

City Council

Agenda

Tuesday, January 20, 2015
City Hall, Council Chambers
749 Main Street
7:00 PM

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 – January 6, 2015

C. Authorize Purchase of Toro Groundsmaster 4500-D Rotary Deck Mower
From LL Johnson

D. Award Sports Complex Irrigation Pond Improvements to Samora, LLC

E. Approve Centurylink Contract Renewal

F. Approve Purchase of Complex Chloride (Ice Slicer)

G. Approve Third Amendment to the Parbois Place Subdivision Development
Agreement

**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

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.

City of Louisville

City Council *749 Main Street* *Louisville CO 80027*
303.335.4533 (phone) *303.335.4550 (fax)* *www.louisvilleco.gov*

A. RESOLUTION NO. 3, SERIES 2015 – A RESOLUTION APPROVING A SPECIAL REVIEW USE (SRU) TO ALLOW FOR THE OPERATION OF A PRIVATE FITNESS STUDIO WITH RETAIL SALES IN THE COMMERCIAL BUSINESS (CB) ZONE DISTRICT AT 1817 HWY 42

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

B. REVIEW AND ENDORSEMENT OF STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS (SWOT) ANALYSIS AND MEASURES OF SUCCESS FOR SOUTH BOULDER ROAD SMALL AREA PLAN

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

C. MCCASLIN AND WASHINGTON INTERSECTION CROSSWALK

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

D. DISCUSSION/DIRECTION/ACTION - PREPARATION OF AN URBAN RENEWAL PLAN FOR 550 S. MCCASLIN BOULEVARD

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

E. CITY SERVICES FACILITY PROJECT UPDATE

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

F. SUMMER CITY COUNCIL MEETING SCHEDULE

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

- 9. CITY ATTORNEY'S REPORT**
- 10. COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS**
- 11. ADJOURNMENT**

City of Louisville
 Cash Disbursement Edit List

Batch: 88925 Period: 12/31/14

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
FOR BANK ACCOUNT:		4 FIRST NATIONAL BANK OF COLORAD	Control Disbursement Account			
10301-1	COLORADO COMMUNITY SHARES					
	123114	4TH QTR 2014 CONTRIBUTIONS	12/31/14	01/30/15	690.00	690.00
655-1	FOOTHILLS UNITED WAY					
	123114	4TH QTR 2014 CONTRIBUTIONS	12/31/14	01/30/15	360.00	360.00
9750-1	LEGALSHIELD					
	122514	#22554 DEC 14 EMPLOYEE PREMIUM	12/25/14	01/24/15	408.70	408.70
3735-1	PETTY CASH - BARB KELLEY					
	123114	PETTY CASH FRONT DESK	12/31/14	01/30/15	388.80	388.80
55	BOULDER CREEK BUILDERS					
	U!00000955	18523/324184200: UTILITY REFUN	12/30/14	12/30/14	1,527.44	1,527.44
8442-1	VISION SERVICE PLAN					
	VSP0115	12 059727 0001 JAN 15 EMP PREM	12/19/14	01/18/15	2,683.89	2,683.89
					-----	-----
		BANK TOTAL PAYMENTS			6,058.83	6,058.83
					-----	-----
		GRAND TOTAL PAYMENTS			6,058.83	6,058.83

City of Louisville
 Cash Disbursement Edit List

Batch: 89010 Period: 01/08/15

Vendor / Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
		FOR BANK ACCOUNT: 4 FIRST NATIONAL BANK OF COLORAD				Control Disbursement Account
13963-1	ENSCICON CORPORATION					
	85874	ENGINEERING SERV TOWNSEND	11/18/14	12/18/14	654.58	
	85874A	ENGINEERING SERV TOWNSEND	11/18/14	12/18/14	113.84	
	85874B	ENGINEERING SERV TOWNSEND	11/18/14	12/18/14	56.92	
	85874C	ENGINEERING SERV TOWNSEND	11/18/14	12/18/14	256.14	1,081.48
2132-1	MEREDYTH MUTH					
	010715	EXPENSE REPORT 6/19/14-10/8/14	01/07/15	02/06/15	114.58	114.58
					-----	-----
	BANK TOTAL PAYMENTS				1,196.06	1,196.06
					-----	-----
	GRAND TOTAL PAYMENTS				1,196.06	1,196.06

City of Louisville
 Cash Disbursement Edit List

Batch: 89011 Period: 01/08/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
		FOR BANK ACCOUNT: 4 FIRST NATIONAL BANK OF COLORAD				Control Disbursement Account
13640-1	CHILD SUPPORT ENFORCE OFFICE 010215	EMPLOYEE GARNISHMENT PP#01	01/02/15	02/01/15	255.23	255.23
1205-1	COLORADO DEPT OF REVENUE 4QSTX2014	4Q 2014 REC CENTER SALES TAX	12/31/14	01/30/15	157.00	157.00
14002-1	KANSAS PAYMENT CENTER 010215	EMPLOYEE GARNISHMENT PP#01	01/02/15	02/01/15	189.07	189.07
2414-1	RITA GLOVA 010715	TRAVEL ADVANCE 1/13/15-1/16/15	01/07/15	02/06/15	285.68	285.68
		BANK TOTAL PAYMENTS			886.98	886.98
		GRAND TOTAL PAYMENTS			886.98	886.98

