-511000	Regular Salaries	114,330	74,970	189,300
101144-511200	101-1-10-102-144-511200	Overtime Pay	-	790	790
101144-512000	101-1-10-102-144-512000	FICA Expense	8,750	5,790	14,540
101144-512100	101-1-10-102-144-512100	Retirement Contribution	6,290	4,160	10,450
101144-512200	101-1-10-102-144-512200	Workers Compensation	80	80	160
101144-513000	101-1-10-102-144-513000	Medical Insurance	16,560	15,560	32,120
101145-511000	101-6-65-651-145-511000	Regular Salaries	113,880	1,240	115,120
101145-511200	101-6-65-651-145-511200	Overtime Pay	-	10	10
101145-512000	101-6-65-651-145-512000	FICA Expense	8,710	100	8,810
101145-512100	101-6-65-651-145-512100	Retirement Contribution	6,260	70	6,330
101145-513000	101-6-65-651-145-513000	Medical Insurance	11,040	220	11,260
101160-511000	101-1-10-111-160-511000	Regular Salaries	146,490	1,240	147,730
101160-511200	101-1-10-111-160-511200	Overtime Pay	-	10	10
101160-512000	101-1-10-111-160-512000	FICA Expense	11,210	90	11,300
101160-512100	101-1-10-111-160-512100	Retirement Contribution	8,060	70	8,130

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101160-512200	101-1-10-111-160-512200	Workers Compensation	150	(10)	140
101160-513000	101-1-10-111-160-513000	Medical Insurance	26,220	(2,270)	23,950
101160-522110	101-1-10-111-160-522110	Operating Supplies-Janitorial	-	150	150
101160-534000	101-1-10-111-160-534000	Utility Services-Gas	-	330	330
101160-534010	101-1-10-111-160-534010	Utility Services-Electricity	-	2,100	2,100
101160-534020	101-1-10-111-160-534020	Utility Service-Trash Removal	-	90	90
101160-534040	101-1-10-111-160-534040	Utility Service-Haz Waste Disp	-	12	12
101160-534050	101-1-10-111-160-534050	Utility Services-Water	-	145	145
101160-535000	101-1-10-111-160-535000	Communication Svcs-Telephone	-	454	454
101160-535040	101-1-10-111-160-535040	Communication Svcs-T1 Line	-	504	504
101160-540300	101-1-10-111-160-540300	Prof Serv-Custodial	-	1,380	1,380
101160-540900	101-1-10-111-160-540900	Prof Serv-Other	8,000	15	8,015
101160-547010	101-1-10-111-160-547010	Prof Serv-Pest Control	-	41	41
101160-550000	101-1-10-111-160-550000	Parts/Repairs/Maint-Equip	-	600	600
101160-550020	101-1-10-111-160-550020	Parts/Repairs/Maint-Equip	1,400	15	1,415
101160-550070	101-1-10-111-160-550070	Parts/Repairs/Maint-HVAC	-	195	195
101160-550080	101-1-10-111-160-550080	Parts/Repairs/Maint-Elevators	-	221	221
101160-550100	101-1-10-111-160-550100	Parts/Repairs/Maint-Software	-	51	51
101160-550140	101-1-10-111-160-550140	Parts/Repairs/Maint-Painting	-	150	150
101160-550150	101-1-10-111-160-550150	Parts/Repairs/Maint-Fire Syste	-	117	117
101160-550160	101-1-10-111-160-550160	Parts/Repairs/Maint-Electrical	-	60	60
101160-550170	101-1-10-111-160-550170	Parts/Repairs/Maint-Plumbing	-	60	60
101160-550180	101-1-10-111-160-550180	Parts/Repairs/Maint-Lighting	-	375	375
101171-511000	101-1-10-131-171-511000	Regular Salaries	228,270	8,320	236,590
101171-511100	101-1-10-131-171-511100	Variable Salaries	25,270	(8,440)	16,830
101171-511200	101-1-10-131-171-511200	Overtime Pay	-	10	10
101171-512000	101-1-10-131-171-512000	FICA Expense	19,400	(10)	19,390
101171-512100	101-1-10-131-171-512100	Retirement Contribution	12,560	450	13,010
101171-512200	101-1-10-131-171-512200	Workers Compensation	2,000	260	2,260
101171-513000	101-1-10-131-171-513000	Medical Insurance	32,290	4,130	36,420
101172-511000	101-1-10-171-172-511000	Regular Salaries	208,150	41,120	249,270
101172-511200	101-1-10-171-172-511200	Overtime Pay	-	10	10
101172-512000	101-1-10-171-172-512000	FICA Expense	15,920	3,150	19,070
101172-512100	101-1-10-171-172-512100	Retirement Contribution	11,450	2,260	13,710
101172-512200	101-1-10-171-172-512200	Workers Compensation	900	180	1,080
101172-513000	101-1-10-171-172-513000	Medical Insurance	28,700	5,740	34,440
101200-511000	101-1-10-101-200-511000	Regular Salaries	175,260	68,020	243,280
101200-511200	101-1-10-101-200-511200	Overtime Pay	100	450	550
101200-512000	101-1-10-101-200-512000	FICA Expense	13,420	5,230	18,650
101200-512100	101-1-10-101-200-512100	Retirement Contribution	9,640	3,770	13,410
101200-512200	101-1-10-101-200-512200	Workers Compensation	550	220	770
101200-513000	101-1-10-101-200-513000	Medical Insurance	25,860	10,130	35,990
101310-511000	101-2-21-210-310-511000	Regular Salaries	273,650	(273,650)	-
101310-511200	101-2-21-210-310-511200	Overtime Pay	5,000	(5,000)	-
101310-512000	101-2-21-210-310-512000	FICA Expense	21,320	(21,320)	-
101310-512100	101-2-21-210-310-512100	Retirement Contribution	15,330	(15,330)	-
101310-512200	101-2-21-210-310-512200	Workers Compensation	3,000	(3,000)	-
101310-513000	101-2-21-210-310-513000	Medical Insurance	44,150	(44,150)	-
101310-520100	101-2-21-210-310-520100	Office Supplies	5,000	(5,000)	-
101310-521100	101-2-21-210-310-521100	Computer Supplies-Software	10,000	(10,000)	-
101310-521200	101-2-21-210-310-521200	Non-Capital Computer Hardware	3,500	(3,500)	-
101310-522500	101-2-21-210-310-522500	Non-Capital Furn/Equip/Tools	3,000	(3,000)	-
101310-532200	101-2-21-210-310-532200	Printing	4,000	(4,000)	-
101310-532210	101-2-21-210-310-532210	Travel	3,500	(3,500)	-
101310-532230	101-2-21-210-310-532230	Dues/Subscriptions/Books	3,000	(3,000)	-
101310-535010	101-2-21-210-310-535010	Communication Svcs-Cell Phone	8,600	(8,600)	-

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101310-538100	101-2-21-210-310-538100	Education Expense	15,000	(15,000)	-
101310-540480	101-2-21-210-310-540480	Prof Serv-Microfilming	3,500	(3,500)	-
101310-580040	101-2-21-210-310-580040	Computer Replacement	17,630	(17,630)	-
101321-511000	101-2-21-211-321-511000	Regular Salaries	2,457,380	288,940	2,746,320
101321-511200	101-2-21-211-321-511200	Overtime Pay	200,000	7,000	207,000
101321-512000	101-2-21-211-321-512000	FICA Expense	203,290	26,260	229,550
101321-512100	101-2-21-211-321-512100	Retirement Contribution	146,160	16,270	162,430
101321-512200	101-2-21-211-321-512200	Workers Compensation	60,000	3,000	63,000
101321-513000	101-2-21-211-321-513000	Medical Insurance	375,320	49,010	424,330
101321-520100	101-2-21-211-321-520100	Office Supplies	-	4,750	4,750
101321-521100	101-2-21-211-321-521100	Computer Supplies-Software	-	9,500	9,500
101321-521200	101-2-21-211-321-521200	Non-Capital Computer Hardware	-	3,325	3,325
101321-522110	101-2-21-211-321-522110	Operating Supplies-Janitorial	-	1,575	1,575
101321-522500	101-2-21-211-321-522500	Non-Capital Furn/Equip/Tools	11,100	2,850	13,950
101321-532200	101-2-21-211-321-532200	Printing	-	3,800	3,800
101321-532210	101-2-21-211-321-532210	Travel	3,700	3,325	7,025
101321-532230	101-2-21-211-321-532230	Dues/Subscriptions/Books	-	2,850	2,850
101321-534000	101-2-21-211-321-534000	Utility Services-Gas	-	3,465	3,465
101321-534010	101-2-21-211-321-534010	Utility Services-Electricity	-	22,050	22,050
101321-534020	101-2-21-211-321-534020	Utility Service-Trash Removal	-	945	945
101321-534040	101-2-21-211-321-534040	Utility Service-Haz Waste Disp	-	126	126
101321-534050	101-2-21-211-321-534050	Utility Services-Water	-	1,518	1,518
101321-535000	101-2-21-211-321-535000	Communication Svcs-Telephone	-	4,763	4,763
101321-535010	101-2-21-211-321-535010	Communication Svcs-Cell Phone	1,000	8,170	9,170
101321-535040	101-2-21-211-321-535040	Communication Svcs-T1 Line	-	5,292	5,292
101321-538100	101-2-21-211-321-538100	Education Expense	-	14,250	14,250
101321-540300	101-2-21-211-321-540300	Prof Serv-Custodial	-	14,490	14,490
101321-540480	101-2-21-211-321-540480	Prof Serv-Microfilming	-	3,325	3,325
101321-540900	101-2-21-211-321-540900	Prof Serv-Other	32,000	158	32,158
101321-547010	101-2-21-211-321-547010	Prof Serv-Pest Control	-	435	435
101321-550000	101-2-21-211-321-550000	Parts/Repairs/Maint-Bldgs/Fac	-	6,300	6,300
101321-550020	101-2-21-211-321-550020	Parts/Repairs/Maint-Equip	6,000	158	6,158
101321-550070	101-2-21-211-321-550070	Parts/Repairs/Maint-HVAC	-	2,048	2,048
101321-550080	101-2-21-211-321-550080	Parts/Repairs/Maint-Elevators	-	2,318	2,318
101321-550100	101-2-21-211-321-550100	Parts/Repairs/Maint-Software	-	536	536
101321-550140	101-2-21-211-321-550140	Parts/Repairs/Maint-Painting	-	1,575	1,575
101321-550150	101-2-21-211-321-550150	Parts/Repairs/Maint-Fire Syste	-	1,229	1,229
101321-550160	101-2-21-211-321-550160	Parts/Repairs/Maint-Electrical	-	630	630
101321-550170	101-2-21-211-321-550170	Parts/Repairs/Maint-Plumbing	-	630	630
101321-550180	101-2-21-211-321-550180	Parts/Repairs/Maint-Lighting	-	3,938	3,938
101321-580040	101-2-21-211-321-580040	Computer Replacement	-	16,749	16,749
101330-511000	101-2-21-212-330-511000	Regular Salaries	107,500	23,210	130,710
101330-511200	101-2-21-212-330-511200	Overtime Pay	500	(400)	100
101330-512000	101-2-21-212-330-512000	FICA Expense	8,260	1,750	10,010
101330-512100	101-2-21-212-330-512100	Retirement Contribution	5,940	1,250	7,190
101330-512200	101-2-21-212-330-512200	Workers Compensation	2,100	220	2,320
101330-513000	101-2-21-212-330-513000	Medical Insurance	22,080	2,320	24,400
101330-520100	101-2-21-212-330-520100	Office Supplies	-	250	250
101330-521100	101-2-21-212-330-521100	Computer Supplies-Software	-	500	500
101330-521200	101-2-21-212-330-521200	Non-Capital Computer Hardware	-	175	175
101330-522110	101-2-21-212-330-522110	Operating Supplies-Janitorial	-	150	150
101330-522500	101-2-21-212-330-522500	Non-Capital Furn/Equip/Tools	-	150	150
101330-532200	101-2-21-212-330-532200	Printing	-	200	200
101330-532210	101-2-21-212-330-532210	Travel	-	175	175
101330-532230	101-2-21-212-330-532230	Dues/Subscriptions/Books	-	150	150
101330-534000	101-2-21-212-330-534000	Utility Services-Gas	-	330	330

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101330-534010	101-2-21-212-330-534010	Utility Services-Electricity	-	2,100	2,100
101330-534020	101-2-21-212-330-534020	Utility Service-Trash Removal	-	90	90
101330-534040	101-2-21-212-330-534040	Utility Service-Haz Waste Disp	-	12	12
101330-534050	101-2-21-212-330-534050	Utility Services-Water	-	145	145
101330-535000	101-2-21-212-330-535000	Communication Svcs-Telephone	-	454	454
101330-535010	101-2-21-212-330-535010	Communication Svcs-Cell Phone	-	430	430
101330-535040	101-2-21-212-330-535040	Communication Svcs-T1 Line	-	504	504
101330-538100	101-2-21-212-330-538100	Education Expense	-	750	750
101330-540300	101-2-21-212-330-540300	Prof Serv-Custodial	-	1,380	1,380
101330-540480	101-2-21-212-330-540480	Prof Serv-Microfilming	-	175	175
101330-540900	101-2-21-212-330-540900	Prof Serv-Other	8,610	15	8,625
101330-547010	101-2-21-212-330-547010	Prof Serv-Pest Control	-	41	41
101330-550000	101-2-21-212-330-550000	Parts/Repairs/Maint-Bldgs/Fac	-	600	600
101330-550020	101-2-21-212-330-550020	Parts/Repairs/Maint-Equip	-	15	15
101330-550070	101-2-21-212-330-550070	Parts/Repairs/Maint-HVAC	-	195	195
101330-550080	101-2-21-212-330-550080	Parts/Repairs/Maint-Elevators	-	221	221
101330-550100	101-2-21-212-330-550100	Parts/Repairs/Maint-Software	-	51	51
101330-550140	101-2-21-212-330-550140	Parts/Repairs/Maint-Painting	-	150	150
101330-550150	101-2-21-212-330-550150	Parts/Repairs/Maint-Fire Syste	-	117	117
101330-550160	101-2-21-212-330-550160	Parts/Repairs/Maint-Electrical	-	60	60
101330-550170	101-2-21-212-330-550170	Parts/Repairs/Maint-Plumbing	-	60	60
101330-550180	101-2-21-212-330-550180	Parts/Repairs/Maint-Lighting	-	375	375
101330-580040	101-2-21-212-330-580040	Computer Replacement	-	882	882
101410-511000	101-3-32-320-410-511000	Regular Salaries	88,010	(88,010)	-
101410-511200	101-3-32-320-410-511200	Overtime Pay	2,000	(2,000)	-
101410-512000	101-3-32-320-410-512000	FICA Expense	6,890	(6,890)	-
101410-512100	101-3-32-320-410-512100	Retirement Contribution	4,950	(4,950)	-
101410-512200	101-3-32-320-410-512200	Workers Compensation	680	(680)	-
101410-513000	101-3-32-320-410-513000	Medical Insurance	9,930	(9,930)	-
101410-520100	101-3-32-320-410-520100	Office Supplies	300	(300)	-
101410-532200	101-3-32-320-410-532200	Printing	350	(350)	-
101410-532210	101-3-32-320-410-532210	Travel	1,000	(1,000)	-
101410-532220	101-3-32-320-410-532220	Business and Auto Allowance	5,500	(5,500)	-
101410-532230	101-3-32-320-410-532230	Dues/Subscriptions/Books	500	(500)	-
101410-535010	101-3-32-320-410-535010	Communication Svcs-Cell Phone	5,000	(5,000)	-
101410-535030	101-3-32-320-410-535030	Comm Svcs-Internet/Cable	1,500	(1,500)	-
101410-538100	101-3-32-320-410-538100	Education Expense	2,500	(2,500)	-
101410-538130	101-3-32-320-410-538130	Louisville Recycling/Con Board	1,000	(1,000)	-
101410-540480	101-3-32-320-410-540480	Prof Serv-Microfilming	20,000	(20,000)	-
101410-550020	101-3-32-320-410-550020	Parts/Repairs/Maint-Equip	500	(500)	-
101410-580040	101-3-32-320-410-580040	Computer Replacement	8,360	(8,360)	-
101420-511000	101-3-31-311-420-511000	Regular Salaries	231,520	(93,470)	138,050
101420-511200	101-3-31-311-420-511200	Overtime Pay	2,500	(1,900)	600
101420-512000	101-3-31-311-420-512000	FICA Expense	17,900	(7,290)	10,610
101420-512100	101-3-31-311-420-512100	Retirement Contribution	12,870	(5,240)	7,630
101420-512200	101-3-31-311-420-512200	Workers Compensation	1,600	(1,280)	320
101420-513000	101-3-31-311-420-513000	Medical Insurance	29,250	(14,130)	15,120
101420-520100	101-3-31-311-420-520100	Office Supplies	1,300	(1,013)	287
101420-521000	101-3-31-311-420-521000	Computer Supplies	100	(80)	20
101420-521100	101-3-31-311-420-521100	Computer Supplies-Software	500	(400)	100
101420-522120	101-3-31-311-420-522120	Operating Supplies-Safety	100	(80)	20
101420-522500	101-3-31-311-420-522500	Non-Capital Furn/Equip/Tools	3,500	(2,800)	700
101420-522900	101-3-31-311-420-522900	Miscellaneous Supplies	400	(320)	80
101420-525100	101-3-31-311-420-525100	Auto Expense-Parts & Repairs	600	(480)	120
101420-525300	101-3-31-311-420-525300	Gas & Oil	2,000	(1,600)	400
101420-532200	101-3-31-311-420-532200	Printing	1,500	(1,169)	332

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101420-532210	101-3-31-311-420-532210	Travel	100	10	110
101420-532220	101-3-31-311-420-532220	Business and Auto Allowance	-	495	495
101420-532230	101-3-31-311-420-532230	Dues/Subscriptions/Books	1,200	(915)	285
101420-535010	101-3-31-311-420-535010	Communication Svcs-Cell Phone	-	450	450
101420-535030	101-3-31-311-420-535030	Comm Svcs-Internet/Cable	-	135	135
101420-538100	101-3-31-311-420-538100	Education Expense	-	225	225
101420-538130	101-3-31-311-420-538130	Louisville Recycling/Con Board	-	90	90
101420-540480	101-3-31-311-420-540480	Prof Serv-Microfilming	-	1,800	1,800
101420-540910	101-3-31-311-420-540910	Prof Serv-Consulting	1,000	(800)	200
101420-550020	101-3-31-311-420-550020	Parts/Repairs/Maint-Equip	-	45	45
101420-550090	101-3-31-311-420-550090	Parts/Repairs/Maint-Copiers	1,500	(1,200)	300
101420-550100	101-3-31-311-420-550100	Parts/Repairs/Maint-Software	5,700	(4,560)	1,140
101420-580040	101-3-31-311-420-580040	Computer Replacement	-	752	752
101421-511000	101-6-16-162-421-511000	Regular Salaries	-	194,810	194,810
101421-511200	101-6-16-162-421-511200	Overtime Pay	-	600	600
101421-512000	101-6-16-162-421-512000	FICA Expense	-	14,950	14,950
101421-512100	101-6-16-162-421-512100	Retirement Contribution	-	10,750	10,750
101421-512200	101-6-16-162-421-512200	Workers Compensation	-	320	320
101421-513000	101-6-16-162-421-513000	Medical Insurance	-	25,060	25,060
101421-520100	101-6-16-162-421-520100	Office Supplies	-	260	260
101421-521000	101-6-16-162-421-521000	Computer Supplies	-	20	20
101421-521100	101-6-16-162-421-521100	Computer Supplies-Software	-	100	100
101421-522120	101-6-16-162-421-522120	Operating Supplies-Safety	-	20	20
101421-522500	101-6-16-162-421-522500	Non-Capital Furn/Equip/Tools	-	700	700
101421-522900	101-6-16-162-421-522900	Miscellaneous Supplies	-	80	80
101421-525100	101-6-16-162-421-525100	Auto Expense-Parts & Repairs	-	120	120
101421-525300	101-6-16-162-421-525300	Gas & Oil	-	400	400
101421-532200	101-6-16-162-421-532200	Printing	-	300	300
101421-532210	101-6-16-162-421-532210	Travel	-	20	20
101421-532230	101-6-16-162-421-532230	Dues/Subscriptions/Books	-	240	240
101421-540910	101-6-16-162-421-540910	Prof Serv-Consulting	-	200	200
101421-550090	101-6-16-162-421-550090	Parts/Repairs/Maint-Copiers	-	300	300
101421-550100	101-6-16-162-421-550100	Parts/Repairs/Maint-Software	-	1,140	1,140
101425-511000	101-3-31-311-425-511000	Regular Salaries	-	24,910	24,910
101425-511100	101-3-31-311-425-511100	Variable Salaries	-	700	700
101425-511200	101-3-31-311-425-511200	Overtime Pay	-	270	270
101425-512000	101-3-31-311-425-512000	FICA Expense	-	1,980	1,980
101425-512100	101-3-31-311-425-512100	Retirement Contribution	-	1,380	1,380
101425-512200	101-3-31-311-425-512200	Workers Compensation	-	400	400
101425-513000	101-3-31-311-425-513000	Medical Insurance	-	3,970	3,970
101425-520100	101-3-31-311-425-520100	Office Supplies	-	600	600
101425-521100	101-3-31-311-425-521100	Computer Supplies-Software	-	728	728
101425-532010	101-3-31-311-425-532010	Public Outreach	-	1,400	1,400
101425-532200	101-3-31-311-425-532200	Printing	-	700	700
101425-532210	101-3-31-311-425-532210	Travel	-	1,160	1,160
101425-532230	101-3-31-311-425-532230	Dues/Subscriptions/Books	-	200	200
101425-536000	101-3-31-311-425-536000	Rentals-Equipment	-	600	600
101425-538100	101-3-31-311-425-538100	Education Expense	-	1,000	1,000
101425-540470	101-3-31-311-425-540470	Prof Serv-Recording Fee	-	40	40
101425-540900	101-3-31-311-425-540900	Prof Serv-Other	-	15,000	15,000
101425-540910	101-3-31-311-425-540910	Prof Serv-Consulting	-	510	510
101425-550090	101-3-31-311-425-550090	Parts/Repairs/Maint-Copiers	-	1,000	1,000
101425-580040	101-3-31-311-425-580040	Computer Replacement	-	542	542
101431-511000	101-3-31-312-431-511000	Regular Salaries	264,520	(98,110)	166,410
101431-511200	101-3-31-312-431-511200	Overtime Pay	30,000	1,060	31,060
101431-512000	101-3-31-312-431-512000	FICA Expense	22,530	(7,420)	15,110