City of Louisville
Cash Disbursement Edit List

Batch: 89062 Period: 01/20/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
FOR BANK ACCOUNT:		4 FIRST NATIONAL BANK OF COLORAD	Control Disbursement Account			
13827-1	24/7 NETWORKS INC					
	INV103173	CISCO ASA SUPPORT/MAINT	01/05/15	02/04/15	603.90	603.90
13547-1	A G WASSENAAR INC					
	245218	GEOTECH SERVICES CSF	12/09/14	01/08/15	918.75	
	245218	GEOTECH SERVICES CSF	12/09/14	01/08/15	918.75	
	245218	GEOTECH SERVICES CSF	12/09/14	01/08/15	918.75	
	245218	GEOTECH SERVICES CSF	12/09/14	01/08/15	918.75	3,675.00
8791-1	ACA DENVER BOILER					
	C642721	HVAC PREVENTIVE MAINT NWTP	12/12/14	01/11/15	220.25	
	S680895	BOILER REPAIR RSC	12/31/14	01/30/15	2,472.00	
	S680910	BOILER REPAIR RSC	12/31/14	01/30/15	738.88	3,431.13
1006-1	ALL CURRENT ELECTRIC INC					
	3145	FIRE SYSTEM POWER CH	12/23/14	01/22/15	262.84	262.84
9319-1	AMERICAN DATA GROUP INC					
	9802	CASS CERTIFICATION12	12/31/14	01/30/15	281.00	
	9802	CASS CERTIFICATION12	12/31/14	01/30/15	281.00	562.00
12150-1	ANIMAL & PEST CONTROL SPECIALISTS					
	35183/35660	PRAIRIE DOG FLUSHING	12/15/14	01/14/15	9,300.00	9,300.00
500-1	BAKER AND TAYLOR					
	4011073962	CHILDRENS BOOKS AND MEDIA	12/05/14	01/04/15	46.45	
	5013399049	ADULT REFERENCE CONTINUATIONS	12/02/14	01/01/15	69.70	
	5013415608	ADULT REFERENCE CONTINUATIONS	12/15/14	01/14/15	84.53	
	T12198390	TEEN BOOKS AND MEDIA	12/04/14	01/03/15	416.21	
	T12420270	TEEN BOOKS AND MEDIA	12/22/14	01/21/15	11.89	628.78
640-1	BOULDER COUNTY					
	9983	2014 COORDINATED ELECTION	12/31/14	01/30/15	1,483.62	1,483.62
7739-1	BOULDER COUNTY					
	9909	JUL-DEC 2014 DISPATCH SERVICES	12/12/14	01/11/15	144,624.50	144,624.50
12880-1	BOYAGIAN CONSULTING LLC					
	010415	DEC 14 PROFESSIONAL SERVICES	01/04/15	02/03/15	4,375.00	4,375.00
9024-1	CASRO					
	2014-11	CASRO CONF GORDANIER/KURTZ	12/31/14	01/30/15	950.00	950.00
13352-1	CGRS INC					
	2-10242-48271	FUEL TANK POLLING	12/31/14	01/30/15	25.00	25.00
13964-1	CHANDLER ASSET MANAGEMENT					
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	180.79	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	8.69	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	1.70	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	0.28	

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Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	225.10	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	29.13	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	20.69	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	4.69	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	40.68	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	298.85	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	59.55	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	491.53	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	399.00	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	102.01	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	25.78	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	7.35	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	34.14	
	16527	DEC 14 INVESTMENT FEES	01/05/15	02/04/15	30.04	1,960.00
1005-1	CHEMATOX LABORATORY INC					
	14908	DUI BLOOD TEST	12/20/14	01/19/15	20.00	
	14963	DUID BLOOD TEST	12/27/14	01/26/15	130.00	150.00
14011-1	CLOSE ASSOCIATES LLC					
	1501-02	NWTP CHLORINE TANK ASSESSMENT	01/02/15	02/01/15	877.50	877.50
13296-1	COLOGRAPHIC					
	29943	BUSINESS CARD DESIGN GRAPHICS	12/31/14	01/30/15	200.00	200.00
10916-1	COLORADO CODE CONSULTING LLC					
	6331	PLAN REVIEW	12/11/14	01/10/15	1,600.00	1,600.00
310-1	COLORADO WASH SYSTEMS LLC					
	123114	CAR WASH CODES PD	12/31/14	01/30/15	150.00	150.00
12050-1	COMPUTER TERRAIN MAPPING INC					
	2416	TRAIL MAP UPDATE	01/02/15	02/01/15	540.00	540.00
1837-1	CRISTI GORDANIER					
	1408-TR	TUITION REIMBURSEMENT	12/15/14	01/14/15	562.55	562.55
13790-1	EAGLE-NET ALLIANCE					
	10236	DEC 14 INTERNET SERVICE	12/30/14	01/29/15	870.20	870.20
2004-1	EDWIN D STONER					
	010215	PERMITS PLUS UPDATE	01/02/15	02/01/15	510.00	510.00
13963-1	ENSCICON CORPORATION					
	86210	ENGINEERING SERV TOWNSEND	12/23/14	01/22/15	256.14	
	86210A	ENGINEERING SERV TOWNSEND	12/23/14	01/22/15	85.38	
	86210B	ENGINEERING SERV TOWNSEND	12/23/14	01/22/15	170.76	
	86210C	ENGINEERING SERV TOWNSEND	12/23/14	01/22/15	1,024.56	
	86210D	ENGINEERING SERV TOWNSEND	12/23/14	01/22/15	313.06	
	86210E	ENGINEERING SERV TOWNSEND	12/23/14	01/22/15	56.92	

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Vendor / Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	86210F	ENGINEERING SERV TOWNSEND	12/23/14	01/22/15	284.60	
	86210G	ENGINEERING SERV TOWNSEND	12/23/14	01/22/15	85.38	
	86272	ENGINEERING SERV TOWNSEND	12/29/14	01/28/15	284.60	
	86272A	ENGINEERING SERV TOWNSEND	12/29/14	01/28/15	85.38	
	86272B	ENGINEERING SERV TOWNSEND	12/29/14	01/28/15	56.92	
	86272C	ENGINEERING SERV TOWNSEND	12/29/14	01/28/15	369.98	
	86272D	ENGINEERING SERV TOWNSEND	12/29/14	01/28/15	56.92	
	86272E	ENGINEERING SERV TOWNSEND	12/29/14	01/28/15	142.30	
	86349	ENGINEERING SERV TOWNSEND	01/06/15	02/05/15	398.44	
	86349A	ENGINEERING SERV TOWNSEND	01/06/15	02/05/15	199.22	
	86349B	ENGINEERING SERV TOWNSEND	01/06/15	02/05/15	1,024.56	
	86349C	ENGINEERING SERV TOWNSEND	01/06/15	02/05/15	199.22	5,094.34
6258-1	ENVIROTECH SERVICES INC					
	CD201504900	ICE SLICER	12/31/14	01/30/15	2,600.55	
	CD201504901	ICE SLICER	12/31/14	01/30/15	2,648.24	
	CD201504902	ICE SLICER	12/31/14	01/30/15	2,545.59	
	CD201504903	ICE SLICER	12/31/14	01/30/15	2,566.33	
	CD201504904	ICE SLICER	12/31/14	01/30/15	2,605.73	12,966.44
12270-1	FASTENAL COMPANY					
	COBOU53107	DRILL PRESS	12/19/14	01/18/15	581.05	
	COBOU53107	DRILL PRESS	12/19/14	01/18/15	581.04	1,162.09
14018-1	FRONT RANGE MATERIAL INC					
	31658	DOG PARK CRUSHER FINES	12/16/14	01/15/15	2,485.75	
	31660	DOG PARK CRUSHER FINES	12/18/14	01/17/15	1,858.75	4,344.50
10722-1	GALE/CENGAGE LEARNING					
	53879235	ADULT BOOKS AND MEDIA	12/17/14	01/16/15	72.72	72.72
13590-1	GRAND VIEW GLASS COMPANY INC					
	32149	REPLACE WINDOWS/DOORS CH	12/31/14	01/30/15	19,650.00	19,650.00
246-1	GREEN MILL SPORTSMAN CLUB					
	561	RANGE USE 12/10/14 & 12/11/14	01/04/15	02/03/15	200.00	200.00
2615-1	INGRAM LIBRARY SERVICES INC					
	81233842	CHILDRENS BOOKS AND MEDIA	10/24/14	11/23/14	300.00	
	81233846	TEEN BOOKS AND MEDIA	10/24/14	11/23/14	300.00	
	81373972	TEEN BOOKS AND MEDIA	11/04/14	12/04/14	300.00-	
	81374226	CHILDRENS BOOKS AND MEDIA	11/04/14	12/04/14	300.00-	
	81977263	TEEN BOOKS AND MEDIA	12/04/14	01/03/15	95.87	
	81978498	CHILDRENS BOOKS AND MEDIA	12/04/14	01/03/15	19.79	
	82178407	TEEN BOOKS AND MEDIA	12/11/14	01/10/15	51.16	
	82220696	TEEN BOOKS AND MEDIA	12/14/14	01/13/15	5.49	
	82220697	TEEN BOOKS AND MEDIA	12/14/14	01/13/15	60.76	