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101431-512100	101-3-31-312-431-512100	Retirement Contribution	16,200	(5,340)	10,860
101431-512200	101-3-31-312-431-512200	Workers Compensation	11,000	(3,880)	7,120
101431-513000	101-3-31-312-431-513000	Medical Insurance	55,970	(19,760)	36,210
101431-520100	101-3-31-312-431-520100	Office Supplies	1,200	21	1,221
101431-521150	101-3-31-312-431-521150	CTC Land Dues	-	275	275
101431-522110	101-3-31-312-431-522110	Operating Supplies-Janitorial	-	300	300
101431-522500	101-3-31-312-431-522500	Non-Capital Furn/Equip/Tools	5,390	1,000	6,390
101431-532200	101-3-31-312-431-532200	Printing	400	25	425
101431-532210	101-3-31-312-431-532210	Travel	150	70	220
101431-532220	101-3-31-312-431-532220	Business and Auto Allowance	-	385	385
101431-532230	101-3-31-312-431-532230	Dues/Subscriptions/Books	280	35	315
101431-534000	101-3-31-312-431-534000	Utility Services-Gas	-	1,350	1,350
101431-534010	101-3-31-312-431-534010	Utility Services-Electricity	435,500	2,400	437,900
101431-534020	101-3-31-312-431-534020	Utility Service-Trash Removal	-	950	950
101431-534040	101-3-31-312-431-534040	Utility Service-Haz Waste Disp	-	25	25
101431-534050	101-3-31-312-431-534050	Utility Services-Water	-	500	500
101431-535010	101-3-31-312-431-535010	Communication Svcs-Cell Phone	400	350	750
101431-535030	101-3-31-312-431-535030	Comm Svcs-Internet/Cable	-	105	105
101431-538100	101-3-31-312-431-538100	Education Expense	1,500	175	1,675
101431-538130	101-3-31-312-431-538130	Louisville Recycling/Con Board	-	70	70
101431-540300	101-3-31-312-431-540300	Prof Serv-Custodial	-	1,000	1,000
101431-540480	101-3-31-312-431-540480	Prof Serv-Microfilming	-	1,400	1,400
101431-540900	101-3-31-312-431-540900	Prof Serv-Other	1,200	100	1,300
101431-547010	101-3-31-312-431-547010	Prof Serv-Pest Control	-	75	75
101431-550000	101-3-31-312-431-550000	Parts/Repairs/Maint-Bldgs/Fac	-	500	500
101431-550020	101-3-31-312-431-550020	Parts/Repairs/Maint-Equip	2,000	135	2,135
101431-550070	101-3-31-312-431-550070	Parts/Repairs/Maint-HVAC	-	500	500
101431-550100	101-3-31-312-431-550100	Parts/Repairs/Maint-Software	5,270	85	5,355
101431-550140	101-3-31-312-431-550140	Parts/Repairs/Maint-Painting	-	25	25
101431-550150	101-3-31-312-431-550150	Parts/Repairs/Maint-Fire Syste	-	350	350
101431-550160	101-3-31-312-431-550160	Parts/Repairs/Maint-Electrical	-	200	200
101431-550170	101-3-31-312-431-550170	Parts/Repairs/Maint-Plumbing	-	100	100
101431-550180	101-3-31-312-431-550180	Parts/Repairs/Maint-Lighting	-	100	100
101431-580040	101-3-31-312-431-580040	Computer Replacement	-	585	585
101433-511000	101-3-31-314-433-511000	Regular Salaries	55,160	88,160	143,320
101433-511200	101-3-31-314-433-511200	Overtime Pay	11,000	2,370	13,370
101433-512000	101-3-31-314-433-512000	FICA Expense	5,060	6,930	11,990
101433-512100	101-3-31-314-433-512100	Retirement Contribution	3,640	4,980	8,620
101433-512200	101-3-31-314-433-512200	Workers Compensation	1,100	2,200	3,300
101433-513000	101-3-31-314-433-513000	Medical Insurance	11,040	19,210	30,250
101433-520100	101-3-31-314-433-520100	Office Supplies	-	49	49
101433-521100	101-3-31-314-433-521100	Computer Supplies-Software	-	40	40
101433-521150	101-3-31-314-433-521150	CTC Land Dues	-	275	275
101433-522110	101-3-31-314-433-522110	Operating Supplies-Janitorial	-	300	300
101433-522500	101-3-31-314-433-522500	Non-Capital Furn/Equip/Tools	-	1,060	1,060
101433-522900	101-3-31-314-433-522900	Miscellaneous Supplies	-	25	25
101433-532200	101-3-31-314-433-532200	Printing	-	145	145
101433-532210	101-3-31-314-433-532210	Travel	150	145	295
101433-532220	101-3-31-314-433-532220	Business and Auto Allowance	-	685	685
101433-532230	101-3-31-314-433-532230	Dues/Subscriptions/Books	-	60	60
101433-534000	101-3-31-314-433-534000	Utility Services-Gas	-	1,350	1,350
101433-534010	101-3-31-314-433-534010	Utility Services-Electricity	-	2,400	2,400
101433-534020	101-3-31-314-433-534020	Utility Service-Trash Removal	-	950	950
101433-534040	101-3-31-314-433-534040	Utility Service-Haz Waste Disp	-	25	25
101433-534050	101-3-31-314-433-534050	Utility Services-Water	-	508	508
101433-535010	101-3-31-314-433-535010	Communication Svcs-Cell Phone	4,000	590	4,590

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101433-535030	101-3-31-314-433-535030	Comm Svcs-Internet/Cable	-	177	177
101433-538100	101-3-31-314-433-538100	Education Expense	-	251	251
101433-538130	101-3-31-314-433-538130	Louisville Recycling/Con Board	-	70	70
101433-540300	101-3-31-314-433-540300	Prof Serv-Custodial	-	1,000	1,000
101433-540480	101-3-31-314-433-540480	Prof Serv-Microfilming	-	1,400	1,400
101433-540900	101-3-31-314-433-540900	Prof Serv-Other	-	100	100
101433-547010	101-3-31-314-433-547010	Prof Serv-Pest Control	-	75	75
101433-550000	101-3-31-314-433-550000	Parts/Repairs/Maint-Bldgs/Fac	-	500	500
101433-550020	101-3-31-314-433-550020	Parts/Repairs/Maint-Equip	12,500	135	12,635
101433-550070	101-3-31-314-433-550070	Parts/Repairs/Maint-HVAC	-	500	500
101433-550090	101-3-31-314-433-550090	Parts/Repairs/Maint-Copiers	-	180	180
101433-550100	101-3-31-314-433-550100	Parts/Repairs/Maint-Software	-	85	85
101433-550140	101-3-31-314-433-550140	Parts/Repairs/Maint-Painting	-	25	25
101433-550150	101-3-31-314-433-550150	Parts/Repairs/Maint-Fire Syste	-	350	350
101433-550160	101-3-31-314-433-550160	Parts/Repairs/Maint-Electrical	-	200	200
101433-550170	101-3-31-314-433-550170	Parts/Repairs/Maint-Plumbing	-	100	100
101433-550180	101-3-31-314-433-550180	Parts/Repairs/Maint-Lighting	-	100	100
101433-580040	101-3-31-314-433-580040	Computer Replacement	-	615	615
101434-511000	101-3-31-312-434-511000	Regular Salaries	32,640	30,680	63,320
101434-512000	101-3-31-312-434-512000	FICA Expense	2,840	2,350	5,190
101434-512100	101-3-31-312-434-512100	Retirement Contribution	2,040	1,690	3,730
101434-512200	101-3-31-312-434-512200	Workers Compensation	800	200	1,000
101434-513000	101-3-31-312-434-513000	Medical Insurance	7,730	6,180	13,910
101434-520100	101-3-31-312-434-520100	Office Supplies	-	21	21
101434-521150	101-3-31-312-434-521150	CTC Land Dues	-	138	138
101434-522110	101-3-31-312-434-522110	Operating Supplies-Janitorial	-	150	150
101434-522500	101-3-31-312-434-522500	Non-Capital Furn/Equip/Tools	1,500	500	2,000
101434-532200	101-3-31-312-434-532200	Printing	-	25	25
101434-532210	101-3-31-312-434-532210	Travel	-	70	70
101434-532220	101-3-31-312-434-532220	Business and Auto Allowance	-	385	385
101434-532230	101-3-31-312-434-532230	Dues/Subscriptions/Books	-	35	35
101434-534000	101-3-31-312-434-534000	Utility Services-Gas	-	675	675
101434-534010	101-3-31-312-434-534010	Utility Services-Electricity	-	1,200	1,200
101434-534020	101-3-31-312-434-534020	Utility Service-Trash Removal	-	475	475
101434-534040	101-3-31-312-434-534040	Utility Service-Haz Waste Disp	-	13	13
101434-534050	101-3-31-312-434-534050	Utility Services-Water	-	250	250
101434-535010	101-3-31-312-434-535010	Communication Svcs-Cell Phone	-	350	350
101434-535030	101-3-31-312-434-535030	Comm Svcs-Internet/Cable	-	105	105
101434-538100	101-3-31-312-434-538100	Education Expense	-	175	175
101434-538130	101-3-31-312-434-538130	Louisville Recycling/Con Board	-	70	70
101434-540300	101-3-31-312-434-540300	Prof Serv-Custodial	-	500	500
101434-540480	101-3-31-312-434-540480	Prof Serv-Microfilming	-	1,400	1,400
101434-540900	101-3-31-312-434-540900	Prof Serv-Other	-	50	50
101434-547010	101-3-31-312-434-547010	Prof Serv-Pest Control	-	38	38
101434-550000	101-3-31-312-434-550000	Parts/Repairs/Maint-Bldgs/Fac	-	250	250
101434-550020	101-3-31-312-434-550020	Parts/Repairs/Maint-Equip	500	85	585
101434-550070	101-3-31-312-434-550070	Parts/Repairs/Maint-HVAC	-	250	250
101434-550100	101-3-31-312-434-550100	Parts/Repairs/Maint-Software	-	43	43
101434-550140	101-3-31-312-434-550140	Parts/Repairs/Maint-Painting	-	13	13
101434-550150	101-3-31-312-434-550150	Parts/Repairs/Maint-Fire Syste	-	175	175
101434-550160	101-3-31-312-434-550160	Parts/Repairs/Maint-Electrical	-	100	100
101434-550170	101-3-31-312-434-550170	Parts/Repairs/Maint-Plumbing	-	50	50
101434-550180	101-3-31-312-434-550180	Parts/Repairs/Maint-Lighting	-	50	50
101434-580040	101-3-31-312-434-580040	Computer Replacement	-	585	585
101435-511000	101-3-31-313-435-511000	Regular Salaries	-	176,040	176,040
101435-511200	101-3-31-313-435-511200	Overtime Pay	-	7,650	7,650

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101435-512000	101-3-31-313-435-512000	FICA Expense	-	14,050	14,050
101435-512100	101-3-31-313-435-512100	Retirement Contribution	-	10,100	10,100
101435-512200	101-3-31-313-435-512200	Workers Compensation	-	4,500	4,500
101435-513000	101-3-31-313-435-513000	Medical Insurance	-	35,320	35,320
101435-520100	101-3-31-313-435-520100	Office Supplies	-	21	21
101435-521150	101-3-31-313-435-521150	CTC Land Dues	-	138	138
101435-522110	101-3-31-313-435-522110	Operating Supplies-Janitorial	-	150	150
101435-522500	101-3-31-313-435-522500	Non-Capital Furn/Equip/Tools	-	500	500
101435-532200	101-3-31-313-435-532200	Printing	-	25	25
101435-532210	101-3-31-313-435-532210	Travel	-	70	70
101435-532220	101-3-31-313-435-532220	Business and Auto Allowance	-	385	385
101435-532230	101-3-31-313-435-532230	Dues/Subscriptions/Books	-	35	35
101435-534000	101-3-31-313-435-534000	Utility Services-Gas	-	675	675
101435-534010	101-3-31-313-435-534010	Utility Services-Electricity	-	1,200	1,200
101435-534020	101-3-31-313-435-534020	Utility Service-Trash Removal	-	475	475
101435-534040	101-3-31-313-435-534040	Utility Service-Haz Waste Disp	-	13	13
101435-534050	101-3-31-313-435-534050	Utility Services-Water	-	250	250
101435-535010	101-3-31-313-435-535010	Communication Svcs-Cell Phone	-	350	350
101435-535030	101-3-31-313-435-535030	Comm Svcs-Internet/Cable	-	105	105
101435-538100	101-3-31-313-435-538100	Education Expense	-	175	175
101435-538130	101-3-31-313-435-538130	Louisville Recycling/Con Board	-	70	70
101435-540300	101-3-31-313-435-540300	Prof Serv-Custodial	-	500	500
101435-540480	101-3-31-313-435-540480	Prof Serv-Microfilming	-	1,400	1,400
101435-540900	101-3-31-313-435-540900	Prof Serv-Other	-	50	50
101435-547010	101-3-31-313-435-547010	Prof Serv-Pest Control	-	38	38
101435-550000	101-3-31-313-435-550000	Parts/Repairs/Maint-Bldgs/Fac	-	250	250
101435-550020	101-3-31-313-435-550020	Parts/Repairs/Maint-Equip	-	85	85
101435-550070	101-3-31-313-435-550070	Parts/Repairs/Maint-HVAC	-	250	250
101435-550100	101-3-31-313-435-550100	Parts/Repairs/Maint-Software	-	43	43
101435-550140	101-3-31-313-435-550140	Parts/Repairs/Maint-Painting	-	13	13
101435-550150	101-3-31-313-435-550150	Parts/Repairs/Maint-Fire Syste	-	175	175
101435-550160	101-3-31-313-435-550160	Parts/Repairs/Maint-Electrical	-	100	100
101435-550170	101-3-31-313-435-550170	Parts/Repairs/Maint-Plumbing	-	50	50
101435-550180	101-3-31-313-435-550180	Parts/Repairs/Maint-Lighting	-	50	50
101435-580040	101-3-31-313-435-580040	Computer Replacement	-	585	585
101441-511000	101-1-10-191-441-511000	Regular Salaries	44,220	(6,210)	38,010
101441-511200	101-1-10-191-441-511200	Overtime Pay	250	130	380
101441-512000	101-1-10-191-441-512000	FICA Expense	3,400	(460)	2,940
101441-512100	101-1-10-191-441-512100	Retirement Contribution	4,790	(470)	4,320
101441-512200	101-1-10-191-441-512200	Workers Compensation	900	(180)	720
101441-513000	101-1-10-191-441-513000	Medical Insurance	8,280	(1,660)	6,620
101441-520100	101-1-10-191-441-520100	Office Supplies	1,500	21	1,521
101441-521150	101-1-10-191-441-521150	CTC Land Dues	-	138	138
101441-522110	101-1-10-191-441-522110	Operating Supplies-Janitorial	3,500	(200)	3,300
101441-522500	101-1-10-191-441-522500	Non-Capital Furn/Equip/Tools	23,000	500	23,500
101441-532200	101-1-10-191-441-532200	Printing	-	25	25
101441-532210	101-1-10-191-441-532210	Travel	250	70	320
101441-532220	101-1-10-191-441-532220	Business and Auto Allowance	-	385	385
101441-532230	101-1-10-191-441-532230	Dues/Subscriptions/Books	750	35	785
101441-534000	101-1-10-191-441-534000	Utility Services-Gas	7,000	(25)	6,975
101441-534010	101-1-10-191-441-534010	Utility Services-Electricity	41,000	(2,900)	38,100
101441-534020	101-1-10-191-441-534020	Utility Service-Trash Removal	2,000	275	2,275
101441-534040	101-1-10-191-441-534040	Utility Service-Haz Waste Disp	250	(13)	238
101441-534050	101-1-10-191-441-534050	Utility Services-Water	2,410	9	2,419
101441-535010	101-1-10-191-441-535010	Communication Svcs-Cell Phone	-	350	350
101441-535030	101-1-10-191-441-535030	Comm Svcs-Internet/Cable	-	105	105

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101441-538100	101-1-10-191-441-538100	Education Expense	4,000	175	4,175
101441-538130	101-1-10-191-441-538130	Louisville Recycling/Con Board	-	70	70
101441-540300	101-1-10-191-441-540300	Prof Serv-Custodial	28,500	(6,625)	21,875
101441-540480	101-1-10-191-441-540480	Prof Serv-Microfilming	-	1,400	1,400
101441-540900	101-1-10-191-441-540900	Prof Serv-Other	500	50	550
101441-547010	101-1-10-191-441-547010	Prof Serv-Pest Control	750	38	788
101441-550000	101-1-10-191-441-550000	Parts/Repairs/Maint-Bldgs/Fac	15,000	(500)	14,500
101441-550020	101-1-10-191-441-550020	Parts/Repairs/Maint-Equip	2,500	(40)	2,460
101441-550070	101-1-10-191-441-550070	Parts/Repairs/Maint-HVAC	27,920	(125)	27,795
101441-550100	101-1-10-191-441-550100	Parts/Repairs/Maint-Software	850	43	893
101441-550140	101-1-10-191-441-550140	Parts/Repairs/Maint-Painting	1,000	(38)	963
101441-550150	101-1-10-191-441-550150	Parts/Repairs/Maint-Fire Syste	2,500	50	2,550
101441-550160	101-1-10-191-441-550160	Parts/Repairs/Maint-Electrical	1,500	25	1,525
101441-550170	101-1-10-191-441-550170	Parts/Repairs/Maint-Plumbing	750	13	763
101441-550180	101-1-10-191-441-550180	Parts/Repairs/Maint-Lighting	12,500	(75)	12,425
101441-550280	101-1-10-191-441-550280	Parts/Repairs/Maint-Other	250	(13)	238
101441-580040	101-1-10-191-441-580040	Computer Replacement	-	585	585
101442-511000	101-1-53-539-442-511000	Regular Salaries	86,050	(86,050)	-
101442-511200	101-1-53-539-442-511200	Overtime Pay	1,000	(1,000)	-
101442-512000	101-1-53-539-442-512000	FICA Expense	6,660	(6,660)	-
101442-512100	101-1-53-539-442-512100	Retirement Contribution	4,790	(4,790)	-
101442-512200	101-1-53-539-442-512200	Workers Compensation	1,500	(1,500)	-
101442-513000	101-1-53-539-442-513000	Medical Insurance	14,350	(14,350)	-
101442-522110	101-1-53-539-442-522110	Operating Supplies-Janitorial	28,000	(28,000)	-
101442-522120	101-1-53-539-442-522120	Operating Supplies-Safety	100	(100)	-
101442-534000	101-1-53-539-442-534000	Utility Services-Gas	42,000	(42,000)	-
101442-534010	101-1-53-539-442-534010	Utility Services-Electricity	91,500	(91,500)	-
101442-534020	101-1-53-539-442-534020	Utility Service-Trash Removal	4,600	(4,600)	-
101442-534040	101-1-53-539-442-534040	Utility Service-Haz Waste Disp	500	(500)	-
101442-534050	101-1-53-539-442-534050	Utility Services-Water	20,380	(20,380)	-
101442-535000	101-1-53-539-442-535000	Communication Svcs-Telephone	7,350	(7,350)	-
101442-535040	101-1-53-539-442-535040	Communication Svcs-T1 Line	8,400	(8,400)	-
101442-540300	101-1-53-539-442-540300	Prof Serv-Custodial	115,000	(115,000)	-
101442-540900	101-1-53-539-442-540900	Prof Serv-Other	500	(500)	-
101442-547010	101-1-53-539-442-547010	Prof Serv-Pest Control	1,100	(1,100)	-
101442-550000	101-1-53-539-442-550000	Parts/Repairs/Maint-Bldgs/Fac	10,000	(10,000)	-
101442-550020	101-1-53-539-442-550020	Parts/Repairs/Maint-Equip	3,000	(3,000)	-
101442-550070	101-1-53-539-442-550070	Parts/Repairs/Maint-HVAC	9,250	(9,250)	-
101442-550080	101-1-53-539-442-550080	Parts/Repairs/Maint-Elevators	3,890	(3,890)	-
101442-550100	101-1-53-539-442-550100	Parts/Repairs/Maint-Software	850	(850)	-
101442-550150	101-1-53-539-442-550150	Parts/Repairs/Maint-Fire Syste	3,150	(3,150)	-
101442-550160	101-1-53-539-442-550160	Parts/Repairs/Maint-Electrical	2,500	(2,500)	-
101442-550170	101-1-53-539-442-550170	Parts/Repairs/Maint-Plumbing	5,000	(5,000)	-
101442-550180	101-1-53-539-442-550180	Parts/Repairs/Maint-Lighting	8,000	(8,000)	-
101442-550200	101-1-53-539-442-550200	Parts/Repairs/Maint-Pool Syst	2,500	(2,500)	-
101442-620043	101-1-53-539-442-620043	Rec Center-Annual Maintenance	27,500	(27,500)	
101443-511000	101-1-21-219-443-511000	Regular Salaries	36,490	(36,490)	-
101443-511200	101-1-21-219-443-511200	Overtime Pay	500	(500)	-
101443-512000	101-1-21-219-443-512000	FICA Expense	6,660	(6,660)	-
101443-512100	101-1-21-219-443-512100	Retirement Contribution	2,030	(2,030)	-
101443-512200	101-1-21-219-443-512200	Workers Compensation	780	(780)	-
101443-513000	101-1-21-219-443-513000	Medical Insurance	6,070	(6,070)	-
101443-522110	101-1-21-219-443-522110	Operating Supplies-Janitorial	2,500	(2,500)	-
101443-534000	101-1-21-219-443-534000	Utility Services-Gas	5,500	(5,500)	-
101443-534010	101-1-21-219-443-534010	Utility Services-Electricity	35,000	(35,000)	-
101443-534020	101-1-21-219-443-534020	Utility Service-Trash Removal	1,500	(1,500)	-