City of Louisville
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Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	82224627	CHILDRENS BOOKS AND MEDIA	12/14/14	01/13/15	17.90	
	82355849	CHILDRENS BOOKS AND MEDIA	12/18/14	01/17/15	18.68	269.65
8881-1	INGRAM LIBRARY SERVICES INC					
	81908294	ADULT BOOKS AND MEDIA	12/02/14	01/01/15	92.80	
	81908295	ADULT BOOKS AND MEDIA	12/02/14	01/01/15	576.82	
	81944958	ADULT BOOKS AND MEDIA	12/03/14	01/02/15	333.19	
	81944959	ADULT BOOKS AND MEDIA	12/03/14	01/02/15	84.30	
	81944960	ADULT BOOKS AND MEDIA	12/03/14	01/02/15	110.32	
	81972599	ADULT BOOKS AND MEDIA	12/04/14	01/03/15	120.01	
	82002886	ADULT BOOKS AND MEDIA	12/05/14	01/04/15	22.26	
	82355848	ADULT BOOKS AND MEDIA	12/18/14	01/17/15	200.69	
	82401939	ADULT BOOKS AND MEDIA	12/21/14	01/20/15	17.33	1,557.72
10772-1	INTEGRATED SAFETY SERVICES LLC					
	14-1607	STEAM ROOM SPRINKLER HEAD	12/01/14	12/31/14	446.96	
	14-1610	FIRE EXTINGUISHER INSPECT CH	12/19/14	01/18/15	59.95	
	14-1611	FIRE EXTINGUISHER INSPECT CS	12/19/14	01/18/15	68.36	
	14-1612	FIRE EXTINGUISHER INSPECT RSC	12/19/14	01/18/15	70.24	
	14-1613	FIRE EXTINGUISHER INSPECT AC	12/19/14	01/18/15	62.78	
	14-1614	FIRE EXTINGUISHER INSPECT WWTP	12/19/14	01/18/15	88.54	
	14-1615	FIRE EXTINGUISHER INSPECT NWTP	12/19/14	01/18/15	168.00	
	14-1616	FIRE EXTINGUISHER INSPECT SP	12/19/14	01/18/15	12.45	
	14-1617	FIRE EXTINGUISHER INSPECT PKS	12/19/14	01/18/15	16.60	
	14-1618	FIRE EXTINGUISHER INSPECT PA	12/19/14	01/18/15	4.15	
	14-1619	FIRE EXTINGUISHER INSPECT HLPH	12/19/14	01/18/15	4.15	
	14-1620	FIRE SYSTEM INSPECTION MUS	12/19/14	01/18/15	365.60	
	14-1621	BACKFLOW INSPECTION CH	12/19/14	01/18/15	70.00	
	14-1622	BACKFLOW INSPECTION PC	12/19/14	01/18/15	94.90	
	14-1623	FIRE SYSTEM INSPECTION RSC	12/19/14	01/18/15	236.00	
	14-1624	FIRE SYSTEM INSPECTION LIB	12/19/14	01/18/15	402.35	
	14-1625	FIRE SYSTEM INSPECTION PC	12/19/14	01/18/15	340.00	
	14-1626	FIRE SYSTEM INSPECTION CS	12/19/14	01/18/15	105.00	
	14-1685	FIRE SYSTEM INSPECTION PC	12/19/14	01/18/15	210.00	2,826.03
13346-1	ISS FACILITY SERVICES DENVER					
	819513	DEC 14 JANITORIAL SERVICES	12/11/14	01/10/15	17,393.56	
	819513	DEC 14 JANITORIAL SERVICES	12/11/14	01/10/15	606.06	
	819513	DEC 14 JANITORIAL SERVICES	12/11/14	01/10/15	143.43	18,143.05
11289-1	JVA INC					
	53494	STORM SEWER MASTER PLAN	12/22/14	01/21/15	6,350.00	6,350.00
2780-1	KAISER LOCK & KEY SERVICE INC					
	100813	DOOR REPAIR PC	11/19/14	12/19/14	135.00	

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Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	100910	KEYS GC CLUBHOUSE	12/17/14	01/16/15	11.25	
	100913	KEY BLOCK KNOB/LEVER PC	12/17/14	01/16/15	220.40	
	100991	DOOR REPAIR PC	12/22/14	01/21/15	50.00	416.65
13381-1	KERWIN PLUMBING & HEATING INC					
	213059	DHW GAS LINE RSC	12/16/14	01/15/15	1,225.00	1,225.00
11337-1	KISSINGER AND FELLMAN PC					
	20626	COMCAST FRANCHISE NEGOTIATIONS	12/20/14	01/19/15	374.74	374.74
13828-1	LANDSCAPES UNLIMITED LLC					
	PP5123014	2014 GROW-IN	12/30/14	01/29/15	42,536.79	
	PP8123014	CCGC PHASE 2 CONSTRUCTION	12/30/14	01/29/15	66,120.11	108,656.90
2360-1	LIGHT KELLY, PC					
	010815	LEGAL SERVICES 12/1-12/31/14	01/08/15	02/07/15	19,392.65	
	010815	LEGAL SERVICES 12/1-12/31/14	01/08/15	02/07/15	34.00	
	010815	LEGAL SERVICES 12/1-12/31/14	01/08/15	02/07/15	489.00	
	010815	LEGAL SERVICES 12/1-12/31/14	01/08/15	02/07/15	51.00	19,966.65
15	DAVID BENJES					
	010515	REFUND PERMIT FEE 14B-0362	01/05/15	02/04/15	110.00	
	010515	REFUND PERMIT FEE 14B-0362	01/05/15	02/04/15	13.13	
	010515	REFUND PERMIT FEE 14B-0362	01/05/15	02/04/15	4.38	
	010515	REFUND PERMIT FEE 14B-0362	01/05/15	02/04/15	105.00	232.51
10874-1	MORRELL PRINTING SOLUTIONS					
	141800	TRAIL MAPS	12/31/14	01/30/15	2,180.69	2,180.69
1201-1	NORTHERN COLORADO PAPER					
	326396728	BREAKROOM SUPPLIES PC	12/29/14	01/28/15	106.06	106.06
700-1	PRAIRIE MOUNTAIN PUBLISHING LLP					
	442890	DEC 14 PUBLIC NOTICES	12/31/14	01/30/15	406.68	
	442890	DEC 14 PUBLIC NOTICES	12/31/14	01/30/15	68.60	
	442890	DEC 14 PUBLIC NOTICES	12/31/14	01/30/15	56.70	531.98
14024-1	RED DOG RADIOS LLC					
	3698	KENWOOD VHF REPEATERS/EQUIP	12/22/14	01/21/15	10,400.52	10,400.52
12772-1	RIDGELINE DEVELOPMENT CORPORATION					
	121114	HARNEY LASTOKA STOP LOGS	12/11/14	01/10/15	15,317.00	15,317.00
13127-1	RL SECURITY & SUPPLY					
	C33079	ALARM HOLIDAY PROGRAMMING PC	01/04/15	02/03/15	140.00	140.00
13743-1	SJ LEPEEP					
	123114	2014 BUSINESS ASSIST REBATE	12/31/14	01/30/15	3,462.62	
	123114	2014 BUSINESS ASSIST REBATE	12/31/14	01/30/15	1,731.31	5,193.93
14023-1	SOLECTEK CORPORATION					
	0041199-IN	WIRELESS NETWORK EQUIPMENT GC	12/17/14	01/16/15	4,928.42	4,928.42
13673-1	STERLING INFOSYSTEMS INC					

City of Louisville
 Cash Disbursement Edit List

Batch: 89062 Period: 01/20/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	400853	BACKGROUND CHECKS	12/31/14	01/30/15	927.19	927.19
13957-1	TADDIKEN TREE COMPANY INC					
	23779	STUMP GRINDING CCGC	12/16/14	01/15/15	360.00	
	23782	BRUSH/DEBRIS REMOVAL CCGC	12/05/14	01/04/15	1,481.29	1,841.29
1111-1	TISCHLERBISE INC					
	201510000028	FISCAL MODEL UPDATE	01/02/15	02/01/15	4,012.00	4,012.00
4765-1	UNCC					
	21412470	DEC 14 LOCATES #48760	12/31/14	01/30/15	572.22	572.22
13973-1	WW MASONRY RESTORATION AND WATERPROOFING					
	RECCENTER#1	EXTERIOR SEALANT RSC	12/30/14	01/29/15	14,000.00	14,000.00
11324-1	XCEL ENERGY					
	440304165	DEC 14 SPRINKLERS	01/02/15	02/01/15	120.04	120.04
11371-1	XCEL ENERGY					
	440304294	DEC 14 TRAFFIC LIGHTS	01/02/15	02/01/15	1,299.07	
	440304575	DEC 14 FLASHERS	01/02/15	02/01/15	5.98	
	440305466	DEC 14 STREET LIGHTS	01/02/15	02/01/15	35,422.96	36,728.01
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		BANK TOTAL PAYMENTS			477,850.36	477,850.36
					-----	-----
		GRAND TOTAL PAYMENTS			477,850.36	477,850.36