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101443-534040	101-1-21-219-443-534040	Utility Service-Haz Waste Disp	200	(200)	-
101443-534050	101-1-21-219-443-534050	Utility Services-Water	2,410	(2,410)	-
101443-535000	101-1-21-219-443-535000	Communication Svcs-Telephone	7,560	(7,560)	-
101443-535040	101-1-21-219-443-535040	Communication Svcs-T1 Line	8,400	(8,400)	-
101443-540300	101-1-21-219-443-540300	Prof Serv-Custodial	23,000	(23,000)	-
101443-540900	101-1-21-219-443-540900	Prof Serv-Other	250	(250)	-
101443-547010	101-1-21-219-443-547010	Prof Serv-Pest Control	690	(690)	-
101443-550000	101-1-21-219-443-550000	Parts/Repairs/Maint-Bldgs/Fac	10,000	(10,000)	-
101443-550020	101-1-21-219-443-550020	Parts/Repairs/Maint-Equip	250	(250)	-
101443-550070	101-1-21-219-443-550070	Parts/Repairs/Maint-HVAC	3,250	(3,250)	-
101443-550080	101-1-21-219-443-550080	Parts/Repairs/Maint-Elevators	3,680	(3,680)	-
101443-550100	101-1-21-219-443-550100	Parts/Repairs/Maint-Software	850	(850)	-
101443-550140	101-1-21-219-443-550140	Parts/Repairs/Maint-Painting	2,500	(2,500)	-
101443-550150	101-1-21-219-443-550150	Parts/Repairs/Maint-Fire Syste	1,950	(1,950)	-
101443-550160	101-1-21-219-443-550160	Parts/Repairs/Maint-Electrical	1,000	(1,000)	-
101443-550170	101-1-21-219-443-550170	Parts/Repairs/Maint-Plumbing	1,000	(1,000)	-
101443-550180	101-1-21-219-443-550180	Parts/Repairs/Maint-Lighting	6,250	(6,250)	-
101444-511000	101-1-55-559-444-511000	Regular Salaries	50,780	(50,780)	-
101444-511200	101-1-55-559-444-511200	Overtime Pay	500	(500)	-
101444-512000	101-1-55-559-444-512000	FICA Expense	3,920	(3,920)	-
101444-512100	101-1-55-559-444-512100	Retirement Contribution	2,820	(2,820)	-
101444-512200	101-1-55-559-444-512200	Workers Compensation	1,120	(1,120)	-
101444-513000	101-1-55-559-444-513000	Medical Insurance	9,380	(9,380)	-
101444-520100	101-1-55-559-444-520100	Office Supplies	100	(100)	-
101444-522110	101-1-55-559-444-522110	Operating Supplies-Janitorial	6,300	(6,300)	-
101444-522500	101-1-55-559-444-522500	Non-Capital Furn/Equip/Tools	100	(100)	-
101444-534000	101-1-55-559-444-534000	Utility Services-Gas	14,000	(14,000)	-
101444-534010	101-1-55-559-444-534010	Utility Services-Electricity	76,000	(76,000)	-
101444-534020	101-1-55-559-444-534020	Utility Service-Trash Removal	2,900	(2,900)	-
101444-534040	101-1-55-559-444-534040	Utility Service-Haz Waste Disp	250	(250)	-
101444-534050	101-1-55-559-444-534050	Utility Services-Water	2,410	(2,410)	-
101444-535000	101-1-55-559-444-535000	Communication Svcs-Telephone	3,150	(3,150)	-
101444-535040	101-1-55-559-444-535040	Communication Svcs-T1 Line	6,300	(6,300)	-
101444-540300	101-1-55-559-444-540300	Prof Serv-Custodial	47,500	(47,500)	-
101444-540900	101-1-55-559-444-540900	Prof Serv-Other	500	(500)	-
101444-547010	101-1-55-559-444-547010	Prof Serv-Pest Control	1,260	(1,260)	-
101444-550000	101-1-55-559-444-550000	Parts/Repairs/Maint-Bldgs/Fac	12,500	(12,500)	-
101444-550020	101-1-55-559-444-550020	Parts/Repairs/Maint-Equip	1,000	(1,000)	-
101444-550070	101-1-55-559-444-550070	Parts/Repairs/Maint-HVAC	10,000	(10,000)	-
101444-550080	101-1-55-559-444-550080	Parts/Repairs/Maint-Elevators	7,880	(7,880)	-
101444-550100	101-1-55-559-444-550100	Parts/Repairs/Maint-Software	850	(850)	-
101444-550140	101-1-55-559-444-550140	Parts/Repairs/Maint-Painting	2,500	(2,500)	-
101444-550150	101-1-55-559-444-550150	Parts/Repairs/Maint-Fire Syste	4,000	(4,000)	-
101444-550160	101-1-55-559-444-550160	Parts/Repairs/Maint-Electrical	1,500	(1,500)	-
101444-550170	101-1-55-559-444-550170	Parts/Repairs/Maint-Plumbing	1,500	(1,500)	-
101444-550180	101-1-55-559-444-550180	Parts/Repairs/Maint-Lighting	19,000	(19,000)	-
101445-522110	101-3-31-318-445-522110	Operating Supplies-Janitorial	3,000	(3,000)	-
101445-522500	101-3-31-318-445-522500	Non-Capital Furn/Equip/Tools	10,000	(10,000)	-
101445-532350	101-3-31-318-445-532350	CTC Land Dues	2,750	(2,750)	
101445-534000	101-3-31-318-445-534000	Utility Services-Gas	13,500	(13,500)	-
101445-534010	101-3-31-318-445-534010	Utility Services-Electricity	24,000	(24,000)	-
101445-534020	101-3-31-318-445-534020	Utility Service-Trash Removal	9,500	(9,500)	-
101445-534040	101-3-31-318-445-534040	Utility Service-Haz Waste Disp	250	(250)	-
101445-534050	101-3-31-318-445-534050	Utility Services-Water	5,000	(5,000)	-
101445-540300	101-3-31-318-445-540300	Prof Serv-Custodial	10,000	(10,000)	-
101445-540900	101-3-31-318-445-540900	Prof Serv-Other	1,000	(1,000)	-

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101445-547010	101-3-31-318-445-547010	Prof Serv-Pest Control	750	(750)	-
101445-550000	101-3-31-318-445-550000	Parts/Repairs/Maint-Bldgs/Fac	5,000	(5,000)	-
101445-550020	101-3-31-318-445-550020	Parts/Repairs/Maint-Equip	1,000	(1,000)	-
101445-550070	101-3-31-318-445-550070	Parts/Repairs/Maint-HVAC	5,000	(5,000)	-
101445-550100	101-3-31-318-445-550100	Parts/Repairs/Maint-Software	850	(850)	-
101445-550140	101-3-31-318-445-550140	Parts/Repairs/Maint-Painting	250	(250)	-
101445-550150	101-3-31-318-445-550150	Parts/Repairs/Maint-Fire Syste	3,500	(3,500)	-
101445-550160	101-3-31-318-445-550160	Parts/Repairs/Maint-Electrical	2,000	(2,000)	-
101445-550170	101-3-31-318-445-550170	Parts/Repairs/Maint-Plumbing	1,000	(1,000)	-
101445-550180	101-3-31-318-445-550180	Parts/Repairs/Maint-Lighting	1,000	(1,000)	-
101446-511000	101-1-10-103-446-511000	Regular Salaries	-	12,300	12,300
101446-512000	101-1-10-103-446-512000	FICA Expense	-	940	940
101446-512100	101-1-10-103-446-512100	Retirement Contribution	-	680	680
101446-512200	101-1-10-103-446-512200	Workers Compensation	-	80	80
101446-513000	101-1-10-103-446-513000	Medical Insurance	-	1,100	1,100
101446-520100	101-1-10-103-446-520100	Office Supplies	-	91	91
101446-521100	101-1-10-103-446-521100	Computer Supplies-Software	-	50	50
101446-522500	101-1-10-103-446-522500	Non-Capital Furn/Equip/Tools	-	60	60
101446-522900	101-1-10-103-446-522900	Miscellaneous Supplies	-	25	25
101446-532200	101-1-10-103-446-532200	Printing	-	175	175
101446-532210	101-1-10-103-446-532210	Travel	-	145	145
101446-532220	101-1-10-103-446-532220	Business and Auto Allowance	-	685	685
101446-532230	101-1-10-103-446-532230	Dues/Subscriptions/Books	-	60	60
101446-534050	101-1-10-103-446-534050	Utility Services-Water	-	8	8
101446-535010	101-1-10-103-446-535010	Communication Svcs-Cell Phone	-	590	590
101446-535030	101-1-10-103-446-535030	Comm Svcs-Internet/Cable	-	195	195
101446-538100	101-1-10-103-446-538100	Education Expense	-	365	365
101446-538130	101-1-10-103-446-538130	Louisville Recycling/Con Board	-	70	70
101446-540480	101-1-10-103-446-540480	Prof Serv-Microfilming	-	1,400	1,400
101446-550020	101-1-10-103-446-550020	Parts/Repairs/Maint-Equip	-	35	35
101446-550090	101-1-10-103-446-550090	Parts/Repairs/Maint-Copiers	-	300	300
101446-580040	101-1-10-103-446-580040	Computer Replacement	-	661	661
101450-511000	101-1-10-181-450-511000	Regular Salaries	66,420	(62,760)	3,660
101450-511200	101-1-10-181-450-511200	Overtime Pay	9,000	(8,890)	110
101450-512000	101-1-10-181-450-512000	FICA Expense	5,770	(5,480)	290
101450-512100	101-1-10-181-450-512100	Retirement Contribution	4,150	(3,940)	210
101450-512200	101-1-10-181-450-512200	Workers Compensation	1,000	(950)	50
101450-513000	101-1-10-181-450-513000	Medical Insurance	13,250	(12,590)	660
101450-520100	101-1-10-181-450-520100	Office Supplies	150	21	171
101450-521150	101-1-10-181-450-521150	CTC Land Dues	-	275	275
101450-522110	101-1-10-181-450-522110	Operating Supplies-Janitorial	-	300	300
101450-522500	101-1-10-181-450-522500	Non-Capital Furn/Equip/Tools	3,000	1,000	4,000
101450-532200	101-1-10-181-450-532200	Printing	50	25	75
101450-532210	101-1-10-181-450-532210	Travel	-	70	70
101450-532220	101-1-10-181-450-532220	Business and Auto Allowance	-	385	385
101450-532230	101-1-10-181-450-532230	Dues/Subscriptions/Books	-	35	35
101450-534000	101-1-10-181-450-534000	Utility Services-Gas	-	1,350	1,350
101450-534010	101-1-10-181-450-534010	Utility Services-Electricity	-	2,400	2,400
101450-534020	101-1-10-181-450-534020	Utility Service-Trash Removal	-	950	950
101450-534040	101-1-10-181-450-534040	Utility Service-Haz Waste Disp	-	25	25
101450-534050	101-1-10-181-450-534050	Utility Services-Water	-	500	500
101450-535010	101-1-10-181-450-535010	Communication Svcs-Cell Phone	-	350	350
101450-535030	101-1-10-181-450-535030	Comm Svcs-Internet/Cable	-	105	105
101450-538100	101-1-10-181-450-538100	Education Expense	500	175	675
101450-538130	101-1-10-181-450-538130	Louisville Recycling/Con Board	-	70	70
101450-540300	101-1-10-181-450-540300	Prof Serv-Custodial	-	1,000	1,000

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101450-540480	101-1-10-181-450-540480	Prof Serv-Microfilming	-	1,400	1,400
101450-540900	101-1-10-181-450-540900	Prof Serv-Other	2,500	100	2,600
101450-547010	101-1-10-181-450-547010	Prof Serv-Pest Control	-	75	75
101450-550000	101-1-10-181-450-550000	Parts/Repairs/Maint-Bldgs/Fac	-	500	500
101450-550020	101-1-10-181-450-550020	Parts/Repairs/Maint-Equip	150	135	285
101450-550070	101-1-10-181-450-550070	Parts/Repairs/Maint-HVAC	-	500	500
101450-550100	101-1-10-181-450-550100	Parts/Repairs/Maint-Software	2,830	85	2,915
101450-550140	101-1-10-181-450-550140	Parts/Repairs/Maint-Painting	-	25	25
101450-550150	101-1-10-181-450-550150	Parts/Repairs/Maint-Fire Syste	-	350	350
101450-550160	101-1-10-181-450-550160	Parts/Repairs/Maint-Electrical	-	200	200
101450-550170	101-1-10-181-450-550170	Parts/Repairs/Maint-Plumbing	-	100	100
101450-550180	101-1-10-181-450-550180	Parts/Repairs/Maint-Lighting	-	100	100
101450-580040	101-1-10-181-450-580040	Computer Replacement	-	585	585
101510-511000	101-1-16-160-510-511000	Regular Salaries	334,860	(334,860)	-
101510-511100	101-1-16-160-510-511100	Variable Salaries	4,550	(4,550)	-
101510-512000	101-1-16-160-510-512000	FICA Expense	25,960	(25,960)	-
101510-512100	101-1-16-160-510-512100	Retirement Contribution	18,420	(18,420)	-
101510-512200	101-1-16-160-510-512200	Workers Compensation	1,900	(1,900)	-
101510-513000	101-1-16-160-510-513000	Medical Insurance	46,360	(46,360)	-
101510-520100	101-1-16-160-510-520100	Office Supplies	3,000	(3,000)	-
101510-521100	101-1-16-160-510-521100	Computer Supplies-Software	3,640	(3,640)	-
101510-532010	101-1-16-160-510-532010	Public Outreach	7,000	(7,000)	-
101510-532200	101-1-16-160-510-532200	Printing	3,500	(3,500)	-
101510-532210	101-1-16-160-510-532210	Travel	5,800	(5,800)	-
101510-532230	101-1-16-160-510-532230	Dues/Subscriptions/Books	1,000	(1,000)	-
101510-536000	101-1-16-160-510-536000	Rentals-Equipment	3,000	(3,000)	-
101510-538100	101-1-16-160-510-538100	Education Expense	5,000	(5,000)	-
101510-540470	101-1-16-160-510-540470	Prof Serv-Recording Fee	100	(100)	-
101510-540900	101-1-16-160-510-540900	Prof Serv-Other	50,000	(50,000)	-
101510-540910	101-1-16-160-510-540910	Prof Serv-Consulting	2,550	(2,550)	-
101510-550090	101-1-16-160-510-550090	Parts/Repairs/Maint-Copiers	5,000	(5,000)	-
101510-580040	101-1-16-160-510-580040	Computer Replacement	2,710	(2,710)	-
101515-511000	101-1-16-161-515-511000	Regular Salaries	-	295,780	295,780
101515-511100	101-1-16-161-515-511100	Variable Salaries	-	2,790	2,790
101515-511200	101-1-16-161-515-511200	Overtime Pay	-	20	20
101515-512000	101-1-16-161-515-512000	FICA Expense	-	22,840	22,840
101515-512100	101-1-16-161-515-512100	Retirement Contribution	-	16,230	16,230
101515-512200	101-1-16-161-515-512200	Workers Compensation	-	1,500	1,500
101515-513000	101-1-16-161-515-513000	Medical Insurance	-	42,060	42,060
101515-520100	101-1-16-161-515-520100	Office Supplies	-	2,400	2,400
101515-521100	101-1-16-161-515-521100	Computer Supplies-Software	-	2,912	2,912
101515-532010	101-1-16-161-515-532010	Public Outreach	-	5,600	5,600
101515-532200	101-1-16-161-515-532200	Printing	-	2,800	2,800
101515-532210	101-1-16-161-515-532210	Travel	-	4,640	4,640
101515-532230	101-1-16-161-515-532230	Dues/Subscriptions/Books	-	800	800
101515-536000	101-1-16-161-515-536000	Rentals-Equipment	-	2,400	2,400
101515-538100	101-1-16-161-515-538100	Education Expense	-	4,000	4,000
101515-540470	101-1-16-161-515-540470	Prof Serv-Recording Fee	-	60	60
101515-540900	101-1-16-161-515-540900	Prof Serv-Other	-	35,000	35,000
101515-540910	101-1-16-161-515-540910	Prof Serv-Consulting	-	2,040	2,040
101515-550090	101-1-16-161-515-550090	Parts/Repairs/Maint-Copiers	-	4,000	4,000
101515-580040	101-1-16-161-515-580040	Computer Replacement	-	2,168	2,168
101530-511000	101-1-16-163-530-511000	Regular Salaries	291,130	42,120	333,250
101530-511100	101-1-16-163-530-511100	Variable Salaries	21,050	710	21,760
101530-511200	101-1-16-163-530-511200	Overtime Pay	-	100	100
101530-512000	101-1-16-163-530-512000	FICA Expense	23,880	3,290	27,170

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101530-512100	101-1-16-163-530-512100	Retirement Contribution	16,010	2,320	18,330
101530-512200	101-1-16-163-530-512200	Workers Compensation	1,800	210	2,010
101530-513000	101-1-16-163-530-513000	Medical Insurance	47,470	5,520	52,990
101600-511000	101-5-55-551-600-511000	Regular Salaries	683,930	19,970	703,900
101600-511100	101-5-55-551-600-511100	Variable Salaries	268,180	(2,020)	266,160
101600-511150	101-5-55-551-600-511150	Temp/Seasonal Salaries	-	8,930	8,930
101600-511200	101-5-55-551-600-511200	Overtime Pay	-	230	230
101600-512000	101-5-55-551-600-512000	FICA Expense	72,840	2,070	74,910
101600-512100	101-5-55-551-600-512100	Retirement Contribution	37,620	1,110	38,730
101600-512200	101-5-55-551-600-512200	Workers Compensation	1,700	30	1,730
101600-513000	101-5-55-551-600-513000	Medical Insurance	125,570	2,480	128,050
101600-520100	101-5-55-551-600-520100	Office Supplies	1,200	95	1,295
101600-522110	101-5-55-551-600-522110	Operating Supplies-Janitorial	-	5,985	5,985
101600-522500	101-5-55-551-600-522500	Non-Capital Furn/Equip/Tools	8,350	90	8,440
101600-534000	101-5-55-551-600-534000	Utility Services-Gas	-	12,880	12,880
101600-534010	101-5-55-551-600-534010	Utility Services-Electricity	-	72,200	72,200
101600-534020	101-5-55-551-600-534020	Utility Service-Trash Removal	-	2,320	2,320
101600-534040	101-5-55-551-600-534040	Utility Service-Haz Waste Disp	-	225	225
101600-534050	101-5-55-551-600-534050	Utility Services-Water	-	1,205	1,205
101600-535000	101-5-55-551-600-535000	Communication Svcs-Telephone	-	2,520	2,520
101600-535040	101-5-55-551-600-535040	Communication Svcs-T1 Line	-	5,670	5,670
101600-540300	101-5-55-551-600-540300	Prof Serv-Custodial	-	43,700	43,700
101600-540900	101-5-55-551-600-540900	Prof Serv-Other	-	450	450
101600-547010	101-5-55-551-600-547010	Prof Serv-Pest Control	-	1,008	1,008
101600-550000	101-5-55-551-600-550000	Parts/Repairs/Maint-Bldgs/Fac	-	11,500	11,500
101600-550020	101-5-55-551-600-550020	Parts/Repairs/Maint-Equip	31,230	1,000	32,230
101600-550070	101-5-55-551-600-550070	Parts/Repairs/Maint-HVAC	-	9,200	9,200
101600-550080	101-5-55-551-600-550080	Parts/Repairs/Maint-Elevators	-	7,880	7,880
101600-550100	101-5-55-551-600-550100	Parts/Repairs/Maint-Software	-	765	765
101600-550140	101-5-55-551-600-550140	Parts/Repairs/Maint-Painting	-	2,000	2,000
101600-550150	101-5-55-551-600-550150	Parts/Repairs/Maint-Fire Syste	-	2,800	2,800
101600-550160	101-5-55-551-600-550160	Parts/Repairs/Maint-Electrical	-	1,350	1,350
101600-550170	101-5-55-551-600-550170	Parts/Repairs/Maint-Plumbing	-	1,350	1,350
101600-550180	101-5-55-551-600-550180	Parts/Repairs/Maint-Lighting	-	18,050	18,050
101610-511000	101-5-55-552-610-511000	Regular Salaries	39,590	3,990	43,580
101610-511100	101-5-55-552-610-511100	Variable Salaries	15,870	(6,900)	8,970
101610-511200	101-5-55-552-610-511200	Overtime Pay	-	50	50
101610-512000	101-5-55-552-610-512000	FICA Expense	4,240	(220)	4,020
101610-512100	101-5-55-552-610-512100	Retirement Contribution	2,180	220	2,400
101610-513000	101-5-55-552-610-513000	Medical Insurance	8,560	820	9,380
101610-520100	101-5-55-552-610-520100	Office Supplies	-	5	5
101610-522110	101-5-55-552-610-522110	Operating Supplies-Janitorial	-	315	315
101610-522500	101-5-55-552-610-522500	Non-Capital Furn/Equip/Tools	2,030	10	2,040
101610-534000	101-5-55-552-610-534000	Utility Services-Gas	2,000	1,120	3,120
101610-534010	101-5-55-552-610-534010	Utility Services-Electricity	1,000	3,800	4,800
101610-534020	101-5-55-552-610-534020	Utility Service-Trash Removal	-	580	580
101610-534040	101-5-55-552-610-534040	Utility Service-Haz Waste Disp	-	25	25
101610-534050	101-5-55-552-610-534050	Utility Services-Water	2,410	1,205	3,615
101610-535000	101-5-55-552-610-535000	Communication Svcs-Telephone	-	630	630
101610-535040	101-5-55-552-610-535040	Communication Svcs-T1 Line	-	630	630
101610-540300	101-5-55-552-610-540300	Prof Serv-Custodial	-	3,800	3,800
101610-540900	101-5-55-552-610-540900	Prof Serv-Other	-	50	50
101610-547010	101-5-55-552-610-547010	Prof Serv-Pest Control	-	252	252
101610-550000	101-5-55-552-610-550000	Parts/Repairs/Maint-Bldgs/Fac	-	1,000	1,000
101610-550070	101-5-55-552-610-550070	Parts/Repairs/Maint-HVAC	-	800	800
101610-550100	101-5-55-552-610-550100	Parts/Repairs/Maint-Software	-	85	85

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101610-550140	101-5-55-552-610-550140	Parts/Repairs/Maint-Painting	-	500	500
101610-550150	101-5-55-552-610-550150	Parts/Repairs/Maint-Fire Syste	-	1,200	1,200
101610-550160	101-5-55-552-610-550160	Parts/Repairs/Maint-Electrical	-	150	150
101610-550170	101-5-55-552-610-550170	Parts/Repairs/Maint-Plumbing	-	150	150
101610-550180	101-5-55-552-610-550180	Parts/Repairs/Maint-Lighting	-	950	950
101710-511000	101-5-51-510-710-511000	Regular Salaries	84,630	(84,630)	-
101710-512000	101-5-51-510-710-512000	FICA Expense	6,470	(6,470)	-
101710-512100	101-5-51-510-710-512100	Retirement Contribution	4,650	(4,650)	-
101710-512200	101-5-51-510-710-512200	Workers Compensation	400	(400)	-
101710-513000	101-5-51-510-710-513000	Medical Insurance	12,690	(12,690)	-
101710-520100	101-5-51-510-710-520100	Office Supplies	1,400	(1,400)	-
101710-521100	101-5-51-510-710-521100	Computer Supplies-Software	1,000	(1,000)	-
101710-522500	101-5-51-510-710-522500	Non-Capital Furn/Equip/Tools	1,200	(1,200)	-
101710-522900	101-5-51-510-710-522900	Miscellaneous Supplies	500	(500)	-
101710-532200	101-5-51-510-710-532200	Printing	3,000	(3,000)	-
101710-532210	101-5-51-510-710-532210	Travel	1,500	(1,500)	-
101710-532220	101-5-51-510-710-532220	Business and Auto Allowance	6,000	(6,000)	-
101710-532230	101-5-51-510-710-532230	Dues/Subscriptions/Books	500	(500)	-
101710-534050	101-5-51-510-710-534050	Utility Services-Water	150	(150)	-
101710-535010	101-5-51-510-710-535010	Communication Svcs-Cell Phone	4,800	(4,800)	-
101710-535030	101-5-51-510-710-535030	Comm Svcs-Internet/Cable	1,800	(1,800)	-
101710-538100	101-5-51-510-710-538100	Education Expense	3,800	(3,800)	-
101710-550090	101-5-51-510-710-550090	Parts/Repairs/Maint-Copiers	6,000	(6,000)	-
101710-580040	101-5-51-510-710-580040	Computer Replacement	1,510	(1,510)	-
101720-511000	101-5-53-534-720-511000	Regular Salaries	34,300	(34,300)	-
101720-512000	101-5-53-534-720-512000	FICA Expense	2,620	(2,620)	-
101720-512100	101-5-53-534-720-512100	Retirement Contribution	1,890	(1,890)	-
101720-512200	101-5-53-534-720-512200	Workers Compensation	300	(300)	-
101720-513000	101-5-53-534-720-513000	Medical Insurance	2,760	(2,760)	-
101720-520100	101-5-53-534-720-520100	Office Supplies	100	(100)	-
101720-522500	101-5-53-534-720-522500	Non-Capital Furn/Equip/Tools	1,500	(1,500)	-
101720-522900	101-5-53-534-720-522900	Miscellaneous Supplies	500	(500)	-
101720-532000	101-5-53-534-720-532000	Advertising/Marketing	9,530	(9,530)	-
101720-532200	101-5-53-534-720-532200	Printing	500	(500)	-
101720-532210	101-5-53-534-720-532210	Travel	160	(160)	-
101720-532230	101-5-53-534-720-532230	Dues/Subscriptions/Books	600	(600)	-
101720-535010	101-5-53-534-720-535010	Communication Svcs-Cell Phone	600	(600)	-
101720-538100	101-5-53-534-720-538100	Education Expense	3,800	(3,800)	-
101720-580040	101-5-53-534-720-580040	Computer Replacement	8,440	(8,440)	-
101721-511000	101-5-53-530-721-511000	Regular Salaries	180,410	(180,410)	-
101721-511100	101-5-53-530-721-511100	Variable Salaries	136,140	(136,140)	-
101721-511200	101-5-53-530-721-511200	Overtime Pay	3,100	(3,100)	-
101721-512000	101-5-53-530-721-512000	FICA Expense	24,450	(24,450)	-
101721-512100	101-5-53-530-721-512100	Retirement Contribution	10,090	(10,090)	-
101721-512200	101-5-53-530-721-512200	Workers Compensation	2,200	(2,200)	-
101721-513000	101-5-53-530-721-513000	Medical Insurance	30,430	(30,430)	-
101721-520100	101-5-53-530-721-520100	Office Supplies	2,900	(2,900)	-
101721-521000	101-5-53-530-721-521000	Computer Supplies	3,100	(3,100)	-
101721-522030	101-5-53-530-721-522030	Operating Supplies-Medical	600	(600)	-
101721-522100	101-5-53-530-721-522100	Operating Supplies-Signs	900	(900)	-
101721-522500	101-5-53-530-721-522500	Non-Capital Furn/Equip/Tools	8,000	(8,000)	-
101721-522900	101-5-53-530-721-522900	Miscellaneous Supplies	4,500	(4,500)	-
101721-523100	101-5-53-530-721-523100	Uniforms and Clothing	1,800	(1,800)	-
101721-529100	101-5-53-530-721-529100	Resale Merchandise	1,300	(1,300)	-
101721-532200	101-5-53-530-721-532200	Printing	17,450	(17,450)	-
101721-532210	101-5-53-530-721-532210	Travel	300	(300)	-