City of Louisville
Cash Disbursement Edit List

Batch: 89063 Period: 01/20/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
		FOR BANK ACCOUNT: 4 FIRST NATIONAL BANK OF COLORAD				Control Disbursement Account
10606-1	36	COMMUTING SOLUTIONS				
	010715	2015 MEMBERSHIP INVESTMENT	01/07/15	02/06/15	5,789.00	5,789.00
9319-1		AMERICAN DATA GROUP INC				
	9814	2015 MAINTENANCE AGREEMENT	01/02/15	02/01/15	12,789.00	
	9814	2015 MAINTENANCE AGREEMENT	01/02/15	02/01/15	1,417.50	
	9814	2015 MAINTENANCE AGREEMENT	01/02/15	02/01/15	1,417.50	15,624.00
640-1		BOULDER COUNTY				
	123114	DEC 14 BOULDER COUNTY USE TAX	12/31/14	01/30/15	5,417.37	5,417.37
10773-1		CENTRIC ELEVATOR CORP				
	233859	JAN 15 ELEVATOR MAINT PC	01/01/15	01/31/15	243.09	
	233860	JAN 15 ELEVATOR MAINT LIB	01/01/15	01/31/15	443.50	
	233861	JAN 15 ELEVATOR MAINT RSC	01/01/15	01/31/15	260.71	
	233862	JAN 15 ELEVATOR MAINT CH	01/01/15	01/31/15	265.59	1,212.89
12676-1		CIVIC RESULTS				
	1898	2015 METRO MAYORS CAUCUS DUES	01/01/15	01/31/15	1,474.52	1,474.52
10164-1		COLORADO MOTOR VEHICLES				
	123114	DEFAULT JUDGMENT FEES	12/31/14	01/30/15	30.00	30.00
13876-1		COMPSYCH CORP				
	1156196	2015 GUIDANCE RESOURCE PROGRAM	12/01/14	12/31/14	4,175.00	4,175.00
13250-1		CPHRA				
	112014	2015 CPHRA MEMBERSHIP DUES	11/20/14	12/20/14	150.00	150.00
13790-1		EAGLE-NET ALLIANCE				
	10237	JAN 15 INTERNET SERVICE	01/01/15	01/31/15	870.20	870.20
2070-1		FLOOD & PETERSON INSURANCE INC				
	720851	2015 CRIME (2ND INSTALLMENT)	12/30/14	01/29/15	2,162.01	
	720851	2015 CRIME (2ND INSTALLMENT)	12/30/14	01/29/15	176.91	
	720851	2015 CRIME (2ND INSTALLMENT)	12/30/14	01/29/15	79.17	
	720851	2015 CRIME (2ND INSTALLMENT)	12/30/14	01/29/15	429.40	
	720851	2015 CRIME (2ND INSTALLMENT)	12/30/14	01/29/15	335.58	
	720851	2015 CRIME (2ND INSTALLMENT)	12/30/14	01/29/15	74.93	
	721698	2015 FLOOD	12/30/14	01/29/15	17,087.70	
	721698	2015 FLOOD	12/30/14	01/29/15	1,398.23	
	721698	2015 FLOOD	12/30/14	01/29/15	625.72	
	721698	2015 FLOOD	12/30/14	01/29/15	3,393.85	
	721698	2015 FLOOD	12/30/14	01/29/15	2,652.25	
	721698	2015 FLOOD	12/30/14	01/29/15	592.25	
	721715	2015 COMMERCIAL AUTOMOBILE	12/30/14	01/29/15	20,879.51	
	721715	2015 COMMERCIAL AUTOMOBILE	12/30/14	01/29/15	1,708.49	
	721715	2015 COMMERCIAL AUTOMOBILE	12/30/14	01/29/15	764.58	

City of Louisville
Cash Disbursement Edit List

Batch: 89063 Period: 01/20/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	721715	2015 COMMERCIAL AUTOMOBILE	12/30/14	01/29/15	4,146.96	
	721715	2015 COMMERCIAL AUTOMOBILE	12/30/14	01/29/15	3,240.79	
	721715	2015 COMMERCIAL AUTOMOBILE	12/30/14	01/29/15	723.67	
	721717	2015 COMM UMBRELLA EXCESS	12/30/14	01/29/15	30,295.99	
	721717	2015 COMM UMBRELLA EXCESS	12/30/14	01/29/15	2,479.02	
	721717	2015 COMM UMBRELLA EXCESS	12/30/14	01/29/15	1,109.39	
	721717	2015 COMM UMBRELLA EXCESS	12/30/14	01/29/15	6,017.20	
	721717	2015 COMM UMBRELLA EXCESS	12/30/14	01/29/15	4,702.36	
	721717	2015 COMM UMBRELLA EXCESS	12/30/14	01/29/15	1,050.04	
	721718	2015 GENERAL LIABILITY	12/30/14	01/29/15	89,281.41	
	721718	2015 GENERAL LIABILITY	12/30/14	01/29/15	7,305.58	
	721718	2015 GENERAL LIABILITY	12/30/14	01/29/15	3,269.35	
	721718	2015 GENERAL LIABILITY	12/30/14	01/29/15	17,732.50	
	721718	2015 GENERAL LIABILITY	12/30/14	01/29/15	13,857.72	
	721718	2015 GENERAL LIABILITY	12/30/14	01/29/15	3,094.44	
	721719	2015 COMMERCIAL PROPERTY	12/30/14	01/29/15	57,960.15	
	721719	2015 COMMERCIAL PROPERTY	12/30/14	01/29/15	4,742.67	
	721719	2015 COMMERCIAL PROPERTY	12/30/14	01/29/15	2,122.41	
	721719	2015 COMMERCIAL PROPERTY	12/30/14	01/29/15	11,511.68	
	721719	2015 COMMERCIAL PROPERTY	12/30/14	01/29/15	8,996.22	
	721719	2015 COMMERCIAL PROPERTY	12/30/14	01/29/15	2,008.87	
	721720	2015 CYBER LIABILITY	12/30/14	01/29/15	3,294.11	
	721720	2015 CYBER LIABILITY	12/30/14	01/29/15	269.54	
	721720	2015 CYBER LIABILITY	12/30/14	01/29/15	120.63	
	721720	2015 CYBER LIABILITY	12/30/14	01/29/15	654.26	
	721720	2015 CYBER LIABILITY	12/30/14	01/29/15	511.29	
	721720	2015 CYBER LIABILITY	12/30/14	01/29/15	114.17	332,973.00
13142-1	HAYNES MECHANICAL SYSTEMS INC					
	10462	HVAC MAINTENANCE RSC	01/15/15	02/14/15	582.67	582.67
14032-1	HOFSTROM LLC					
	012015	PARBOIS PL DEV GUAR RELEASE	01/20/15	02/19/15	11,728.97	11,728.97
7760-1	LOUISVILLE DBA					
	101-15	2015 STREET FAIRE DONATION	01/12/15	02/11/15	20,000.00	20,000.00
5432-1	LOUISVILLE FIRE PROTECTION DISTRICT					
	123114	DEC 14 FIRE PROTECT DIST FEES	12/31/14	01/30/15	2,955.00	2,955.00
11433-1	MCAFEE INC					
	900101922	2015 INBOUND EMAIL FILTERING	01/01/15	01/31/15	2,336.40	2,336.40
6559-1	METRO CITY & COUNTY MANAGEMENT ASSOC					
	010115	2015 MCCMA MEMBERSHIPS	01/01/15	01/31/15	150.00	150.00
12049-1	MOVIE LICENSING USA					