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101721-532230	101-5-53-530-721-532230	Dues/Subscriptions/Books	150	(150)	-
101721-535030	101-5-53-530-721-535030	Comm Svcs-Internet/Cable	3,000	(3,000)	-
101721-535200	101-5-53-530-721-535200	Postage	1,000	(1,000)	-
101721-540900	101-5-53-530-721-540900	Prof Serv-Other	40,000	(40,000)	-
101721-550000	101-5-53-530-721-550000	Parts/Repairs/Maint-Bldgs/Fac	4,000	(4,000)	-
101721-550020	101-5-53-530-721-550020	Parts/Repairs/Maint-Equip	11,000	(11,000)	-
101721-550090	101-5-53-530-721-550090	Parts/Repairs/Maint-Copiers	3,500	(3,500)	-
101721-550100	101-5-53-530-721-550100	Parts/Repairs/Maint-Software	6,100	(6,100)	-
101722-511000	101-5-53-535-722-511000	Regular Salaries	157,760	23,890	181,650
101722-511100	101-5-53-535-722-511100	Variable Salaries	164,280	5,830	170,110
101722-511200	101-5-53-535-722-511200	Overtime Pay	7,000	430	7,430
101722-512000	101-5-53-535-722-512000	FICA Expense	25,170	2,310	27,480
101722-512100	101-5-53-535-722-512100	Retirement Contribution	9,060	1,340	10,400
101722-512200	101-5-53-535-722-512200	Workers Compensation	3,500	360	3,860
101722-513000	101-5-53-535-722-513000	Medical Insurance	35,880	3,640	39,520
101722-520100	101-5-53-535-722-520100	Office Supplies	340	417	757
101722-521000	101-5-53-535-722-521000	Computer Supplies	-	344	344
101722-521100	101-5-53-535-722-521100	Computer Supplies-Software	-	50	50
101722-522030	101-5-53-535-722-522030	Operating Supplies-Medical	-	67	67
101722-522100	101-5-53-535-722-522100	Operating Supplies-Signs	280	100	380
101722-522110	101-5-53-535-722-522110	Operating Supplies-Janitorial	-	4,200	4,200
101722-522120	101-5-53-535-722-522120	Operating Supplies-Safety	430	15	445
101722-522500	101-5-53-535-722-522500	Non-Capital Furn/Equip/Tools	-	1,115	1,115
101722-522900	101-5-53-535-722-522900	Miscellaneous Supplies	1,500	581	2,081
101722-523100	101-5-53-535-722-523100	Uniforms and Clothing	800	200	1,000
101722-529100	101-5-53-535-722-529100	Resale Merchandise	-	144	144
101722-532000	101-5-53-535-722-532000	Advertising/Marketing	-	1,059	1,059
101722-532200	101-5-53-535-722-532200	Printing	500	2,144	2,644
101722-532210	101-5-53-535-722-532210	Travel	100	126	226
101722-532220	101-5-53-535-722-532220	Business and Auto Allowance	-	240	240
101722-532230	101-5-53-535-722-532230	Dues/Subscriptions/Books	1,130	108	1,238
101722-534000	101-5-53-535-722-534000	Utility Services-Gas	-	12,600	12,600
101722-534010	101-5-53-535-722-534010	Utility Services-Electricity	-	27,450	27,450
101722-534020	101-5-53-535-722-534020	Utility Service-Trash Removal	-	690	690
101722-534040	101-5-53-535-722-534040	Utility Service-Haz Waste Disp	-	75	75
101722-534050	101-5-53-535-722-534050	Utility Services-Water	-	6,122	6,122
101722-535000	101-5-53-535-722-535000	Communication Svcs-Telephone	-	1,103	1,103
101722-535010	101-5-53-535-722-535010	Communication Svcs-Cell Phone	-	307	307
101722-535030	101-5-53-535-722-535030	Comm Svcs-Internet/Cable	-	423	423
101722-535040	101-5-53-535-722-535040	Communication Svcs-T1 Line	-	1,260	1,260
101722-535200	101-5-53-535-722-535200	Postage	-	111	111
101722-538100	101-5-53-535-722-538100	Education Expense	-	650	650
101722-540300	101-5-53-535-722-540300	Prof Serv-Custodial	-	17,250	17,250
101722-540900	101-5-53-535-722-540900	Prof Serv-Other	1,150	4,519	5,669
101722-547010	101-5-53-535-722-547010	Prof Serv-Pest Control	-	165	165
101722-550000	101-5-53-535-722-550000	Parts/Repairs/Maint-Bldgs/Fac	5,000	1,944	6,944
101722-550020	101-5-53-535-722-550020	Parts/Repairs/Maint-Equip	5,000	1,672	6,672
101722-550070	101-5-53-535-722-550070	Parts/Repairs/Maint-HVAC	-	1,388	1,388
101722-550080	101-5-53-535-722-550080	Parts/Repairs/Maint-Elevators	-	584	584
101722-550090	101-5-53-535-722-550090	Parts/Repairs/Maint-Copiers	-	689	689
101722-550100	101-5-53-535-722-550100	Parts/Repairs/Maint-Software	-	805	805
101722-550150	101-5-53-535-722-550150	Parts/Repairs/Maint-Fire Syste	-	473	473
101722-550160	101-5-53-535-722-550160	Parts/Repairs/Maint-Electrical	-	375	375
101722-550170	101-5-53-535-722-550170	Parts/Repairs/Maint-Plumbing	-	750	750
101722-550180	101-5-53-535-722-550180	Parts/Repairs/Maint-Lighting	-	1,200	1,200
101722-550200	101-5-53-535-722-550200	Parts/Repairs/Maint-Pool Syst	-	2,500	2,500

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101722-550290	101-5-53-535-722-550290	Parts/Repairs/Maint-Rec Ctr An	-	4,125	4,125
101722-580040	101-5-53-535-722-580040	Computer Replacement	-	1,013	1,013
101723-511000	101-5-53-532-723-511000	Regular Salaries	22,450	40,800	63,250
101723-511100	101-5-53-532-723-511100	Variable Salaries	52,520	(14,490)	38,030
101723-511150	101-5-53-532-723-511150	Temp/Seasonal Salaries	-	26,260	26,260
101723-511200	101-5-53-532-723-511200	Overtime Pay	940	430	1,370
101723-512000	101-5-53-532-723-512000	FICA Expense	5,810	4,050	9,860
101723-512100	101-5-53-532-723-512100	Retirement Contribution	1,290	2,260	3,550
101723-512200	101-5-53-532-723-512200	Workers Compensation	600	840	1,440
101723-513000	101-5-53-532-723-513000	Medical Insurance	4,420	6,180	10,600
101723-520100	101-5-53-532-723-520100	Office Supplies	170	403	573
101723-521000	101-5-53-532-723-521000	Computer Supplies	-	344	344
101723-521100	101-5-53-532-723-521100	Computer Supplies-Software	-	50	50
101723-522030	101-5-53-532-723-522030	Operating Supplies-Medical	-	67	67
101723-522100	101-5-53-532-723-522100	Operating Supplies-Signs	-	100	100
101723-522110	101-5-53-532-723-522110	Operating Supplies-Janitorial	-	4,200	4,200
101723-522120	101-5-53-532-723-522120	Operating Supplies-Safety	-	15	15
101723-522500	101-5-53-532-723-522500	Non-Capital Furn/Equip/Tools	300	1,115	1,415
101723-522900	101-5-53-532-723-522900	Miscellaneous Supplies	3,000	581	3,581
101723-523100	101-5-53-532-723-523100	Uniforms and Clothing	500	200	700
101723-529100	101-5-53-532-723-529100	Resale Merchandise	-	144	144
101723-532000	101-5-53-532-723-532000	Advertising/Marketing	-	1,059	1,059
101723-532200	101-5-53-532-723-532200	Printing	-	2,144	2,144
101723-532210	101-5-53-532-723-532210	Travel	140	126	266
101723-532220	101-5-53-532-723-532220	Business and Auto Allowance	-	300	300
101723-532230	101-5-53-532-723-532230	Dues/Subscriptions/Books	500	108	608
101723-534000	101-5-53-532-723-534000	Utility Services-Gas	-	4,200	4,200
101723-534010	101-5-53-532-723-534010	Utility Services-Electricity	-	9,150	9,150
101723-534020	101-5-53-532-723-534020	Utility Service-Trash Removal	-	690	690
101723-534040	101-5-53-532-723-534040	Utility Service-Haz Waste Disp	-	75	75
101723-534050	101-5-53-532-723-534050	Utility Services-Water	-	2,044	2,044
101723-535000	101-5-53-532-723-535000	Communication Svcs-Telephone	-	1,103	1,103
101723-535010	101-5-53-532-723-535010	Communication Svcs-Cell Phone	-	307	307
101723-535030	101-5-53-532-723-535030	Comm Svcs-Internet/Cable	-	423	423
101723-535040	101-5-53-532-723-535040	Communication Svcs-T1 Line	-	1,260	1,260
101723-535200	101-5-53-532-723-535200	Postage	-	111	111
101723-538100	101-5-53-532-723-538100	Education Expense	-	612	612
101723-540300	101-5-53-532-723-540300	Prof Serv-Custodial	-	17,250	17,250
101723-540900	101-5-53-532-723-540900	Prof Serv-Other	500	4,519	5,019
101723-547010	101-5-53-532-723-547010	Prof Serv-Pest Control	-	165	165
101723-550000	101-5-53-532-723-550000	Parts/Repairs/Maint-Bldgs/Fac	-	1,944	1,944
101723-550020	101-5-53-532-723-550020	Parts/Repairs/Maint-Equip	-	1,672	1,672
101723-550070	101-5-53-532-723-550070	Parts/Repairs/Maint-HVAC	-	1,388	1,388
101723-550080	101-5-53-532-723-550080	Parts/Repairs/Maint-Elevators	-	584	584
101723-550090	101-5-53-532-723-550090	Parts/Repairs/Maint-Copiers	-	689	689
101723-550100	101-5-53-532-723-550100	Parts/Repairs/Maint-Software	-	805	805
101723-550150	101-5-53-532-723-550150	Parts/Repairs/Maint-Fire Syste	-	473	473
101723-550160	101-5-53-532-723-550160	Parts/Repairs/Maint-Electrical	-	375	375
101723-550170	101-5-53-532-723-550170	Parts/Repairs/Maint-Plumbing	-	750	750
101723-550180	101-5-53-532-723-550180	Parts/Repairs/Maint-Lighting	-	1,200	1,200
101723-550290	101-5-53-532-723-550290	Parts/Repairs/Maint-Rec Ctr An	-	4,125	4,125
101723-580040	101-5-53-532-723-580040	Computer Replacement	-	1,013	1,013
101724-511000	101-5-53-531-724-511000	Regular Salaries	66,050	56,340	122,390
101724-511100	101-5-53-531-724-511100	Variable Salaries	93,290	(1,190)	92,100
101724-511150	101-5-53-531-724-511150	Temp/Seasonal Salaries	-	43,180	43,180
101724-511200	101-5-53-531-724-511200	Overtime Pay	600	410	1,010

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101724-512000	101-5-53-531-724-512000	FICA Expense	12,240	7,550	19,790
101724-512100	101-5-53-531-724-512100	Retirement Contribution	3,670	3,120	6,790
101724-512200	101-5-53-531-724-512200	Workers Compensation	1,200	1,170	2,370
101724-513000	101-5-53-531-724-513000	Medical Insurance	9,660	9,440	19,100
101724-520100	101-5-53-531-724-520100	Office Supplies	200	404	604
101724-521000	101-5-53-531-724-521000	Computer Supplies	-	345	345
101724-521100	101-5-53-531-724-521100	Computer Supplies-Software	-	50	50
101724-522030	101-5-53-531-724-522030	Operating Supplies-Medical	-	67	67
101724-522100	101-5-53-531-724-522100	Operating Supplies-Signs	-	100	100
101724-522110	101-5-53-531-724-522110	Operating Supplies-Janitorial	-	3,080	3,080
101724-522120	101-5-53-531-724-522120	Operating Supplies-Safety	-	11	11
101724-522500	101-5-53-531-724-522500	Non-Capital Furn/Equip/Tools	1,500	1,116	2,616
101724-522900	101-5-53-531-724-522900	Miscellaneous Supplies	12,200	581	12,781
101724-523100	101-5-53-531-724-523100	Uniforms and Clothing	600	200	800
101724-529100	101-5-53-531-724-529100	Resale Merchandise	-	145	145
101724-532000	101-5-53-531-724-532000	Advertising/Marketing	-	1,060	1,060
101724-532200	101-5-53-531-724-532200	Printing	200	2,146	2,346
101724-532210	101-5-53-531-724-532210	Travel	270	126	396
101724-532220	101-5-53-531-724-532220	Business and Auto Allowance	-	300	300
101724-532230	101-5-53-531-724-532230	Dues/Subscriptions/Books	500	108	608
101724-534000	101-5-53-531-724-534000	Utility Services-Gas	-	4,200	4,200
101724-534010	101-5-53-531-724-534010	Utility Services-Electricity	-	9,150	9,150
101724-534020	101-5-53-531-724-534020	Utility Service-Trash Removal	-	506	506
101724-534040	101-5-53-531-724-534040	Utility Service-Haz Waste Disp	-	55	55
101724-534050	101-5-53-531-724-534050	Utility Services-Water	-	2,046	2,046
101724-535000	101-5-53-531-724-535000	Communication Svcs-Telephone	-	809	809
101724-535010	101-5-53-531-724-535010	Communication Svcs-Cell Phone	-	307	307
101724-535030	101-5-53-531-724-535030	Comm Svcs-Internet/Cable	-	424	424
101724-535040	101-5-53-531-724-535040	Communication Svcs-T1 Line	-	924	924
101724-535200	101-5-53-531-724-535200	Postage	-	111	111
101724-538100	101-5-53-531-724-538100	Education Expense	-	613	613
101724-540300	101-5-53-531-724-540300	Prof Serv-Custodial	-	12,650	12,650
101724-540900	101-5-53-531-724-540900	Prof Serv-Other	3,580	4,503	8,083
101724-547010	101-5-53-531-724-547010	Prof Serv-Pest Control	-	121	121
101724-550000	101-5-53-531-724-550000	Parts/Repairs/Maint-Bldgs/Fac	-	1,545	1,545
101724-550020	101-5-53-531-724-550020	Parts/Repairs/Maint-Equip	170	1,553	1,723
101724-550070	101-5-53-531-724-550070	Parts/Repairs/Maint-HVAC	-	1,018	1,018
101724-550080	101-5-53-531-724-550080	Parts/Repairs/Maint-Elevators	-	428	428
101724-550090	101-5-53-531-724-550090	Parts/Repairs/Maint-Copiers	-	689	689
101724-550100	101-5-53-531-724-550100	Parts/Repairs/Maint-Software	-	772	772
101724-550150	101-5-53-531-724-550150	Parts/Repairs/Maint-Fire Syste	-	347	347
101724-550160	101-5-53-531-724-550160	Parts/Repairs/Maint-Electrical	-	275	275
101724-550170	101-5-53-531-724-550170	Parts/Repairs/Maint-Plumbing	-	550	550
101724-550180	101-5-53-531-724-550180	Parts/Repairs/Maint-Lighting	-	880	880
101724-550290	101-5-53-531-724-550290	Parts/Repairs/Maint-Rec Ctr An	-	3,025	3,025
101724-580040	101-5-53-531-724-580040	Computer Replacement	-	1,014	1,014
101725-511000	101-5-53-535-725-511000	Regular Salaries	48,410	35,220	83,630
101725-511100	101-5-53-535-725-511100	Variable Salaries	32,400	(8,540)	23,860
101725-511150	101-5-53-535-725-511150	Temp/Seasonal Salaries	-	26,250	26,250
101725-511200	101-5-53-535-725-511200	Overtime Pay	2,000	410	2,410
101725-512000	101-5-53-535-725-512000	FICA Expense	6,340	4,080	10,420
101725-512100	101-5-53-535-725-512100	Retirement Contribution	2,770	1,960	4,730
101725-512200	101-5-53-535-725-512200	Workers Compensation	700	410	1,110
101725-513000	101-5-53-535-725-513000	Medical Insurance	10,490	6,180	16,670
101725-520100	101-5-53-535-725-520100	Office Supplies	170	361	531
101725-521000	101-5-53-535-725-521000	Computer Supplies	-	344	344

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101725-521100	101-5-53-535-725-521100	Computer Supplies-Software	-	30	30
101725-522030	101-5-53-535-725-522030	Operating Supplies-Medical	-	67	67
101725-522100	101-5-53-535-725-522100	Operating Supplies-Signs	-	100	100
101725-522120	101-5-53-535-725-522120	Operating Supplies-Safety	400	(0)	400
101725-522500	101-5-53-535-725-522500	Non-Capital Furn/Equip/Tools	600	1,091	1,691
101725-522900	101-5-53-535-725-522900	Miscellaneous Supplies	1,000	581	1,581
101725-523100	101-5-53-535-725-523100	Uniforms and Clothing	750	200	950
101725-529100	101-5-53-535-725-529100	Resale Merchandise	-	144	144
101725-532000	101-5-53-535-725-532000	Advertising/Marketing	-	1,059	1,059
101725-532200	101-5-53-535-725-532200	Printing	-	2,084	2,084
101725-532210	101-5-53-535-725-532210	Travel	-	96	96
101725-532220	101-5-53-535-725-532220	Business and Auto Allowance	-	300	300
101725-532230	101-5-53-535-725-532230	Dues/Subscriptions/Books	-	108	108
101725-534050	101-5-53-535-725-534050	Utility Services-Water	5,620	8	5,628
101725-535010	101-5-53-535-725-535010	Communication Svcs-Cell Phone	-	307	307
101725-535030	101-5-53-535-725-535030	Comm Svcs-Internet/Cable	600	423	1,023
101725-535200	101-5-53-535-725-535200	Postage	-	111	111
101725-538100	101-5-53-535-725-538100	Education Expense	-	536	536
101725-540900	101-5-53-535-725-540900	Prof Serv-Other	500	4,444	4,944
101725-550000	101-5-53-535-725-550000	Parts/Repairs/Maint-Bldgs/Fac	2,500	444	2,944
101725-550020	101-5-53-535-725-550020	Parts/Repairs/Maint-Equip	1,500	1,222	2,722
101725-550090	101-5-53-535-725-550090	Parts/Repairs/Maint-Copiers	-	689	689
101725-550100	101-5-53-535-725-550100	Parts/Repairs/Maint-Software	-	678	678
101725-580040	101-5-53-535-725-580040	Computer Replacement	-	998	998
101726-511000	101-5-53-531-726-511000	Regular Salaries	65,490	54,720	120,210
101726-511100	101-5-53-531-726-511100	Variable Salaries	29,900	2,800	32,700
101726-511150	101-5-53-531-726-511150	Temp/Seasonal Salaries	-	8,970	8,970
101726-511200	101-5-53-531-726-511200	Overtime Pay	600	1,160	1,760
101726-512000	101-5-53-531-726-512000	FICA Expense	7,300	5,220	12,520
101726-512100	101-5-53-531-726-512100	Retirement Contribution	3,600	3,140	6,740
101726-512200	101-5-53-531-726-512200	Workers Compensation	800	740	1,540
101726-513000	101-5-53-531-726-513000	Medical Insurance	9,930	9,170	19,100
101726-520100	101-5-53-531-726-520100	Office Supplies	170	403	573
101726-521000	101-5-53-531-726-521000	Computer Supplies	-	344	344
101726-521100	101-5-53-531-726-521100	Computer Supplies-Software	-	50	50
101726-522030	101-5-53-531-726-522030	Operating Supplies-Medical	-	67	67
101726-522100	101-5-53-531-726-522100	Operating Supplies-Signs	-	100	100
101726-522110	101-5-53-531-726-522110	Operating Supplies-Janitorial	-	3,080	3,080
101726-522120	101-5-53-531-726-522120	Operating Supplies-Safety	-	11	11
101726-522190	101-5-53-531-726-522190	Operating Supplies-Ballfield	-	2,750	2,750
101726-522500	101-5-53-531-726-522500	Non-Capital Furn/Equip/Tools	-	1,715	1,715
101726-522900	101-5-53-531-726-522900	Miscellaneous Supplies	12,900	1,081	13,981
101726-523100	101-5-53-531-726-523100	Uniforms and Clothing	-	200	200
101726-529100	101-5-53-531-726-529100	Resale Merchandise	-	144	144
101726-532000	101-5-53-531-726-532000	Advertising/Marketing	-	1,059	1,059
101726-532200	101-5-53-531-726-532200	Printing	-	2,144	2,144
101726-532210	101-5-53-531-726-532210	Travel	500	126	626
101726-532220	101-5-53-531-726-532220	Business and Auto Allowance	-	300	300
101726-532230	101-5-53-531-726-532230	Dues/Subscriptions/Books	400	108	508
101726-534000	101-5-53-531-726-534000	Utility Services-Gas	-	4,200	4,200
101726-534010	101-5-53-531-726-534010	Utility Services-Electricity	-	19,150	19,150
101726-534020	101-5-53-531-726-534020	Utility Service-Trash Removal	-	1,706	1,706
101726-534040	101-5-53-531-726-534040	Utility Service-Haz Waste Disp	-	55	55
101726-534050	101-5-53-531-726-534050	Utility Services-Water	-	3,491	3,491
101726-535000	101-5-53-531-726-535000	Communication Svcs-Telephone	-	809	809
101726-535010	101-5-53-531-726-535010	Communication Svcs-Cell Phone	-	307	307

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101726-535030	101-5-53-531-726-535030	Comm Svcs-Internet/Cable	-	423	423
101726-535040	101-5-53-531-726-535040	Communication Svcs-T1 Line	-	924	924
101726-535200	101-5-53-531-726-535200	Postage	-	111	111
101726-536000	101-5-53-531-726-536000	Rentals-Equipment	-	2,500	2,500
101726-538100	101-5-53-531-726-538100	Education Expense	-	612	612
101726-540300	101-5-53-531-726-540300	Prof Serv-Custodial	-	12,650	12,650
101726-540900	101-5-53-531-726-540900	Prof Serv-Other	3,000	5,749	8,749
101726-547010	101-5-53-531-726-547010	Prof Serv-Pest Control	-	121	121
101726-550000	101-5-53-531-726-550000	Parts/Repairs/Maint-Bldgs/Fac	-	2,044	2,044
101726-550020	101-5-53-531-726-550020	Parts/Repairs/Maint-Equip	100	1,552	1,652
101726-550030	101-5-53-531-726-550030	Parts/Repairs/Maint-Grounds	-	2,500	2,500
101726-550070	101-5-53-531-726-550070	Parts/Repairs/Maint-HVAC	-	1,018	1,018
101726-550080	101-5-53-531-726-550080	Parts/Repairs/Maint-Elevators	-	428	428
101726-550090	101-5-53-531-726-550090	Parts/Repairs/Maint-Copiers	-	689	689
101726-550100	101-5-53-531-726-550100	Parts/Repairs/Maint-Software	-	771	771
101726-550150	101-5-53-531-726-550150	Parts/Repairs/Maint-Fire Syste	-	347	347
101726-550160	101-5-53-531-726-550160	Parts/Repairs/Maint-Electrical	-	275	275
101726-550170	101-5-53-531-726-550170	Parts/Repairs/Maint-Plumbing	-	550	550
101726-550180	101-5-53-531-726-550180	Parts/Repairs/Maint-Lighting	-	880	880
101726-550290	101-5-53-531-726-550290	Parts/Repairs/Maint-Rec Ctr An	-	3,025	3,025
101726-580040	101-5-53-531-726-580040	Computer Replacement	-	1,013	1,013
101727-511000	101-5-53-532-727-511000	Regular Salaries	7,280	56,050	63,330
101727-511100	101-5-53-532-727-511100	Variable Salaries	2,050	9,720	11,770
101727-511150	101-5-53-532-727-511150	Temp/Seasonal Salaries	-	2,050	2,050
101727-511200	101-5-53-532-727-511200	Overtime Pay	-	1,160	1,160
101727-512000	101-5-53-532-727-512000	FICA Expense	710	5,280	5,990
101727-512100	101-5-53-532-727-512100	Retirement Contribution	400	3,150	3,550
101727-512200	101-5-53-532-727-512200	Workers Compensation	-	300	300
101727-513000	101-5-53-532-727-513000	Medical Insurance	1,100	9,720	10,820
101727-520100	101-5-53-532-727-520100	Office Supplies	50	403	453
101727-521000	101-5-53-532-727-521000	Computer Supplies	-	344	344
101727-521100	101-5-53-532-727-521100	Computer Supplies-Software	-	50	50
101727-522030	101-5-53-532-727-522030	Operating Supplies-Medical	-	67	67
101727-522100	101-5-53-532-727-522100	Operating Supplies-Signs	-	100	100
101727-522110	101-5-53-532-727-522110	Operating Supplies-Janitorial	-	3,080	3,080
101727-522120	101-5-53-532-727-522120	Operating Supplies-Safety	-	11	11
101727-522190	101-5-53-532-727-522190	Operating Supplies-Ballfield	-	2,750	2,750
101727-522500	101-5-53-532-727-522500	Non-Capital Furn/Equip/Tools	-	1,715	1,715
101727-522900	101-5-53-532-727-522900	Miscellaneous Supplies	1,500	1,081	2,581
101727-523100	101-5-53-532-727-523100	Uniforms and Clothing	-	200	200
101727-529100	101-5-53-532-727-529100	Resale Merchandise	-	144	144
101727-532000	101-5-53-532-727-532000	Advertising/Marketing	-	1,059	1,059
101727-532200	101-5-53-532-727-532200	Printing	-	2,144	2,144
101727-532210	101-5-53-532-727-532210	Travel	100	126	226
101727-532220	101-5-53-532-727-532220	Business and Auto Allowance	-	300	300
101727-532230	101-5-53-532-727-532230	Dues/Subscriptions/Books	-	108	108
101727-534000	101-5-53-532-727-534000	Utility Services-Gas	-	4,200	4,200
101727-534010	101-5-53-532-727-534010	Utility Services-Electricity	-	19,150	19,150
101727-534020	101-5-53-532-727-534020	Utility Service-Trash Removal	-	1,706	1,706
101727-534040	101-5-53-532-727-534040	Utility Service-Haz Waste Disp	-	55	55
101727-534050	101-5-53-532-727-534050	Utility Services-Water	-	3,491	3,491
101727-535000	101-5-53-532-727-535000	Communication Svcs-Telephone	-	809	809
101727-535010	101-5-53-532-727-535010	Communication Svcs-Cell Phone	-	307	307
101727-535030	101-5-53-532-727-535030	Comm Svcs-Internet/Cable	-	423	423
101727-535040	101-5-53-532-727-535040	Communication Svcs-T1 Line	-	924	924
101727-535200	101-5-53-532-727-535200	Postage	-	111	111

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101727-536000	101-5-53-532-727-536000	Rentals-Equipment	-	2,500	2,500
101727-538100	101-5-53-532-727-538100	Education Expense	-	612	612
101727-540300	101-5-53-532-727-540300	Prof Serv-Custodial	-	12,650	12,650
101727-540900	101-5-53-532-727-540900	Prof Serv-Other	3,000	5,749	8,749
101727-547010	101-5-53-532-727-547010	Prof Serv-Pest Control	-	121	121
101727-550000	101-5-53-532-727-550000	Parts/Repairs/Maint-Bldgs/Fac	-	2,044	2,044
101727-550020	101-5-53-532-727-550020	Parts/Repairs/Maint-Equip	-	1,552	1,552
101727-550030	101-5-53-532-727-550030	Parts/Repairs/Maint-Grounds	-	2,500	2,500
101727-550070	101-5-53-532-727-550070	Parts/Repairs/Maint-HVAC	-	1,018	1,018
101727-550080	101-5-53-532-727-550080	Parts/Repairs/Maint-Elevators	-	428	428
101727-550090	101-5-53-532-727-550090	Parts/Repairs/Maint-Copiers	-	689	689
101727-550100	101-5-53-532-727-550100	Parts/Repairs/Maint-Software	-	771	771
101727-550150	101-5-53-532-727-550150	Parts/Repairs/Maint-Fire Syste	-	347	347
101727-550160	101-5-53-532-727-550160	Parts/Repairs/Maint-Electrical	-	275	275
101727-550170	101-5-53-532-727-550170	Parts/Repairs/Maint-Plumbing	-	550	550
101727-550180	101-5-53-532-727-550180	Parts/Repairs/Maint-Lighting	-	880	880
101727-550290	101-5-53-532-727-550290	Parts/Repairs/Maint-Rec Ctr An	-	3,025	3,025
101727-580040	101-5-53-532-727-580040	Computer Replacement	-	1,013	1,013
101728-511000	101-5-53-533-728-511000	Regular Salaries	124,960	24,740	149,700
101728-511100	101-5-53-533-728-511100	Variable Salaries	19,160	5,560	24,720
101728-511150	101-5-53-533-728-511150	Temp/Seasonal Salaries	-	6,210	6,210
101728-511200	101-5-53-533-728-511200	Overtime Pay	-	500	500
101728-512000	101-5-53-533-728-512000	FICA Expense	11,030	2,830	13,860
101728-512100	101-5-53-533-728-512100	Retirement Contribution	6,870	1,390	8,260
101728-512200	101-5-53-533-728-512200	Workers Compensation	1,100	230	1,330
101728-513000	101-5-53-533-728-513000	Medical Insurance	21,530	4,410	25,940
101728-520100	101-5-53-533-728-520100	Office Supplies	510	403	913
101728-521000	101-5-53-533-728-521000	Computer Supplies	-	344	344
101728-521100	101-5-53-533-728-521100	Computer Supplies-Software	-	50	50
101728-522030	101-5-53-533-728-522030	Operating Supplies-Medical	-	67	67
101728-522100	101-5-53-533-728-522100	Operating Supplies-Signs	-	100	100
101728-522110	101-5-53-533-728-522110	Operating Supplies-Janitorial	-	3,080	3,080
101728-522120	101-5-53-533-728-522120	Operating Supplies-Safety	-	11	11
101728-522500	101-5-53-533-728-522500	Non-Capital Furn/Equip/Tools	430	1,115	1,545
101728-522900	101-5-53-533-728-522900	Miscellaneous Supplies	8,500	581	9,081
101728-523100	101-5-53-533-728-523100	Uniforms and Clothing	-	200	200
101728-529100	101-5-53-533-728-529100	Resale Merchandise	-	144	144
101728-532000	101-5-53-533-728-532000	Advertising/Marketing	-	1,059	1,059
101728-532200	101-5-53-533-728-532200	Printing	3,000	2,144	5,144
101728-532210	101-5-53-533-728-532210	Travel	500	126	626
101728-532220	101-5-53-533-728-532220	Business and Auto Allowance	-	300	300
101728-532230	101-5-53-533-728-532230	Dues/Subscriptions/Books	500	108	608
101728-534000	101-5-53-533-728-534000	Utility Services-Gas	4,000	4,200	8,200
101728-534010	101-5-53-533-728-534010	Utility Services-Electricity	9,500	9,150	18,650
101728-534020	101-5-53-533-728-534020	Utility Service-Trash Removal	-	506	506
101728-534040	101-5-53-533-728-534040	Utility Service-Haz Waste Disp	-	55	55
101728-534050	101-5-53-533-728-534050	Utility Services-Water	-	2,046	2,046
101728-535000	101-5-53-533-728-535000	Communication Svcs-Telephone	-	809	809
101728-535010	101-5-53-533-728-535010	Communication Svcs-Cell Phone	-	307	307
101728-535030	101-5-53-533-728-535030	Comm Svcs-Internet/Cable	-	423	423
101728-535040	101-5-53-533-728-535040	Communication Svcs-T1 Line	-	924	924
101728-535200	101-5-53-533-728-535200	Postage	1,500	111	1,611
101728-538100	101-5-53-533-728-538100	Education Expense	-	612	612
101728-540300	101-5-53-533-728-540300	Prof Serv-Custodial	12,500	12,650	25,150
101728-540900	101-5-53-533-728-540900	Prof Serv-Other	2,500	4,499	6,999
101728-547010	101-5-53-533-728-547010	Prof Serv-Pest Control	-	121	121

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101728-550000	101-5-53-533-728-550000	Parts/Repairs/Maint-Bldgs/Fac	-	1,544	1,544
101728-550020	101-5-53-533-728-550020	Parts/Repairs/Maint-Equip	1,700	1,552	3,252
101728-550070	101-5-53-533-728-550070	Parts/Repairs/Maint-HVAC	-	1,018	1,018
101728-550080	101-5-53-533-728-550080	Parts/Repairs/Maint-Elevators	-	428	428
101728-550090	101-5-53-533-728-550090	Parts/Repairs/Maint-Copiers	-	689	689
101728-550100	101-5-53-533-728-550100	Parts/Repairs/Maint-Software	-	771	771
101728-550150	101-5-53-533-728-550150	Parts/Repairs/Maint-Fire Syste	-	347	347
101728-550160	101-5-53-533-728-550160	Parts/Repairs/Maint-Electrical	-	275	275
101728-550170	101-5-53-533-728-550170	Parts/Repairs/Maint-Plumbing	-	550	550
101728-550180	101-5-53-533-728-550180	Parts/Repairs/Maint-Lighting	-	880	880
101728-550290	101-5-53-533-728-550290	Parts/Repairs/Maint-Rec Ctr An	-	3,025	3,025
101728-580040	101-5-53-533-728-580040	Computer Replacement	-	1,013	1,013
101730-511000	101-5-55-553-730-511000	Regular Salaries	32,190	5,500	37,690
101730-511200	101-5-55-553-730-511200	Overtime Pay	-	70	70
101730-512000	101-5-55-553-730-512000	FICA Expense	2,460	430	2,890
101730-512100	101-5-55-553-730-512100	Retirement Contribution	1,770	310	2,080
101730-512200	101-5-55-553-730-512200	Workers Compensation	50	10	60
101730-513000	101-5-55-553-730-513000	Medical Insurance	5,520	1,100	6,620
101731-511000	101-5-53-533-731-511000	Regular Salaries	11,390	40,760	52,150
101731-511100	101-5-53-533-731-511100	Variable Salaries	14,980	11,760	26,740
101731-511200	101-5-53-533-731-511200	Overtime Pay	150	430	580
101731-512000	101-5-53-533-731-512000	FICA Expense	2,030	4,050	6,080
101731-512100	101-5-53-533-731-512100	Retirement Contribution	630	2,270	2,900
101731-512200	101-5-53-533-731-512200	Workers Compensation	200	560	760
101731-513000	101-5-53-533-731-513000	Medical Insurance	2,210	6,180	8,390
101731-520100	101-5-53-533-731-520100	Office Supplies	100	389	489
101731-521000	101-5-53-533-731-521000	Computer Supplies	-	344	344
101731-521100	101-5-53-533-731-521100	Computer Supplies-Software	-	50	50
101731-522030	101-5-53-533-731-522030	Operating Supplies-Medical	-	67	67
101731-522100	101-5-53-533-731-522100	Operating Supplies-Signs	-	100	100
101731-522110	101-5-53-533-731-522110	Operating Supplies-Janitorial	-	4,200	4,200
101731-522120	101-5-53-533-731-522120	Operating Supplies-Safety	-	15	15
101731-522500	101-5-53-533-731-522500	Non-Capital Furn/Equip/Tools	-	1,115	1,115
101731-522900	101-5-53-533-731-522900	Miscellaneous Supplies	8,500	581	9,081
101731-523100	101-5-53-533-731-523100	Uniforms and Clothing	-	200	200
101731-529100	101-5-53-533-731-529100	Resale Merchandise	-	144	144
101731-532000	101-5-53-533-731-532000	Advertising/Marketing	-	1,059	1,059
101731-532200	101-5-53-533-731-532200	Printing	-	2,084	2,084
101731-532210	101-5-53-533-731-532210	Travel	200	126	326
101731-532220	101-5-53-533-731-532220	Business and Auto Allowance	-	300	300
101731-532230	101-5-53-533-731-532230	Dues/Subscriptions/Books	100	108	208
101731-534000	101-5-53-533-731-534000	Utility Services-Gas	-	4,200	4,200
101731-534010	101-5-53-533-731-534010	Utility Services-Electricity	-	9,150	9,150
101731-534020	101-5-53-533-731-534020	Utility Service-Trash Removal	-	690	690
101731-534040	101-5-53-533-731-534040	Utility Service-Haz Waste Disp	-	75	75
101731-534050	101-5-53-533-731-534050	Utility Services-Water	-	2,046	2,046
101731-535000	101-5-53-533-731-535000	Communication Svcs-Telephone	-	1,103	1,103
101731-535010	101-5-53-533-731-535010	Communication Svcs-Cell Phone	-	211	211
101731-535030	101-5-53-533-731-535030	Comm Svcs-Internet/Cable	-	423	423
101731-535040	101-5-53-533-731-535040	Communication Svcs-T1 Line	-	1,260	1,260
101731-535200	101-5-53-533-731-535200	Postage	-	111	111
101731-538100	101-5-53-533-731-538100	Education Expense	-	612	612
101731-540300	101-5-53-533-731-540300	Prof Serv-Custodial	-	17,250	17,250
101731-540900	101-5-53-533-731-540900	Prof Serv-Other	46,000	4,519	50,519
101731-547010	101-5-53-533-731-547010	Prof Serv-Pest Control	-	165	165
101731-550000	101-5-53-533-731-550000	Parts/Repairs/Maint-Bldgs/Fac	-	1,944	1,944

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101731-550020	101-5-53-533-731-550020	Parts/Repairs/Maint-Equip	-	1,672	1,672
101731-550070	101-5-53-533-731-550070	Parts/Repairs/Maint-HVAC	-	1,388	1,388
101731-550080	101-5-53-533-731-550080	Parts/Repairs/Maint-Elevators	-	584	584
101731-550090	101-5-53-533-731-550090	Parts/Repairs/Maint-Copiers	-	689	689
101731-550100	101-5-53-533-731-550100	Parts/Repairs/Maint-Software	-	805	805
101731-550150	101-5-53-533-731-550150	Parts/Repairs/Maint-Fire Syste	-	473	473
101731-550160	101-5-53-533-731-550160	Parts/Repairs/Maint-Electrical	-	375	375
101731-550170	101-5-53-533-731-550170	Parts/Repairs/Maint-Plumbing	-	750	750
101731-550180	101-5-53-533-731-550180	Parts/Repairs/Maint-Lighting	-	1,200	1,200
101731-550290	101-5-53-533-731-550290	Parts/Repairs/Maint-Rec Ctr An	-	4,125	4,125
101731-580040	101-5-53-533-731-580040	Computer Replacement	-	1,013	1,013
101732-511000	101-5-53-531-732-511000	Regular Salaries	16,840	39,290	56,130
101732-511100	101-5-53-531-732-511100	Variable Salaries	19,060	11,770	30,830
101732-511200	101-5-53-531-732-511200	Overtime Pay	-	410	410
101732-512000	101-5-53-531-732-512000	FICA Expense	2,750	3,930	6,680
101732-512100	101-5-53-531-732-512100	Retirement Contribution	930	2,180	3,110
101732-512200	101-5-53-531-732-512200	Workers Compensation	300	530	830
101732-513000	101-5-53-531-732-513000	Medical Insurance	3,310	5,850	9,160
101732-520100	101-5-53-531-732-520100	Office Supplies	-	403	403
101732-521000	101-5-53-531-732-521000	Computer Supplies	-	344	344
101732-521100	101-5-53-531-732-521100	Computer Supplies-Software	-	50	50
101732-522030	101-5-53-531-732-522030	Operating Supplies-Medical	-	67	67
101732-522100	101-5-53-531-732-522100	Operating Supplies-Signs	-	100	100
101732-522110	101-5-53-531-732-522110	Operating Supplies-Janitorial	-	3,080	3,080
101732-522120	101-5-53-531-732-522120	Operating Supplies-Safety	-	11	11
101732-522500	101-5-53-531-732-522500	Non-Capital Furn/Equip/Tools	-	1,091	1,091
101732-522900	101-5-53-531-732-522900	Miscellaneous Supplies	8,300	581	8,881
101732-523100	101-5-53-531-732-523100	Uniforms and Clothing	-	200	200
101732-529100	101-5-53-531-732-529100	Resale Merchandise	-	144	144
101732-532000	101-5-53-531-732-532000	Advertising/Marketing	-	1,059	1,059
101732-532200	101-5-53-531-732-532200	Printing	100	2,114	2,214
101732-532210	101-5-53-531-732-532210	Travel	100	81	181
101732-532220	101-5-53-531-732-532220	Business and Auto Allowance	-	300	300
101732-532230	101-5-53-531-732-532230	Dues/Subscriptions/Books	-	108	108
101732-534000	101-5-53-531-732-534000	Utility Services-Gas	-	4,200	4,200
101732-534010	101-5-53-531-732-534010	Utility Services-Electricity	-	9,150	9,150
101732-534020	101-5-53-531-732-534020	Utility Service-Trash Removal	-	506	506
101732-534040	101-5-53-531-732-534040	Utility Service-Haz Waste Disp	-	55	55
101732-534050	101-5-53-531-732-534050	Utility Services-Water	-	2,043	2,043
101732-535000	101-5-53-531-732-535000	Communication Svcs-Telephone	-	809	809
101732-535010	101-5-53-531-732-535010	Communication Svcs-Cell Phone	-	211	211
101732-535030	101-5-53-531-732-535030	Comm Svcs-Internet/Cable	-	405	405
101732-535040	101-5-53-531-732-535040	Communication Svcs-T1 Line	-	924	924
101732-535200	101-5-53-531-732-535200	Postage	-	111	111
101732-538100	101-5-53-531-732-538100	Education Expense	-	498	498
101732-540300	101-5-53-531-732-540300	Prof Serv-Custodial	-	12,650	12,650
101732-540900	101-5-53-531-732-540900	Prof Serv-Other	7,700	4,499	12,199
101732-547010	101-5-53-531-732-547010	Prof Serv-Pest Control	-	121	121
101732-550000	101-5-53-531-732-550000	Parts/Repairs/Maint-Bldgs/Fac	-	1,544	1,544
101732-550020	101-5-53-531-732-550020	Parts/Repairs/Maint-Equip	-	1,552	1,552
101732-550070	101-5-53-531-732-550070	Parts/Repairs/Maint-HVAC	-	1,018	1,018
101732-550080	101-5-53-531-732-550080	Parts/Repairs/Maint-Elevators	-	428	428
101732-550090	101-5-53-531-732-550090	Parts/Repairs/Maint-Copiers	-	689	689
101732-550100	101-5-53-531-732-550100	Parts/Repairs/Maint-Software	-	771	771
101732-550150	101-5-53-531-732-550150	Parts/Repairs/Maint-Fire Syste	-	347	347
101732-550160	101-5-53-531-732-550160	Parts/Repairs/Maint-Electrical	-	275	275

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
101732-550170	101-5-53-531-732-550170	Parts/Repairs/Maint-Plumbing	-	550	550
101732-550180	101-5-53-531-732-550180	Parts/Repairs/Maint-Lighting	-	880	880
101732-550290	101-5-53-531-732-550290	Parts/Repairs/Maint-Rec Ctr An	-	3,025	3,025
101732-580040	101-5-53-531-732-580040	Computer Replacement	-	983	983
101753-511000	101-5-51-512-753-511000	Regular Salaries	72,600	31,650	104,250
101753-511200	101-5-51-512-753-511200	Overtime Pay	-	3,810	3,810
101753-512000	101-5-51-512-753-512000	FICA Expense	5,550	2,720	8,270
101753-512100	101-5-51-512-753-512100	Retirement Contribution	3,990	1,950	5,940
101753-512200	101-5-51-512-753-512200	Workers Compensation	1,500	900	2,400
101753-513000	101-5-51-512-753-513000	Medical Insurance	12,140	7,290	19,430
101753-520100	101-5-51-512-753-520100	Office Supplies	-	70	70
101753-521150	101-5-51-512-753-521150	CTC Land Dues	-	138	138
101753-521100	101-5-51-512-753-521100	Computer Supplies-Software	-	50	50
101753-522110	101-5-51-512-753-522110	Operating Supplies-Janitorial	-	150	150
101753-522500	101-5-51-512-753-522500	Non-Capital Furn/Equip/Tools	1,000	560	1,560
101753-522900	101-5-51-512-753-522900	Miscellaneous Supplies	1,500	25	1,525
101753-532200	101-5-51-512-753-532200	Printing	-	150	150
101753-532210	101-5-51-512-753-532210	Travel	-	75	75
101753-532220	101-5-51-512-753-532220	Business and Auto Allowance	-	300	300
101753-532230	101-5-51-512-753-532230	Dues/Subscriptions/Books	500	25	525
101753-534000	101-5-51-512-753-534000	Utility Services-Gas	-	675	675
101753-534010	101-5-51-512-753-534010	Utility Services-Electricity	-	1,200	1,200
101753-534020	101-5-51-512-753-534020	Utility Service-Trash Removal	-	475	475
101753-534040	101-5-51-512-753-534040	Utility Service-Haz Waste Disp	-	13	13
101753-534050	101-5-51-512-753-534050	Utility Services-Water	-	258	258
101753-535010	101-5-51-512-753-535010	Communication Svcs-Cell Phone	100	240	340
101753-535030	101-5-51-512-753-535030	Comm Svcs-Internet/Cable	-	90	90
101753-538100	101-5-51-512-753-538100	Education Expense	-	190	190
101753-540300	101-5-51-512-753-540300	Prof Serv-Custodial	-	500	500
101753-540900	101-5-51-512-753-540900	Prof Serv-Other	10,000	50	10,050
101753-547010	101-5-51-512-753-547010	Prof Serv-Pest Control	-	38	38
101753-550000	101-5-51-512-753-550000	Parts/Repairs/Maint-Bldgs/Fac	-	250	250
101753-550020	101-5-51-512-753-550020	Parts/Repairs/Maint-Equip	-	50	50
101753-550070	101-5-51-512-753-550070	Parts/Repairs/Maint-HVAC	-	250	250
101753-550090	101-5-51-512-753-550090	Parts/Repairs/Maint-Copiers	-	300	300
101753-550100	101-5-51-512-753-550100	Parts/Repairs/Maint-Software	-	43	43
101753-550140	101-5-51-512-753-550140	Parts/Repairs/Maint-Painting	-	13	13
101753-550150	101-5-51-512-753-550150	Parts/Repairs/Maint-Fire Syste	-	175	175
101753-550160	101-5-51-512-753-550160	Parts/Repairs/Maint-Electrical	-	100	100
101753-550170	101-5-51-512-753-550170	Parts/Repairs/Maint-Plumbing	-	50	50
101753-550180	101-5-51-512-753-550180	Parts/Repairs/Maint-Lighting	-	50	50
101753-580040	101-5-51-512-753-580040	Computer Replacement	-	76	76
101754-522190	101-5-53-538-754-522190	Operating Supplies-Ballfield	5,500	(5,500)	-
101754-522500	101-5-53-538-754-522500	Non-Capital Furn/Equip/Tools	1,200	(1,200)	-
101754-522900	101-5-53-538-754-522900	Miscellaneous Supplies	1,000	(1,000)	-
101754-534010	101-5-53-538-754-534010	Utility Services-Electricity	20,000	(20,000)	-
101754-534020	101-5-53-538-754-534020	Utility Service-Trash Removal	2,400	(2,400)	-
101754-534050	101-5-53-538-754-534050	Utility Services-Water	2,890	(2,890)	-
101754-536000	101-5-53-538-754-536000	Rentals-Equipment	5,000	(5,000)	-
101754-540900	101-5-53-538-754-540900	Prof Serv-Other	2,500	(2,500)	-
101754-550000	101-5-53-538-754-550000	Parts/Repairs/Maint-Bldgs/Fac	1,000	(1,000)	-
101754-550030	101-5-53-538-754-550030	Parts/Repairs/Maint-Grounds	5,000	(5,000)	-
Total General Fund				**326,444**	