City of Louisville
 Cash Disbursement Edit List

Batch: 89063 Period: 01/20/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	2001592	2015 COPYRIGHT COMPLIANCE LIC	12/02/14	01/01/15	504.00	504.00
10951-1	PINNACOL ASSURANCE					
	17414690	WORKERS COMP DEDUCTIBLES	01/05/15	02/04/15	1,841.59	1,841.59
3840-1	PREMIER TIRE TERMINAL					
	1673007	TIRE UNIT 5357	01/06/15	02/05/15	88.18	88.18
11307-1	PROQUEST LLC					
	70309189	ELECTRONIC DATABASES	01/01/15	01/31/15	2,480.00	2,480.00
99	ROXIE SEELY					
	871372	ACTIVITY REFUND	01/08/15	02/07/15	28.25	28.25
99	JOHN DAWSON					
	871812	ACTIVITY REFUND	01/12/15	02/11/15	38.00	38.00
12378-1	ULTRAMAX					
	146577	HYDRA SHOK AMMUNITION	01/07/15	02/06/15	393.00	393.00
13990-1	US ARMOR					
	2260	TACTICAL VESTS	01/02/15	02/01/15	4,892.86	4,892.86
5311-1	VERMONT SYSTEMS INC					
	45064	2015 SOFTWARE MAINT FEES	12/01/14	12/31/14	5,932.80	5,932.80
10884-1	WORD OF MOUTH CATERING INC					
	2015-01	SR MEAL PROGRAM 12/29-1/9/15	01/09/15	02/08/15	1,217.75	1,217.75
11081-1	XEROX FINANCIAL SERVICES LLC					
	254280	JAN 15 COPIER LEASE	01/04/15	02/03/15	990.00	990.00
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		BANK TOTAL PAYMENTS			423,875.45	423,875.45
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		GRAND TOTAL PAYMENTS			423,875.45	423,875.45