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
Open Space & Parks Fund:					
201750-511000	201-5-52-522-750-511000	Regular Salaries	299,430	(75,280)	224,150
201750-511100	201-5-52-522-750-511100	Variable Salaries	12,480	(12,480)	-
201750-511150	201-5-52-522-750-511150	Temp/Seasonal Salaries	-	6,240	6,240
201750-511200	201-5-52-522-750-511200	Overtime Pay	4,500	(1,440)	3,060
201750-512000	201-5-52-522-750-512000	FICA Expense	24,080	(6,220)	17,860
201750-512100	201-5-52-522-750-512100	Retirement Contribution	16,630	(4,040)	12,590
201750-512200	201-5-52-522-750-512200	Workers Compensation	2,500	(940)	1,560
201750-513000	201-5-52-522-750-513000	Medical Insurance	56,590	(21,270)	35,320
201750-520100	201-5-52-522-750-520100	Office Supplies	250	59	309
201750-521100	201-5-52-522-750-521100	Computer Supplies-Software	-	60	60
201750-521150	201-5-52-522-750-521150	CTC Land Dues	-	275	275
201750-522110	201-5-52-522-750-522110	Operating Supplies-Janitorial	-	300	300
201750-522500	201-5-52-522-750-522500	Non-Capital Furn/Equip/Tools	2,500	435	2,935
201750-522900	201-5-52-522-750-522900	Miscellaneous Supplies	-	25	25
201750-523100	201-5-52-522-750-523100	Uniforms and Clothing	1,920	(288)	1,632
201750-525100	201-5-52-522-750-525100	Auto Expense-Parts & Repairs	1,000	(150)	850
201750-525200	201-5-52-522-750-525200	Auto Expense-Tires	400	(60)	340
201750-525300	201-5-52-522-750-525300	Gas & Oil	2,500	(375)	2,125
201750-532100	201-5-52-522-750-532100	Insurance	5,000	(4,000)	1,000
201750-532200	201-5-52-522-750-532200	Printing	-	150	150
201750-532210	201-5-52-522-750-532210	Travel	-	75	75
201750-532220	201-5-52-522-750-532220	Business and Auto Allowance	-	300	300
201750-532230	201-5-52-522-750-532230	Dues/Subscriptions/Books	-	25	25
201750-533100	201-5-52-522-750-533100	Boulder County Youth Corp	6,680	(1,336)	5,344
201750-534000	201-5-52-522-750-534000	Utility Services-Gas	-	1,350	1,350
201750-534010	201-5-52-522-750-534010	Utility Services-Electricity	-	2,400	2,400
201750-534020	201-5-52-522-750-534020	Utility Service-Trash Removal	250	950	1,200
201750-534040	201-5-52-522-750-534040	Utility Service-Haz Waste Disp	-	25	25
201750-534050	201-5-52-522-750-534050	Utility Services-Water	100	508	608
201750-535010	201-5-52-522-750-535010	Communication Svcs-Cell Phone	300	288	588
201750-535030	201-5-52-522-750-535030	Comm Svcs-Internet/Cable	-	90	90
201750-537030	201-5-52-522-750-537030	Volunteer Appreciation	500	(500)	-
201750-538100	201-5-52-522-750-538100	Education Expense	1,250	(1,022)	228
201750-540300	201-5-52-522-750-540300	Prof Serv-Custodial	-	1,000	1,000
201750-540410	201-5-52-522-750-540410	Prof Serv-Investment Fee	2,500	(2,000)	500
201750-540415	201-5-52-522-750-540415	Prof Serv-Bank Charges	600	(480)	120
201750-540900	201-5-52-522-750-540900	Prof Serv-Other	13,000	100	13,100
201750-547010	201-5-52-522-750-547010	Prof Serv-Pest Control	4,050	75	4,125
201750-550000	201-5-52-522-750-550000	Parts/Repairs/Maint-Bldgs/Fac	-	500	500
201750-550020	201-5-52-522-750-550020	Parts/Repairs/Maint-Equip	-	100	100
201750-550030	201-5-52-522-750-550030	Parts/Repairs/Maint-Grounds	14,500	(10,150)	4,350
201750-550070	201-5-52-522-750-550070	Parts/Repairs/Maint-HVAC	-	500	500
201750-550090	201-5-52-522-750-550090	Parts/Repairs/Maint-Copiers	-	300	300
201750-550100	201-5-52-522-750-550100	Parts/Repairs/Maint-Software	-	85	85
201750-550140	201-5-52-522-750-550140	Parts/Repairs/Maint-Painting	-	25	25
201750-550150	201-5-52-522-750-550150	Parts/Repairs/Maint-Fire Syste	-	350	350
201750-550160	201-5-52-522-750-550160	Parts/Repairs/Maint-Electrical	-	200	200
201750-550170	201-5-52-522-750-550170	Parts/Repairs/Maint-Plumbing	-	100	100
201750-550180	201-5-52-522-750-550180	Parts/Repairs/Maint-Lighting	-	100	100
201750-580030	201-5-52-522-750-580030	Vehicle/Equipment Replacement	1,660	(249)	1,411
201750-580040	201-5-52-522-750-580040	Computer Replacement	-	91	91
201751-511000	201-5-51-511-751-511000	Regular Salaries	730,960	(248,760)	482,200
201751-511100	201-5-51-511-751-511100	Variable Salaries	164,000	(160,990)	3,010
201751-511150	201-5-51-511-751-511150	Temp/Seasonal Salaries	-	164,000	164,000
201751-511200	201-5-51-511-751-511200	Overtime Pay	30,000	(13,260)	16,740

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
201751-512000	201-5-51-511-751-512000	FICA Expense	70,760	(19,810)	50,950
201751-512100	201-5-51-511-751-512100	Retirement Contribution	41,850	(14,410)	27,440
201751-512200	201-5-51-511-751-512200	Workers Compensation	15,000	(3,000)	12,000
201751-513000	201-5-51-511-751-513000	Medical Insurance	146,840	(53,890)	92,950
201751-520100	201-5-51-511-751-520100	Office Supplies	850	168	1,018
201751-521100	201-5-51-511-751-521100	Computer Supplies-Software	-	100	100
201751-521150	201-5-51-511-751-521150	CTC Land Dues	-	550	550
201751-522110	201-5-51-511-751-522110	Operating Supplies-Janitorial	-	950	950
201751-522500	201-5-51-511-751-522500	Non-Capital Furn/Equip/Tools	4,500	2,132	6,632
201751-522900	201-5-51-511-751-522900	Miscellaneous Supplies	18,000	55	18,055
201751-532200	201-5-51-511-751-532200	Printing	-	360	360
201751-532210	201-5-51-511-751-532210	Travel	260	150	410
201751-532220	201-5-51-511-751-532220	Business and Auto Allowance	-	600	600
201751-532230	201-5-51-511-751-532230	Dues/Subscriptions/Books	-	50	50
201751-534000	201-5-51-511-751-534000	Utility Services-Gas	-	3,400	3,400
201751-534010	201-5-51-511-751-534010	Utility Services-Electricity	19,000	8,900	27,900
201751-534020	201-5-51-511-751-534020	Utility Service-Trash Removal	2,750	2,100	4,850
201751-534040	201-5-51-511-751-534040	Utility Service-Haz Waste Disp	-	75	75
201751-534050	201-5-51-511-751-534050	Utility Services-Water	232,730	1,256	233,986
201751-535010	201-5-51-511-751-535010	Communication Svcs-Cell Phone	360	480	840
201751-535030	201-5-51-511-751-535030	Comm Svcs-Internet/Cable	-	180	180
201751-538100	201-5-51-511-751-538100	Education Expense	5,000	418	5,418
201751-540300	201-5-51-511-751-540300	Prof Serv-Custodial	-	9,125	9,125
201751-540900	201-5-51-511-751-540900	Prof Serv-Other	5,000	200	5,200
201751-547010	201-5-51-511-751-547010	Prof Serv-Pest Control	4,050	150	4,200
201751-550000	201-5-51-511-751-550000	Parts/Repairs/Maint-Bldgs/Fac	2,500	1,750	4,250
201751-550020	201-5-51-511-751-550020	Parts/Repairs/Maint-Equip	8,000	325	8,325
201751-550070	201-5-51-511-751-550070	Parts/Repairs/Maint-HVAC	-	1,375	1,375
201751-550090	201-5-51-511-751-550090	Parts/Repairs/Maint-Copiers	-	600	600
201751-550100	201-5-51-511-751-550100	Parts/Repairs/Maint-Software	-	170	170
201751-550140	201-5-51-511-751-550140	Parts/Repairs/Maint-Painting	-	100	100
201751-550150	201-5-51-511-751-550150	Parts/Repairs/Maint-Fire Syste	-	825	825
201751-550160	201-5-51-511-751-550160	Parts/Repairs/Maint-Electrical	-	475	475
201751-550170	201-5-51-511-751-550170	Parts/Repairs/Maint-Plumbing	-	238	238
201751-550180	201-5-51-511-751-550180	Parts/Repairs/Maint-Lighting	-	325	325
201751-550280	201-5-51-511-751-550280	Parts/Repairs/Maint-Other	-	13	13
201751-580040	201-5-51-511-751-580040	Computer Replacement	-	181	181
201755-511000	201-5-52-521-755-511000	Regular Salaries	-	2,810	2,810
201755-512000	201-5-52-521-755-512000	FICA Expense	-	210	210
201755-512100	201-5-52-521-755-512100	Retirement Contribution	-	150	150
201755-512200	201-5-52-521-755-512200	Workers Compensation	-	10	10
201755-513000	201-5-52-521-755-513000	Medical Insurance	-	330	330
201755-525100	201-5-52-521-755-525100	Auto Expense-Parts & Repairs	-	10	10
201755-525200	201-5-52-521-755-525200	Auto Expense-Tires	-	4	4
201755-525300	201-5-52-521-755-525300	Gas & Oil	-	25	25
201755-532100	201-5-52-521-755-532100	Insurance	-	1,000	1,000
201755-540410	201-5-52-521-755-540410	Prof Serv-Investment Fee	-	500	500
201755-540415	201-5-52-521-755-540415	Prof Serv-Bank Charges	-	120	120
201755-580030	201-5-52-521-755-580030	Vehicle/Equipment Replacement	-	17	17
201756-511000	201-5-52-523-756-511000	Regular Salaries	-	80,420	80,420
201756-511150	201-5-52-523-756-511150	Temp/Seasonal Salaries	-	620	620
201756-511200	201-5-52-523-756-511200	Overtime Pay	-	900	900
201756-512000	201-5-52-523-756-512000	FICA Expense	-	6,270	6,270
201756-512100	201-5-52-523-756-512100	Retirement Contribution	-	4,470	4,470
201756-512200	201-5-52-523-756-512200	Workers Compensation	-	800	800
201756-513000	201-5-52-523-756-513000	Medical Insurance	-	19,210	19,210

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
201756-520100	201-5-52-523-756-520100	Office Supplies	-	104	104
201756-521100	201-5-52-523-756-521100	Computer Supplies-Software	-	50	50
201756-522500	201-5-52-523-756-522500	Non-Capital Furn/Equip/Tools	-	60	60
201756-522900	201-5-52-523-756-522900	Miscellaneous Supplies	-	25	25
201756-523100	201-5-52-523-756-523100	Uniforms and Clothing	-	96	96
201756-525100	201-5-52-523-756-525100	Auto Expense-Parts & Repairs	-	60	60
201756-525200	201-5-52-523-756-525200	Auto Expense-Tires	-	24	24
201756-525300	201-5-52-523-756-525300	Gas & Oil	-	150	150
201756-532100	201-5-52-523-756-532100	Insurance	-	1,000	1,000
201756-532200	201-5-52-523-756-532200	Printing	-	150	150
201756-532210	201-5-52-523-756-532210	Travel	-	75	75
201756-532220	201-5-52-523-756-532220	Business and Auto Allowance	-	300	300
201756-532230	201-5-52-523-756-532230	Dues/Subscriptions/Books	-	25	25
201756-534050	201-5-52-523-756-534050	Utility Services-Water	-	8	8
201756-535010	201-5-52-523-756-535010	Communication Svcs-Cell Phone	-	240	240
201756-535030	201-5-52-523-756-535030	Comm Svcs-Internet/Cable	-	90	90
201756-537030	201-5-52-523-756-537030	Volunteer Appreciation	-	500	500
201756-538100	201-5-52-523-756-538100	Education Expense	-	1,440	1,440
201756-540410	201-5-52-523-756-540410	Prof Serv-Investment Fee	-	500	500
201756-540415	201-5-52-523-756-540415	Prof Serv-Bank Charges	-	120	120
201756-550090	201-5-52-523-756-550090	Parts/Repairs/Maint-Copiers	-	300	300
201756-580030	201-5-52-523-756-580030	Vehicle/Equipment Replacement	-	100	100
201756-580040	201-5-52-523-756-580040	Computer Replacement	-	76	76
201757-511000	201-5-52-524-757-511000	Regular Salaries	-	56,040	56,040
201757-511150	201-5-52-524-757-511150	Temp/Seasonal Salaries	-	4,990	4,990
201757-511200	201-5-52-524-757-511200	Overtime Pay	-	900	900
201757-512000	201-5-52-524-757-512000	FICA Expense	-	4,740	4,740
201757-512100	201-5-52-524-757-512100	Retirement Contribution	-	3,130	3,130
201757-512200	201-5-52-524-757-512200	Workers Compensation	-	2,000	2,000
201757-513000	201-5-52-524-757-513000	Medical Insurance	-	10,710	10,710
201757-520100	201-5-52-524-757-520100	Office Supplies	-	75	75
201757-521100	201-5-52-524-757-521100	Computer Supplies-Software	-	50	50
201757-521150	201-5-52-524-757-521150	CTC Land Dues	-	138	138
201757-522110	201-5-52-524-757-522110	Operating Supplies-Janitorial	-	150	150
201757-522500	201-5-52-524-757-522500	Non-Capital Furn/Equip/Tools	-	1,185	1,185
201757-522900	201-5-52-524-757-522900	Miscellaneous Supplies	-	25	25
201757-523100	201-5-52-524-757-523100	Uniforms and Clothing	-	192	192
201757-525100	201-5-52-524-757-525100	Auto Expense-Parts & Repairs	-	70	70
201757-525200	201-5-52-524-757-525200	Auto Expense-Tires	-	28	28
201757-525300	201-5-52-524-757-525300	Gas & Oil	-	175	175
201757-532100	201-5-52-524-757-532100	Insurance	-	1,000	1,000
201757-532200	201-5-52-524-757-532200	Printing	-	150	150
201757-532210	201-5-52-524-757-532210	Travel	-	75	75
201757-532220	201-5-52-524-757-532220	Business and Auto Allowance	-	240	240
201757-532230	201-5-52-524-757-532230	Dues/Subscriptions/Books	-	25	25
201757-533100	201-5-52-524-757-533100	Boulder County Youth Corp	-	1,336	1,336
201757-534000	201-5-52-524-757-534000	Utility Services-Gas	-	675	675
201757-534010	201-5-52-524-757-534010	Utility Services-Electricity	-	1,200	1,200
201757-534020	201-5-52-524-757-534020	Utility Service-Trash Removal	-	475	475
201757-534040	201-5-52-524-757-534040	Utility Service-Haz Waste Disp	-	13	13
201757-534050	201-5-52-524-757-534050	Utility Services-Water	-	258	258
201757-535010	201-5-52-524-757-535010	Communication Svcs-Cell Phone	-	240	240
201757-535030	201-5-52-524-757-535030	Comm Svcs-Internet/Cable	-	90	90
201757-538100	201-5-52-524-757-538100	Education Expense	-	190	190
201757-540300	201-5-52-524-757-540300	Prof Serv-Custodial	-	500	500
201757-540410	201-5-52-524-757-540410	Prof Serv-Investment Fee	-	500	500

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
201757-540415	201-5-52-524-757-540415	Prof Serv-Bank Charges	-	120	120
201757-540900	201-5-52-524-757-540900	Prof Serv-Other	-	50	50
201757-547010	201-5-52-524-757-547010	Prof Serv-Pest Control	-	38	38
201757-550000	201-5-52-524-757-550000	Parts/Repairs/Maint-Bldgs/Fac	-	250	250
201757-550020	201-5-52-524-757-550020	Parts/Repairs/Maint-Equip	-	50	50
201757-550030	201-5-52-524-757-550030	Parts/Repairs/Maint-Grounds	-	10,150	10,150
201757-550070	201-5-52-524-757-550070	Parts/Repairs/Maint-HVAC	-	250	250
201757-550090	201-5-52-524-757-550090	Parts/Repairs/Maint-Copiers	-	240	240
201757-550100	201-5-52-524-757-550100	Parts/Repairs/Maint-Software	-	43	43
201757-550140	201-5-52-524-757-550140	Parts/Repairs/Maint-Painting	-	13	13
201757-550150	201-5-52-524-757-550150	Parts/Repairs/Maint-Fire Syste	-	175	175
201757-550160	201-5-52-524-757-550160	Parts/Repairs/Maint-Electrical	-	100	100
201757-550170	201-5-52-524-757-550170	Parts/Repairs/Maint-Plumbing	-	50	50
201757-550180	201-5-52-524-757-550180	Parts/Repairs/Maint-Lighting	-	50	50
201757-580030	201-5-52-524-757-580030	Vehicle/Equipment Replacement	-	116	116
201757-580040	201-5-52-524-757-580040	Computer Replacement	-	76	76
201758-511000	201-5-52-528-758-511000	Regular Salaries	-	12,640	12,640
201758-511150	201-5-52-528-758-511150	Temp/Seasonal Salaries	-	620	620
201758-511200	201-5-52-528-758-511200	Overtime Pay	-	230	230
201758-512000	201-5-52-528-758-512000	FICA Expense	-	1,030	1,030
201758-512100	201-5-52-528-758-512100	Retirement Contribution	-	710	710
201758-512200	201-5-52-528-758-512200	Workers Compensation	-	800	800
201758-513000	201-5-52-528-758-513000	Medical Insurance	-	1,880	1,880
201758-525100	201-5-52-528-758-525100	Auto Expense-Parts & Repairs	-	10	10
201758-525200	201-5-52-528-758-525200	Auto Expense-Tires	-	4	4
201758-525300	201-5-52-528-758-525300	Gas & Oil	-	25	25
201758-532100	201-5-52-528-758-532100	Insurance	-	1,000	1,000
201758-540410	201-5-52-528-758-540410	Prof Serv-Investment Fee	-	500	500
201758-540415	201-5-52-528-758-540415	Prof Serv-Bank Charges	-	120	120
201758-580030	201-5-52-528-758-580030	Vehicle/Equipment Replacement	-	17	17
Total Open Space & Parks Fund				**(191,259)**	
Cemetery Fund:					
204752-511000	204-5-51-515-752-511000	Regular Salaries	91,800	(38,700)	53,100
204752-511100	204-5-51-515-752-511100	Variable Salaries	-	350	350
204752-511200	204-5-51-515-752-511200	Overtime Pay	3,000	1,050	4,050
204752-512000	204-5-51-515-752-512000	FICA Expense	7,250	(2,850)	4,400
204752-512100	204-5-51-515-752-512100	Retirement Contribution	5,210	(2,070)	3,140
204752-512200	204-5-51-515-752-512200	Workers Compensation	1,300	(400)	900
204752-513000	204-5-51-515-752-513000	Medical Insurance	18,210	(5,630)	12,580
204752-520100	204-5-51-515-752-520100	Office Supplies	-	70	70
204752-521100	204-5-51-515-752-521100	Computer Supplies-Software	-	60	60
204752-521150	204-5-51-515-752-521150	CTC Land Dues	-	138	138
204752-522110	204-5-51-515-752-522110	Operating Supplies-Janitorial	-	150	150
204752-522500	204-5-51-515-752-522500	Non-Capital Furn/Equip/Tools	1,000	560	1,560
204752-522900	204-5-51-515-752-522900	Miscellaneous Supplies	1,000	25	1,025
204752-532200	204-5-51-515-752-532200	Printing	-	180	180
204752-532210	204-5-51-515-752-532210	Travel	-	75	75
204752-532220	204-5-51-515-752-532220	Business and Auto Allowance	-	300	300
204752-532230	204-5-51-515-752-532230	Dues/Subscriptions/Books	-	25	25
204752-534000	204-5-51-515-752-534000	Utility Services-Gas	-	675	675
204752-534010	204-5-51-515-752-534010	Utility Services-Electricity	-	1,200	1,200
204752-534020	204-5-51-515-752-534020	Utility Service-Trash Removal	-	475	475
204752-534040	204-5-51-515-752-534040	Utility Service-Haz Waste Disp	-	13	13
204752-534050	204-5-51-515-752-534050	Utility Services-Water	30,500	259	30,759
204752-535010	204-5-51-515-752-535010	Communication Svcs-Cell Phone	-	240	240

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
204752-535030	204-5-51-515-752-535030	Comm Svcs-Internet/Cable	-	90	90
204752-538100	204-5-51-515-752-538100	Education Expense	-	190	190
204752-540300	204-5-51-515-752-540300	Prof Serv-Custodial	-	500	500
204752-540900	204-5-51-515-752-540900	Prof Serv-Other	1,000	50	1,050
204752-547010	204-5-51-515-752-547010	Prof Serv-Pest Control	-	38	38
204752-550000	204-5-51-515-752-550000	Parts/Repairs/Maint-Bldgs/Fac	-	250	250
204752-550020	204-5-51-515-752-550020	Parts/Repairs/Maint-Equip	-	50	50
204752-550070	204-5-51-515-752-550070	Parts/Repairs/Maint-HVAC	-	250	250
204752-550090	204-5-51-515-752-550090	Parts/Repairs/Maint-Copiers	-	300	300
204752-550100	204-5-51-515-752-550100	Parts/Repairs/Maint-Software	-	43	43
204752-550140	204-5-51-515-752-550140	Parts/Repairs/Maint-Painting	-	13	13
204752-550150	204-5-51-515-752-550150	Parts/Repairs/Maint-Fire Syste	-	175	175
204752-550160	204-5-51-515-752-550160	Parts/Repairs/Maint-Electrical	-	100	100
204752-550170	204-5-51-515-752-550170	Parts/Repairs/Maint-Plumbing	-	50	50
204752-550180	204-5-51-515-752-550180	Parts/Repairs/Maint-Lighting	-	50	50
204752-580040	204-5-51-515-752-580040	Computer Replacement	-	76	76
Total Cemetery Fund				**(41,583)**	
Historic Preservation Fund:					
207540-511000	207-1-16-165-540-511000	Regular Salaries	43,130	35,480	78,610
207540-511100	207-1-16-165-540-511100	Variable Salaries	-	80	80
207540-512000	207-1-16-165-540-512000	FICA Expense	3,300	2,720	6,020
207540-512100	207-1-16-165-540-512100	Retirement Contribution	2,370	1,950	4,320
207540-512200	207-1-16-165-540-512200	Workers Compensation	300	120	420
207540-513000	207-1-16-165-540-513000	Medical Insurance	8,330	3,370	11,700
Total Historic Preservation Fund				**43,720**	
Capital Projects Fund:					
301110-511000	301-1-10-101-110-511000	Regular Salaries	504,840	(199,870)	304,970
301110-511100	301-1-10-101-110-511100	Variable Salaries	12,250	960	13,210
301110-512000	301-1-10-101-110-512000	FICA Expense	40,020	(15,220)	24,800
301110-512100	301-1-10-101-110-512100	Retirement Contribution	28,100	(11,000)	17,100
301110-512200	301-1-10-101-110-512200	Workers Compensation	2,700	(750)	1,950
301110-513000	301-1-10-101-110-513000	Medical Insurance	70,050	(19,540)	50,510
Total Capital Projects Fund				**(245,420)**	
Water Utility Fund:					
501110-511000	501-3-32-321-110-511000	Regular Salaries	417,120	(141,020)	276,100
501110-511100	501-3-32-321-110-511100	Variable Salaries	-	2,810	2,810
501110-511200	501-3-32-321-110-511200	Overtime Pay	5,000	220	5,220
501110-512000	501-3-32-321-110-512000	FICA Expense	32,290	(10,550)	21,740
501110-512100	501-3-32-321-110-512100	Retirement Contribution	23,220	(7,750)	15,470
501110-512200	501-3-32-321-110-512200	Workers Compensation	2,200	(810)	1,390
501110-513000	501-3-32-321-110-513000	Medical Insurance	53,870	(19,870)	34,000
501110-520100	501-3-32-321-110-520100	Office Supplies	-	21	21
501110-532200	501-3-32-321-110-532200	Printing	-	25	25
501110-532210	501-3-32-321-110-532210	Travel	-	70	70
501110-532220	501-3-32-321-110-532220	Business and Auto Allowance	2,500	385	2,885
501110-532230	501-3-32-321-110-532230	Dues/Subscriptions/Books	-	35	35
501110-535010	501-3-32-321-110-535010	Communication Svcs-Cell Phone	-	350	350
501110-535030	501-3-32-321-110-535030	Comm Svcs-Internet/Cable	-	105	105
501110-538100	501-3-32-321-110-538100	Education Expense	-	175	175
501110-538130	501-3-32-321-110-538130	Louisville Recycling/Con Board	-	70	70
501110-540480	501-3-32-321-110-540480	Prof Serv-Microfilming	-	1,400	1,400
501110-550020	501-3-32-321-110-550020	Parts/Repairs/Maint-Equip	-	35	35
501110-580040	501-3-32-321-110-580040	Computer Replacement	-	585	585

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
501210-511000	501-3-32-321-210-511000	Regular Salaries	8,570	20,930	29,500
501210-512000	501-3-32-321-210-512000	FICA Expense	720	1,600	2,320
501210-512100	501-3-32-321-210-512100	Retirement Contribution	520	1,150	1,670
501210-512200	501-3-32-321-210-512200	Workers Compensation	250	500	750
501210-513000	501-3-32-321-210-513000	Medical Insurance	2,210	4,410	6,620
501422-511000	501-3-32-321-422-511000	Regular Salaries	-	44,470	44,470
501422-511200	501-3-32-321-422-511200	Overtime Pay	-	900	900
501422-512000	501-3-32-321-422-512000	FICA Expense	-	3,470	3,470
501422-512100	501-3-32-321-422-512100	Retirement Contribution	-	2,500	2,500
501422-512200	501-3-32-321-422-512200	Workers Compensation	-	320	320
501422-513000	501-3-32-321-422-513000	Medical Insurance	-	5,960	5,960
501422-520100	501-3-32-321-422-520100	Office Supplies	-	260	260
501422-521000	501-3-32-321-422-521000	Computer Supplies	-	20	20
501422-521100	501-3-32-321-422-521100	Computer Supplies-Software	-	100	100
501422-522120	501-3-32-321-422-522120	Operating Supplies-Safety	-	20	20
501422-522500	501-3-32-321-422-522500	Non-Capital Furn/Equip/Tools	-	700	700
501422-522900	501-3-32-321-422-522900	Miscellaneous Supplies	-	80	80
501422-525100	501-3-32-321-422-525100	Auto Expense-Parts & Repairs	-	120	120
501422-525300	501-3-32-321-422-525300	Gas & Oil	-	400	400
501422-532200	501-3-32-321-422-532200	Printing	-	300	300
501422-532210	501-3-32-321-422-532210	Travel	-	20	20
501422-532230	501-3-32-321-422-532230	Dues/Subscriptions/Books	-	240	240
501422-540910	501-3-32-321-422-540910	Prof Serv-Consulting	-	200	200
501422-550090	501-3-32-321-422-550090	Parts/Repairs/Maint-Copiers	-	300	300
501422-550100	501-3-32-321-422-550100	Parts/Repairs/Maint-Software	-	1,140	1,140
501461-511000	501-3-32-321-461-511000	Regular Salaries	583,000	7,000	590,000
501461-511100	501-3-32-321-461-511100	Variable Salaries	21,950	(21,950)	-
501461-511150	501-3-32-321-461-511150	Temp/Seasonal Salaries	-	43,890	43,890
501461-511200	501-3-32-321-461-511200	Overtime Pay	18,000	600	18,600
501461-512000	501-3-32-321-461-512000	FICA Expense	47,660	2,260	49,920
501461-512100	501-3-32-321-461-512100	Retirement Contribution	33,050	420	33,470
501461-512200	501-3-32-321-461-512200	Workers Compensation	11,000	120	11,120
501461-513000	501-3-32-321-461-513000	Medical Insurance	108,730	1,220	109,950
501462-511000	501-3-32-321-462-511000	Regular Salaries	103,610	(46,550)	57,060
501462-511100	501-3-32-321-462-511100	Variable Salaries	21,950	(21,950)	-
501462-512000	501-3-32-321-462-512000	FICA Expense	9,730	(5,230)	4,500
501462-512100	501-3-32-321-462-512100	Retirement Contribution	5,790	(2,560)	3,230
501462-512200	501-3-32-321-462-512200	Workers Compensation	1,400	(470)	930
501462-513000	501-3-32-321-462-513000	Medical Insurance	16,560	(5,520)	11,040
501463-511000	501-3-32-321-463-511000	Regular Salaries	225,700	15,130	240,830
501463-512000	501-3-32-321-463-512000	FICA Expense	18,950	1,160	20,110
501463-512100	501-3-32-321-463-512100	Retirement Contribution	13,620	840	14,460
501463-512200	501-3-32-321-463-512200	Workers Compensation	10,000	(1,330)	8,670
501463-513000	501-3-32-321-463-513000	Medical Insurance	56,300	(7,510)	48,790
501463-520100	501-3-32-321-463-520100	Office Supplies	250	21	271
501463-521150	501-3-32-321-463-521150	CTC Land Dues	-	138	138
501463-522110	501-3-32-321-463-522110	Operating Supplies-Janitorial	-	150	150
501463-522500	501-3-32-321-463-522500	Non-Capital Furn/Equip/Tools	7,500	500	8,000
501463-532200	501-3-32-321-463-532200	Printing	400	25	425
501463-532210	501-3-32-321-463-532210	Travel	-	70	70
501463-532220	501-3-32-321-463-532220	Business and Auto Allowance	-	385	385
501463-532230	501-3-32-321-463-532230	Dues/Subscriptions/Books	200	35	235
501463-534000	501-3-32-321-463-534000	Utility Services-Gas	-	675	675
501463-534010	501-3-32-321-463-534010	Utility Services-Electricity	-	1,200	1,200
501463-534020	501-3-32-321-463-534020	Utility Service-Trash Removal	-	475	475
501463-534040	501-3-32-321-463-534040	Utility Service-Haz Waste Disp	-	13	13

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
501463-534050	501-3-32-321-463-534050	Utility Services-Water	-	250	250
501463-535010	501-3-32-321-463-535010	Communication Svcs-Cell Phone	600	350	950
501463-535030	501-3-32-321-463-535030	Comm Svcs-Internet/Cable	-	105	105
501463-538100	501-3-32-321-463-538100	Education Expense	4,500	175	4,675
501463-538130	501-3-32-321-463-538130	Louisville Recycling/Con Board	-	70	70
501463-540300	501-3-32-321-463-540300	Prof Serv-Custodial	-	500	500
501463-540480	501-3-32-321-463-540480	Prof Serv-Microfilming	-	1,400	1,400
501463-540900	501-3-32-321-463-540900	Prof Serv-Other	5,000	50	5,050
501463-547010	501-3-32-321-463-547010	Prof Serv-Pest Control	-	38	38
501463-550000	501-3-32-321-463-550000	Parts/Repairs/Maint-Bldgs/Fac	-	250	250
501463-550020	501-3-32-321-463-550020	Parts/Repairs/Maint-Equip	6,000	85	6,085
501463-550070	501-3-32-321-463-550070	Parts/Repairs/Maint-HVAC	-	250	250
501463-550100	501-3-32-321-463-550100	Parts/Repairs/Maint-Software	6,270	43	6,313
501463-550140	501-3-32-321-463-550140	Parts/Repairs/Maint-Painting	-	13	13
501463-550150	501-3-32-321-463-550150	Parts/Repairs/Maint-Fire Syste	-	175	175
501463-550160	501-3-32-321-463-550160	Parts/Repairs/Maint-Electrical	-	100	100
501463-550170	501-3-32-321-463-550170	Parts/Repairs/Maint-Plumbing	-	50	50
501463-550180	501-3-32-321-463-550180	Parts/Repairs/Maint-Lighting	-	50	50
501463-580040	501-3-32-321-463-580040	Computer Replacement	-	585	585
Total Water Utility Fund				**(115,811)**	
Wastewater Utility Fund:					
502110-511000	502-3-32-322-110-511000	Regular Salaries	284,700	(87,220)	197,480
502110-511100	502-3-32-322-110-511100	Variable Salaries	-	1,440	1,440
502110-511200	502-3-32-322-110-511200	Overtime Pay	5,000	210	5,210
502110-512000	502-3-32-322-110-512000	FICA Expense	22,160	(6,540)	15,620
502110-512100	502-3-32-322-110-512100	Retirement Contribution	17,710	(4,810)	12,900
502110-512200	502-3-32-322-110-512200	Workers Compensation	1,450	(510)	940
502110-513000	502-3-32-322-110-513000	Medical Insurance	36,970	(13,020)	23,950
502110-520100	502-3-32-322-110-520100	Office Supplies	-	21	21
502110-532200	502-3-32-322-110-532200	Printing	-	25	25
502110-532210	502-3-32-322-110-532210	Travel	-	70	70
502110-532220	502-3-32-322-110-532220	Business and Auto Allowance	1,600	385	1,985
502110-532230	502-3-32-322-110-532230	Dues/Subscriptions/Books	-	35	35
502110-535010	502-3-32-322-110-535010	Communication Svcs-Cell Phone	-	350	350
502110-535030	502-3-32-322-110-535030	Comm Svcs-Internet/Cable	-	105	105
502110-538100	502-3-32-322-110-538100	Education Expense	-	175	175
502110-538130	502-3-32-322-110-538130	Louisville Recycling/Con Board	-	70	70
502110-540480	502-3-32-322-110-540480	Prof Serv-Microfilming	-	1,400	1,400
502110-550020	502-3-32-322-110-550020	Parts/Repairs/Maint-Equip	-	35	35
502110-580040	502-3-32-322-110-580040	Computer Replacement	-	585	585
502210-511000	502-3-32-322-210-511000	Regular Salaries	11,670	17,830	29,500
502210-512000	502-3-32-322-210-512000	FICA Expense	970	1,360	2,330
502210-512100	502-3-32-322-210-512100	Retirement Contribution	700	980	1,680
502210-512200	502-3-32-322-210-512200	Workers Compensation	270	380	650
502210-513000	502-3-32-322-210-513000	Medical Insurance	2,760	3,860	6,620
502423-511000	502-3-32-322-423-511000	Regular Salaries	-	32,690	32,690
502423-511200	502-3-32-322-423-511200	Overtime Pay	-	800	800
502423-512000	502-3-32-322-423-512000	FICA Expense	-	2,560	2,560
502423-512100	502-3-32-322-423-512100	Retirement Contribution	-	1,840	1,840
502423-512200	502-3-32-322-423-512200	Workers Compensation	-	320	320
502423-513000	502-3-32-322-423-513000	Medical Insurance	-	4,090	4,090
502423-520100	502-3-32-322-423-520100	Office Supplies	-	260	260
502423-521000	502-3-32-322-423-521000	Computer Supplies	-	20	20
502423-521100	502-3-32-322-423-521100	Computer Supplies-Software	-	100	100
502423-522120	502-3-32-322-423-522120	Operating Supplies-Safety	-	20	20

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
502423-522500	502-3-32-322-423-522500	Non-Capital Furn/Equip/Tools	-	700	700
502423-522900	502-3-32-322-423-522900	Miscellaneous Supplies	-	80	80
502423-525100	502-3-32-322-423-525100	Auto Expense-Parts & Repairs	-	120	120
502423-525300	502-3-32-322-423-525300	Gas & Oil	-	400	400
502423-532200	502-3-32-322-423-532200	Printing	-	300	300
502423-532210	502-3-32-322-423-532210	Travel	-	20	20
502423-532230	502-3-32-322-423-532230	Dues/Subscriptions/Books	-	240	240
502423-540910	502-3-32-322-423-540910	Prof Serv-Consulting	-	200	200
502423-550090	502-3-32-322-423-550090	Parts/Repairs/Maint-Copiers	-	300	300
502423-550100	502-3-32-322-423-550100	Parts/Repairs/Maint-Software	-	1,140	1,140
502471-511000	502-3-32-322-471-511000	Regular Salaries	81,490	27,420	108,910
502471-511200	502-3-32-322-471-511200	Overtime Pay	5,000	270	5,270
502471-512000	502-3-32-322-471-512000	FICA Expense	6,620	2,110	8,730
502471-512100	502-3-32-322-471-512100	Retirement Contribution	4,760	1,520	6,280
502471-512200	502-3-32-322-471-512200	Workers Compensation	1,500	720	2,220
502471-513000	502-3-32-322-471-513000	Medical Insurance	15,450	7,400	22,850
502471-520100	502-3-32-322-471-520100	Office Supplies	-	21	21
502471-521150	502-3-32-322-471-521150	CTC Land Dues	-	138	138
502471-522110	502-3-32-322-471-522110	Operating Supplies-Janitorial	-	150	150
502471-522500	502-3-32-322-471-522500	Non-Capital Furn/Equip/Tools	2,000	500	2,500
502471-532200	502-3-32-322-471-532200	Printing	-	25	25
502471-532210	502-3-32-322-471-532210	Travel	-	70	70
502471-532220	502-3-32-322-471-532220	Business and Auto Allowance	-	385	385
502471-532230	502-3-32-322-471-532230	Dues/Subscriptions/Books	-	35	35
502471-534000	502-3-32-322-471-534000	Utility Services-Gas	600	675	1,275
502471-534010	502-3-32-322-471-534010	Utility Services-Electricity	10,000	1,200	11,200
502471-534020	502-3-32-322-471-534020	Utility Service-Trash Removal	-	475	475
502471-534040	502-3-32-322-471-534040	Utility Service-Haz Waste Disp	-	13	13
502471-534050	502-3-32-322-471-534050	Utility Services-Water	-	250	250
502471-535010	502-3-32-322-471-535010	Communication Svcs-Cell Phone	-	350	350
502471-535030	502-3-32-322-471-535030	Comm Svcs-Internet/Cable	-	105	105
502471-538100	502-3-32-322-471-538100	Education Expense	1,500	175	1,675
502471-538130	502-3-32-322-471-538130	Louisville Recycling/Con Board	-	70	70
502471-540300	502-3-32-322-471-540300	Prof Serv-Custodial	-	500	500
502471-540480	502-3-32-322-471-540480	Prof Serv-Microfilming	-	1,400	1,400
502471-540900	502-3-32-322-471-540900	Prof Serv-Other	30,000	50	30,050
502471-547010	502-3-32-322-471-547010	Prof Serv-Pest Control	-	38	38
502471-550000	502-3-32-322-471-550000	Parts/Repairs/Maint-Bldgs/Fac	200	250	450
502471-550020	502-3-32-322-471-550020	Parts/Repairs/Maint-Equip	2,000	85	2,085
502471-550070	502-3-32-322-471-550070	Parts/Repairs/Maint-HVAC	-	250	250
502471-550100	502-3-32-322-471-550100	Parts/Repairs/Maint-Software	3,270	43	3,313
502471-550140	502-3-32-322-471-550140	Parts/Repairs/Maint-Painting	-	13	13
502471-550150	502-3-32-322-471-550150	Parts/Repairs/Maint-Fire Syste	-	175	175
502471-550160	502-3-32-322-471-550160	Parts/Repairs/Maint-Electrical	-	100	100
502471-550170	502-3-32-322-471-550170	Parts/Repairs/Maint-Plumbing	-	50	50
502471-550180	502-3-32-322-471-550180	Parts/Repairs/Maint-Lighting	-	50	50
502471-580040	502-3-32-322-471-580040	Computer Replacement	2,540	585	3,125
502472-511000	502-3-32-322-472-511000	Regular Salaries	319,030	5,410	324,440
502472-511100	502-3-32-322-472-511100	Variable Salaries	30,410	(30,410)	-
502472-511150	502-3-32-322-472-511150	Temp/Seasonal Salaries	-	30,410	30,410
502472-511200	502-3-32-322-472-511200	Overtime Pay	18,000	570	18,570
502472-512000	502-3-32-322-472-512000	FICA Expense	28,110	460	28,570
502472-512100	502-3-32-322-472-512100	Retirement Contribution	18,540	330	18,870
502472-512200	502-3-32-322-472-512200	Workers Compensation	4,000	40	4,040
502472-513000	502-3-32-322-472-513000	Medical Insurance	64,580	660	65,240
502473-511000	502-3-32-322-473-511000	Regular Salaries	57,430	(29,060)	28,370

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
502473-512000	502-3-32-322-473-512000	FICA Expense	4,470	(2,220)	2,250
502473-512100	502-3-32-322-473-512100	Retirement Contribution	3,220	(1,600)	1,620
502473-512200	502-3-32-322-473-512200	Workers Compensation	1,000	(500)	500
502473-513000	502-3-32-322-473-513000	Medical Insurance	11,040	(5,520)	5,520
Total Wastewater Utility Fund				**(20,351)**	
Storm Water Utility Fund:					
503432-511000	503-3-32-323-432-511000	Regular Salaries	67,650	77,650	145,300
503432-511100	503-3-32-323-432-511100	Variable Salaries	-	150	150
503432-511200	503-3-32-323-432-511200	Overtime Pay	5,000	320	5,320
503432-512000	503-3-32-323-432-512000	FICA Expense	5,560	5,970	11,530
503432-512100	503-3-32-323-432-512100	Retirement Contribution	4,000	4,280	8,280
503432-512200	503-3-32-323-432-512200	Workers Compensation	1,000	920	1,920
503432-513000	503-3-32-323-432-513000	Medical Insurance	13,900	12,810	26,710
503432-520100	503-3-32-323-432-520100	Office Supplies	100	21	121
503432-532200	503-3-32-323-432-532200	Printing	-	25	25
503432-532210	503-3-32-323-432-532210	Travel	-	70	70
503432-532220	503-3-32-323-432-532220	Business and Auto Allowance	-	385	385
503432-532230	503-3-32-323-432-532230	Dues/Subscriptions/Books	-	35	35
503432-535010	503-3-32-323-432-535010	Communication Svcs-Cell Phone	-	350	350
503432-535030	503-3-32-323-432-535030	Comm Svcs-Internet/Cable	-	105	105
503432-538100	503-3-32-323-432-538100	Education Expense	250	175	425
503432-538130	503-3-32-323-432-538130	Louisville Recycling/Con Board	-	70	70
503432-540480	503-3-32-323-432-540480	Prof Serv-Microfilming	-	1,400	1,400
503432-550020	503-3-32-323-432-550020	Parts/Repairs/Maint-Equip	6,000	35	6,035
503432-580040	503-3-32-323-432-580040	Computer Replacement	-	585	585
503424-511000	503-3-32-323-424-511000	Regular Salaries	-	25,480	25,480
503424-511200	503-3-32-323-424-511200	Overtime Pay	-	600	600
503424-512000	503-3-32-323-424-512000	FICA Expense	-	2,000	2,000
503424-512100	503-3-32-323-424-512100	Retirement Contribution	-	1,430	1,430
503424-512200	503-3-32-323-424-512200	Workers Compensation	-	320	320
503424-513000	503-3-32-323-424-513000	Medical Insurance	-	3,090	3,090
503424-520100	503-3-32-323-424-520100	Office Supplies	-	260	260
503424-521000	503-3-32-323-424-521000	Computer Supplies	-	20	20
503424-521100	503-3-32-323-424-521100	Computer Supplies-Software	-	100	100
503424-522120	503-3-32-323-424-522120	Operating Supplies-Safety	-	20	20
503424-522500	503-3-32-323-424-522500	Non-Capital Furn/Equip/Tools	-	700	700
503424-522900	503-3-32-323-424-522900	Miscellaneous Supplies	-	80	80
503424-525100	503-3-32-323-424-525100	Auto Expense-Parts & Repairs	-	120	120
503424-525300	503-3-32-323-424-525300	Gas & Oil	-	400	400
503424-532200	503-3-32-323-424-532200	Printing	-	300	300
503424-532210	503-3-32-323-424-532210	Travel	-	20	20
503424-532230	503-3-32-323-424-532230	Dues/Subscriptions/Books	-	240	240
503424-540910	503-3-32-323-424-540910	Prof Serv-Consulting	-	200	200
503424-550090	503-3-32-323-424-550090	Parts/Repairs/Maint-Copiers	-	300	300
503424-550100	503-3-32-323-424-550100	Parts/Repairs/Maint-Software	-	1,140	1,140
Total Storm Water Utility Fund				**142,176**	
Solid Waste & Recycling Fund:					
510481-511000	510-3-32-324-481-511000	Regular Salaries	37,620	42,390	80,010
510481-511200	510-3-32-324-481-511200	Overtime Pay	-	140	140
510481-512000	510-3-32-324-481-512000	FICA Expense	2,880	3,250	6,130
510481-512100	510-3-32-324-481-512100	Retirement Contribution	2,070	2,340	4,410
510481-512200	510-3-32-324-481-512200	Workers Compensation	250	280	530
510481-513000	510-3-32-324-481-513000	Medical Insurance	4,720	5,330	10,050
510481-520100	510-3-32-324-481-520100	Office Supplies	-	21	21

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
510481-532200	510-3-32-324-481-532200	Printing	-	25	25
510481-532210	510-3-32-324-481-532210	Travel	-	70	70
510481-532220	510-3-32-324-481-532220	Business and Auto Allowance	-	385	385
510481-532230	510-3-32-324-481-532230	Dues/Subscriptions/Books	-	35	35
510481-535010	510-3-32-324-481-535010	Communication Svcs-Cell Phone	50	350	400
510481-535030	510-3-32-324-481-535030	Comm Svcs-Internet/Cable	-	105	105
510481-538100	510-3-32-324-481-538100	Education Expense	-	175	175
510481-538130	510-3-32-324-481-538130	Louisville Recycling/Con Board	-	70	70
510481-540480	510-3-32-324-481-540480	Prof Serv-Microfilming	-	1,400	1,400
510481-550020	510-3-32-324-481-550020	Parts/Repairs/Maint-Equip	-	35	35
510481-580040	510-3-32-324-481-580040	Computer Replacement	-	585	585
Total Solid Waste & Recycling Fund				**56,986**	
Golf Course Fund:					
520711-511000	520-5-53-537-711-511000	Regular Salaries	40,130	(9,680)	30,450
520711-512000	520-5-53-537-711-512000	FICA Expense	3,070	(740)	2,330
520711-512100	520-5-53-537-711-512100	Retirement Contribution	2,210	(540)	1,670
520711-512200	520-5-53-537-711-512200	Workers Compensation	150	(50)	100
520711-513000	520-5-53-537-711-513000	Medical Insurance	7,240	(2,270)	4,970
520711-520100	520-5-53-537-711-520100	Office Supplies	5,550	70	5,620
520711-521100	520-5-53-537-711-521100	Computer Supplies-Software	-	30	30
520711-522500	520-5-53-537-711-522500	Non-Capital Furn/Equip/Tools	-	60	60
520711-522900	520-5-53-537-711-522900	Miscellaneous Supplies	-	15	15
520711-532200	520-5-53-537-711-532200	Printing	7,000	150	7,150
520711-532210	520-5-53-537-711-532210	Travel	-	75	75
520711-532220	520-5-53-537-711-532220	Business and Auto Allowance	-	240	240
520711-532230	520-5-53-537-711-532230	Dues/Subscriptions/Books	550	15	565
520711-534050	520-5-53-537-711-534050	Utility Services-Water	-	8	8
520711-535010	520-5-53-537-711-535010	Communication Svcs-Cell Phone	-	144	144
520711-535030	520-5-53-537-711-535030	Comm Svcs-Internet/Cable	-	90	90
520711-538100	520-5-53-537-711-538100	Education Expense	-	190	190
520711-550090	520-5-53-537-711-550090	Parts/Repairs/Maint-Copiers	-	300	300
520711-580040	520-5-53-537-711-580040	Computer Replacement	-	76	76
520712-511000	520-5-53-537-712-511000	Regular Salaries	156,650	11,920	168,570
520712-511100	520-5-53-537-712-511100	Variable Salaries	116,420	(116,420)	-
520712-511150	520-5-53-537-712-511150	Temp/Seasonal Salaries	-	116,420	116,420
520712-512000	520-5-53-537-712-512000	FICA Expense	20,890	910	21,800
520712-512100	520-5-53-537-712-512100	Retirement Contribution	8,620	650	9,270
520712-512200	520-5-53-537-712-512200	Workers Compensation	1,200	40	1,240
520712-513000	520-5-53-537-712-513000	Medical Insurance	33,120	1,100	34,220
520712-520100	520-5-53-537-712-520100	Office Supplies	-	70	70
520712-521100	520-5-53-537-712-521100	Computer Supplies-Software	1,500	50	1,550
520712-522500	520-5-53-537-712-522500	Non-Capital Furn/Equip/Tools	1,500	60	1,560
520712-522900	520-5-53-537-712-522900	Miscellaneous Supplies	-	15	15
520712-532200	520-5-53-537-712-532200	Printing	-	150	150
520712-532210	520-5-53-537-712-532210	Travel	-	75	75
520712-532220	520-5-53-537-712-532220	Business and Auto Allowance	-	240	240
520712-532230	520-5-53-537-712-532230	Dues/Subscriptions/Books	2,000	15	2,015
520712-534050	520-5-53-537-712-534050	Utility Services-Water	-	8	8
520712-535010	520-5-53-537-712-535010	Communication Svcs-Cell Phone	110	240	350
520712-535030	520-5-53-537-712-535030	Comm Svcs-Internet/Cable	-	90	90
520712-538100	520-5-53-537-712-538100	Education Expense	-	190	190
520712-550090	520-5-53-537-712-550090	Parts/Repairs/Maint-Copiers	-	300	300
520712-580040	520-5-53-537-712-580040	Computer Replacement	-	76	76
520713-511000	520-5-53-537-713-511000	Regular Salaries	207,120	13,720	220,840
520713-511100	520-5-53-537-713-511100	Variable Salaries	120,740	(92,200)	28,540

Short Acct Number	Long Account Number	Account Description	2016 ADG Budget	Budget Amendment	2016 IAN Budget
520713-511150	520-5-53-537-713-511150	Temp/Seasonal Salaries	-	92,200	92,200
520713-511200	520-5-53-537-713-511200	Overtime Pay	-	60	60
520713-512000	520-5-53-537-713-512000	FICA Expense	25,080	1,060	26,140
520713-512100	520-5-53-537-713-512100	Retirement Contribution	11,390	760	12,150
520713-512200	520-5-53-537-713-512200	Workers Compensation	2,200	50	2,250
520713-513000	520-5-53-537-713-513000	Medical Insurance	40,840	1,000	41,840
520713-520100	520-5-53-537-713-520100	Office Supplies	-	28	28
520713-521100	520-5-53-537-713-521100	Computer Supplies-Software	-	30	30
520713-522500	520-5-53-537-713-522500	Non-Capital Furn/Equip/Tools	4,500	36	4,536
520713-522900	520-5-53-537-713-522900	Miscellaneous Supplies	-	15	15
520713-532200	520-5-53-537-713-532200	Printing	-	90	90
520713-532210	520-5-53-537-713-532210	Travel	1,400	75	1,475
520713-532220	520-5-53-537-713-532220	Business and Auto Allowance	-	240	240
520713-532230	520-5-53-537-713-532230	Dues/Subscriptions/Books	1,100	20	1,120
520713-534050	520-5-53-537-713-534050	Utility Services-Water	175,000	3	175,003
520713-535010	520-5-53-537-713-535010	Communication Svcs-Cell Phone	500	240	740
520713-535030	520-5-53-537-713-535030	Comm Svcs-Internet/Cable	1,100	36	1,136
520713-538100	520-5-53-537-713-538100	Education Expense	830	190	1,020
520713-550090	520-5-53-537-713-550090	Parts/Repairs/Maint-Copiers	-	180	180
520713-580040	520-5-53-537-713-580040	Computer Replacement	-	45	45
520715-511000	520-5-53-537-715-511000	Regular Salaries	2,800	17,090	19,890
520715-511200	520-5-53-537-715-511200	Overtime Pay	-	170	170
520715-512000	520-5-53-537-715-512000	FICA Expense	210	1,320	1,530
520715-512100	520-5-53-537-715-512100	Retirement Contribution	150	950	1,100
520715-512200	520-5-53-537-715-512200	Workers Compensation	-	220	220
520715-513000	520-5-53-537-715-513000	Medical Insurance	550	3,090	3,640
Total Golf Course Fund				**45,098**	
Total for All Funds				**0**	

CITY COUNCIL COMMUNICATION
AGENDA ITEM 8E

SUBJECT: **ORDINANCE NO. 1729, SERIES 2016 – AN ORDINANCE RENAMING CHAPTER 6.12 OF THE LOUISVILLE MUNICIPAL CODE AND AMENDING SAID CHAPTER 6.12 TO REPEAL THE CITY'S DOG LICENSING REQUIREMENTS – 1ST READING – SET PUBLIC HEARING 11/15/16**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **MEREDYTH MUTH, CITY CLERK**

SUMMARY:
The attached ordinance would update the Municipal Code to remove the dog licensing requirement and retitle Chapter 6.12 to be more accurate. The City currently requires all dog owners to acquire a license for each dog. This was originally designed to help code enforcement and police staff identify a dog should it get loose or bite someone and also to assure all dogs in town had received a rabies vaccination. Staff has found the licensing program is not particularly useful in addressing these issues and we recommend discontinuing the program for the following reasons:

- The City currently licenses approximately 600 animals each year; however we think this is a small percentage of the number of dogs in town;
- Given the small percentage of dogs actually getting a license, it is not a useful way to ensure dogs are getting rabies vaccinations;
- It is not helpful in identifying lost dogs. If a dog is picked up with a collar it generally has its full tags including an identification tag. If a dog is without a collar the license is also missing. In these cases identification is generally made by a chip scan.
- The Municipal Court has received three tickets in the last ten years for unlicensed dogs, the last one was written in 2009.

Staff is spending time registering dogs, sending renewal letters, and inputting license information into the database without getting much compliance or much benefit to the City. To get a large number of people to comply, code enforcement officers, police officers, and the open space ranger would need to begin ticketing for this offense. Neither the Police Department nor the Open Space Division feels that would be good use of time for their staff.

In comparing to other cities Superior, Broomfield, Northglenn, Thornton, and Golden do not have a dog licensing requirement; while Boulder, Lafayette, and Longmont do require licensing.

FISCAL IMPACT:
Discontinuing the program would cause a decline of approximately $4,000 in revenue annually. The City currently brings in about $6,000 per year from licensing and spends approximately $2,000 on supplies and staff time.

RECOMMENDATION:
Approve ordinance on first reading, send it out for publication, and set the public hearing for November 15, 2016.

ATTACHMENT(S):
1. Ordinance No. 1729, Series 2016

ORDINANCE NO. 1729
SERIES 2016

AN ORDINANCE RENAMING CHAPTER 6.12 OF THE LOUISVILLE MUNICIPAL CODE AND AMENDING SAID CHAPTER 6.12 TO REPEAL THE CITY'S DOG LICENSING REQUIREMENTS

WHEREAS, the City of Louisville is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City Charter; and

WHEREAS, the City Council is authorized by the City Charter and state law, including without limitation C.R.S. § 31-15-401 et seq. to provide for the regulation and control of animals within the municipality, including licensing; and

WHEREAS, pursuant to Chapter 6.12 of the Louisville Municipal Code, the City currently requires the annual licensing of dogs; and

WHEREAS, the City Council finds it appropriate that the City discontinue the requirements for annual licensing of dogs within the City, and by this ordinance desires to amend certain provisions of said Chapter 6.12 to remove such licensing requirements.

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

Section 1. The title of Chapter 6.12 of the Louisville Municipal Code is hereby amended to read as follows (words added are underlined; words deleted are ~~stricken through~~):

Chapter 6.12 ~~Dogs~~ Domestic Animals

Section 2. Sections 6.12.040, 6.12.050, 6.12.060 and 6.12.070, and Subsection 6.12.020.G.3 of the Louisville Municipal Code are hereby repealed in their entirety.

Section 3. Subsection 6.12.020.G.4 of the Louisville Municipal Code is hereby amended to read as follows (words added are underlined; words deleted are ~~stricken through~~):

> 4. The owner shall present to the chief of police proof that the owner has procured liability insurance in a minimum amount of $10,000.00 to cover any damages caused or which may be caused by the vicious animal during the calendar year ~~or during the period covered by the dog license if the animal is a dog~~. The insurance shall contain a provision requiring the insurance company to provide written notice to the chief of police of any cancellation not less than 15 days prior to any cancellation, termination, or expiration of the policy

Section 4. Subsections 6.12.100.A of the Louisville Municipal Code is hereby amended to read as follows (words added are underlined; words deleted are ~~stricken through~~):

Sec. 6.12.100. - Impoundment; authority.

A. Any animal, including any dog, which is found running at large in violation of section 6.12.010, which is creating a public nuisance in violation of this title, ~~and any dog which does not have attached to its collar a tag showing the dog is licensed for the current year,~~ may be taken up by the animal control officer who may cause the animal to be impounded in a suitable place designated by resolution of the city council. When the ownership of such animal is known to the animal control officer, the animal need not be impounded, but such officer may cite the owner of such animal to appear in court to answer charges of the violation of this title.

Section 5. If any portion of this ordinance is held to be invalid for any reason such decisions 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 6. 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 7. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portions hereof are hereby repealed to the extent of such inconsistency or conflict.

Section 8. This ordinance shall take effect January 1, 2017, after adoption and publication as required by the Louisville Home Rule Charter.

INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED this 1st day of November, 2016.

_____
Robert P. Muckle, Mayor

ATTEST:

_____
Meredyth Muth, City Clerk

APPROVED AS TO FORM:

_____
Light | Kelly, P.C.
City Attorney

PASSED AND ADOPTED ON SECOND AND FINAL READING, this 15th day of, November, 2016.

_____
Robert P. Muckle, Mayor

ATTEST:

_____
Meredyth Muth, City Clerk

City of Louisville
COLORADO • SINCE 1878

CITY COUNCIL COMMUNICATION
AGENDA ITEM 8F

SUBJECT: **DISCUSSION/DIRECTION – DATE FOR 2017 WORK PLAN AND PRIORITY SETTING MEETING**

DATE: **NOVEMBER 1, 2016**

PRESENTED BY: **MEREDYTH MUTH, CITY CLERK**

SUMMARY:
Staff has been looking at various dates for the City Council's 2017 Work Plan and Priority Setting meeting trying to find a date that will accommodate all City Council members. Some options are listed below. Staff would like to find a date at which all members can be present and to get this scheduled and on everyone's calendars.

- Monday, January 9, 4 – 7 pm (two meetings that week)
- Tuesday, January 10, 4 – 7 pm (requires moving the Open Space acquisition discussion to February or March).
- Monday, February 6, 4 – 7 pm (two meetings that week)
- Tuesday, February 7, 3 – 6 pm (would be followed at 7 pm with a regular meeting)
- Monday, February 13, 4 – 7 pm (possibly two meetings this week)
- Tuesday, February 14, 4 – 7 pm (Valentine's Day, we're considering cancelling this meeting to promote relationship harmony)

FISCAL IMPACT:
None

RECOMMENDATION:
Discussion

ATTACHMENT(S):
None

City of Louisville

COLORADO ▪ SINCE 1878

City Council

November 1, 2016

Addendum #1

Items presented at the meeting.

From:	RJ Harrington
To:	City Council
Subject:	Draft McCaslin Boulevard Small Area Plan
Date:	Tuesday, November 1, 2016 5:46:42 PM

Good Day City Council,

It's unfortunate that Council directed staff for the removal of residential from the Small Area Pan (SAP). This direction isn't reflective of the placemaking workshops I attended. Most of the participants that I worked with preferred mixed-use residential/retail or office. Increasing temporary office workers and retail shoppers will continue to increase impact. The character of this area of our community will remain transient. Small town feel would be improved with more citizens living *and* working in this section of town. Fellow citizens will care more for an area in which they live than an area to which they simply visit.

The City may miss an opportunity to provide live/work space close to public transit. If increased density is an issue, consider the greater issue(s) associated with sprawl. Maximizing use of existing infrastructure makes economic sense. Impacts can be minimized through increased efficiency.

Thank you for your service.
RJ

RJ Harrington, Jr
457 E Raintree Ct

Meredyth Muth

From: June Follett <junefollett@comcast.net>
Sent: Friday, October 28, 2016 2:43 PM
To: City Council
Subject: McCaslin area

We are not in favor of high rise buildings along this corridor, it will make our property less desirable and we can't see any advantage to it except for the developer. We can't see that it would help the city either. It sounds like it would diminish revenue to the city. The bike lane on the street will impede traffic flow. It does not work well in Boulder so why are we thinking about it.

June and Eugene Joerns

818 W. Mahogany Cir

Louisville

From: Julie Abrams
To: City Council
Subject: McCaslin Plan
Date: Monday, October 31, 2016 2:08:56 PM

Dear City Council,

I am writing you as a concerned citizen. It has recently come to my attention that there has been talk about building more high density housing along McCaslin. Our great small town does not have the infrastructure for more high density housing and cramming more people into our town is not only causing it to lose it's charm, but crime is increasing, utilities and even insurance are increasing as well. Not to mention the traffic and the decreased education our children will receive with more and more people attending the schools. It seems clear that the citizens do not want more high density and it is the job of the city counse\il to represent it's constituents.

Finally, I have heard that there is talk about "right-sizing" McCaslin. Right sizing has been proven to be extremely ineffective. Boulder spent ~$180,000 to right size Folsom and then had to spend even more money to change it back when the congestion was too much for the city to handle. Let's learn from our neighbor's mistakes and keep McCaslin with 2 lanes in each direction. With the population increase that we are already seeing in the area, we need the existing lanes.

Thank you for hearing my concerns and please, please stop building high density housing. It is not good for anyone except for the developers.

Concerned citizen,

Julie Abrams

From: Gary Mansdorfer
To: City Council
Subject: McCaslin Small Area Plan
Date: Monday, October 31, 2016 3:33:21 PM

Dear Members of City Council,

I know that there are a lot of issues before you right now, especially the Mayhoffer property, which I believe nearly everyone in Louisville desires to become open space.

What I am writing you about is the McCaslin Small Area Plan, which still has been flying below the radar of most citizens. The one aspect that I am particularly concerned about is the part of it that involves downsizing McCaslin Blvd and converting one lane on each side to bike lanes. I drive in Boulder and Denver regularly and always appreciate returning to Louisville and our relatively low amount of traffic congestion. I feel that the relative ease in which one can move about the community is a significant contributor to our quality of life. At certain times of the day, McCaslin can be quite congested and it will only get worse as high density housing is added to the west end of the city and as Boulder continues to grow and more traffic is diverted from US 36 to McCaslin and South Boulder Road. If we lose the outer lane, buses will have to tie up one lane when they stop and making a quick trip to all of our retail establishments along McCaslin will become much more arduous and stressful.

I am all for increased access for bikes, but right now there is a decent bike lane along McCaslin and it is almost NEVER used. Because of Louisville's low density, the truth of the matter is that over the next 20 years, 99% of the people transported down McCaslin will be by car and bus, not bikes. Unlike Boulder where the approach to climate change is to just make life miserable for citizens in cars, I look forward to the day when when all of our electricity is generated by roof top solar and other clean energy and we are all driving electric cars so our carbon footprint is zero and we are getting around by the most efficient and convenient means possible.

Also, there is plenty of space on both sides of McCaslin to invest in a quality bike/pedestrian path that will not be in the current lanes of traffic.

I'll be honest with you, everyone I speak to is adamantly opposed to anything that will increase our traffic and I would like to head this off at the pass before we have to invest considerable time in educating our fellow citizens and get them involved in order to stop this. Most people are not going to get involved until they realize that their quality of life is threatened and you will see support for the rest of the McCaslin Small Area Plan eroded because of this issue.

I urge you to take the issue of downsizing McCaslin off the table at tomorrow's meeting.

As always, I want to thank you for your dedicated service to our community and all of the time you put into being on council.

Sincerely,

Gary Mansdorfer
1117 West Enclave Circle

Louisville, CO 80027

From:	Regina Rice
To:	City Council
Subject:	Re: Proposed McCaslin Small Area Plan(s)
Date:	Monday, October 31, 2016 6:00:49 PM
Importance:	High

To: Our Mayor & City Council

While my husband & I were not able to attend the public meeting on October 18th, we were able to watch some of the meeting on TV.

In response to some of the items proposed, we'd like to provide the following feedback…

- We are opposed to the addition of high density housing in this area of McCaslin. We do not want the additional traffic & parking issues that it would bring to this part of Louisville.

As some people pointed out, it would create additional issues for our schools. We're also concerned about the additional water usage created by additional housing.

And definitely don't want to sacrifice existing retail options that make living at this part of Louisville so beneficial, for additional high density housing.

- Therefore, we're also opposed to any plan that would eliminate Safeway (formerly Albertsons) &/or Walgreens.

Since I shop at these stores several times a week, if I am forced to do that shopping elsewhere, it might not be in Louisville, which would suffer from lost sales tax revenue.

And it would be more costly for me to drive elsewhere & bad for the environment since I am driving further for these items.

- Also opposed to any plan that would eliminate other businesses we frequent along McCaslin: Snap Fitness, Busaba, LaMar's Donuts, Starbucks, Dickey's BBQ, Smiling Moose, Centennial Wine & Spirits, Via Toscana, Chase Bank, Kohl's, McDonalds, Carrabba's, Murphy's Tap House, Lowe's, Parma, Noodles, Subway, and Cinebarre. While we love downtown Louisville & some of those businesses, we love many of the McCaslin businesses. And we especially love their convenient location (close to where we live in Coal Creek Ranch) and their convenient parking, which is in sharp contrast to the difficult parking situation downtown Louisville.

- Also opposed to eliminating outside lanes on McCaslin, between Cherry & Via Apia,

for dedicated bike lanes.

Presently McCaslin can be very busy with traffic, especially with morning & evening commuters (& Saturday CU Buffs traffic) and it would seem that dedicated bike lanes would only make this traffic congestion worse.

- And while we didn't hear it discussed on the 18th, we would also be opposed to a "roundabout" at Cherry & Dahlia.

Would like to know how the City could cost justify both the expense of eliminating the existing traffic light at this intersection & the significant expense of creating a "roundabout" at this intersection?

Appreciate your time & consideration in this matter – thank you.

Regina & Paul Rice

401 Fairfield Lane

Louisville, CO 80027

From: Susan Nedell
To: City Council
Subject: McCaslin Small Area Plan
Date: Monday, October 31, 2016 8:45:12 PM

Dear City Council members,

I support mixed use redevelopment of McCaslin, and the Sam's club property, which includes the new urban model: walkable blocks and streets, housing and shopping in close proximity, and accessible public spaces. In other words: New Urbanism focuses on human-scaled urban design. McCaslin does not need another big box or strip mall. New urbanism design and development principles can be applied to this revitalization project.

New Urbanists makes placemaking and public space a high priority. New Urbanist streets are designed for people—rather than just cars—and accommodate multimodal transportation including walking, bicycling, transit use, and driving. This approach provides plazas, squares, sidewalks, cafes, and porches to host daily interaction and public life. It also makes sense because of the close proximity to US 36 and the BRT.

I urge you to consider this type of development, which was discussed and supported by many attendees at the McCaslin Small Area Plan meeting I attended. Please also remember from the 2016 citizen's survey, affordable housing is one the of the top three priorities, and over 50% supported senior and multifamily housing - all great candidates for New Urbanism development.

Although I am not able to speak at the public meeting tomorrow, Tuesday (11/1), I hope you consider my written comment with equal weight of those at the meeting.

Respectfully,

Susan Nedell