CITY OF LOUISVILLE
PURCHASING CARD SUMMARY
STATEMENT PERIOD 11/21/14 - 12/22/14

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
1000BULBS.COM	800-624-4488	PHIL LIND	FACILITIES	11/13/2014	527.75
1000BULBS.COM	800-624-4488	PHIL LIND	FACILITIES	11/20/2014	140.74
360 WATER INC	06142943600	JEFF LEBECK	OPERATIONS	12/10/2014	180.00
555 17TH STREET INVEST	DENVER	MALCOLM H FLEMING	CITY MANAGER	12/15/2014	12.00
ALBERTSONS #00812	LOUISVILLE	LINDA PARKER	REC CENTER	12/16/2014	12.66
ALBERTSONS #00812	LOUISVILLE	JAY LANPHERE	POLICE	12/07/2014	3.98
ALBERTSONS #00812	LOUISVILLE	LINDA PARKER	REC CENTER	12/03/2014	6.57
ALBERTSONS #00812	LOUISVILLE	DAWN BURGESS	CITY MANAGER	12/02/2014	13.47
ALBERTSONS #00812	LOUISVILLE	LOGAN HAYMORE	POLICE	11/27/2014	6.99
ALBERTSONS #00812	LOUISVILLE	GLEN SIEDENBURG	WATER	11/22/2014	51.92
ALBERTSONS #00812	LOUISVILLE	LINDA PARKER	REC CENTER	11/20/2014	27.63
ALL WATER LLC	LOVELAND	JOSH MOORE	WATER	12/02/2014	590.00
ALLFUSES COM	WESTFIELD	DAVID SZABADOS	FACILITIES	11/19/2014	123.90
ALLIANCE FOR INNOVATIO	08136228484	HEATHER BALSER	CITY MANAGER	12/15/2014	100.00
ALLIANCE FOR INNOVATIO	08136228484	HEATHER BALSER	CITY MANAGER	12/12/2014	149.00
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	KERRY HOLLE	PUBLIC WORKS	12/19/2014	58.98
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/10/2014	20.75
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	KAREN FREITER	LIBRARY	12/09/2014	63.99
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	KAREN FREITER	LIBRARY	12/08/2014	7.00
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/06/2014	15.88
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/05/2014	16.84
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/02/2014	5.29
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	KATIE BEASLEY	REC CENTER	11/23/2014	104.62
AMAZON.COM	AMZN.COM/BILL	MONICA GARLAND	BUILDING SAFETY	12/01/2014	16.55
AMERICAN PLANNING ASSO	312-431-9100	MONICA GARLAND	BUILDING SAFETY	12/19/2014	98.00
AMERICAN WATERWORKS	08009267337	FRANCIS H TRICKEL	WATER	12/15/2014	78.00
AMERICAN WATERWORKS	08009267337	GLEN SIEDENBURG	WATER	12/11/2014	78.00
AMERICAN WATERWORKS	08009267337	STEVE HITE	OPERATIONS	12/10/2014	78.00
AMSAN CORP	08565333261	ROBERT ERICHSEN	PARKS	12/17/2014	497.71
AMSAN CORP	08565333261	DIANE EVANS	REC CENTER	11/26/2014	87.50
AMSAN CORP	08565333261	ROBERT ERICHSEN	PARKS	11/25/2014	382.00
AMSAN CORP	08565333261	DIANE EVANS	REC CENTER	11/24/2014	509.83
AMZ*DISPLAYS2GO	AMAZON.COM	KAREN FREITER	LIBRARY	12/10/2014	53.75
ARAMARK UNIFORM	800-504-0328	JULIE SEYDEL	REC CENTER	12/12/2014	116.16
ARC*SERVICES/TRAINING	800-733-2767	KATIE MEYER	REC CENTER	11/27/2014	504.00
ARC*SERVICES/TRAINING	800-733-2767	AMANDA PERERA	REC CENTER	11/25/2014	90.00
AT&T DATA	08003310500	CRAIG DUFFIN	PUBLIC WORKS	12/10/2014	30.00
AT&T DATA	08003310500	KURT KOWAR	PUBLIC WORKS	11/22/2014	30.00

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
AT&T*BILL PAYMENT	08003310500	DIANE M KREAGER	FINANCE	12/06/2014	37.20
ATOMIC CAR WASH	LOUISVILLE	DAVID ALDERS	PARKS	12/10/2014	7.00
ATOMIC CAR WASH	LOUISVILLE	MATT LOOMIS	PARKS	12/03/2014	7.00
ATOMIC CAR WASH	LOUISVILLE	MATT LOOMIS	PARKS	11/25/2014	10.00
ATOMIC CAR WASH	LOUISVILLE	DENNIS COYNE	PARKS	11/25/2014	28.00
ATOMIC CAR WASH	LOUISVILLE	BRADLEY AUSTIN	PARKS	11/25/2014	7.00
ATOMIC CAR WASH	LOUISVILLE	ROBERT ERICHSEN	PARKS	11/25/2014	7.00
ATOMIC CAR WASH	LOUISVILLE	BOB BERNHARDT	PARKS	11/25/2014	7.00
ATOMIC CAR WASH	LOUISVILLE	BOB BERNHARDT	PARKS	11/25/2014	7.00
ATOMIC CAR WASH	LOUISVILLE	ERIK SWIATEK	PARKS	11/24/2014	13.00
ATOMIC CAR WASH	LOUISVILLE	KERRY KRAMER	PARKS	11/24/2014	7.00
ATOMIC CAR WASH	LOUISVILLE	BRIAN SINNER	PARKS	11/24/2014	7.00
ATOMIC CAR WASH	LOUISVILLE	DAVID ALDERS	PARKS	11/24/2014	7.00
ATOMIC CAR WASH	LOUISVILLE	MATT LOOMIS	PARKS	11/24/2014	13.00
ATOMIC CAR WASH 1	LOUISVILLE	KATHLEEN D LORENZO	PARKS	11/25/2014	8.00
AV NOW INC	08314852500	PEGGY JONES	REC CENTER	12/17/2014	469.99
AV-TECH ELECTRONICS	GOLDEN	JENNI DUNCAN	POLICE	12/18/2014	660.75
AV-TECH ELECTRONICS	GOLDEN	MARGARITA SUBIA	POLICE	12/02/2014	442.00
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/16/2014	253.92
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/13/2014	10.50
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/04/2014	40.74
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	11/30/2014	9.96
AMAZON.COM	AMZN.COM/BILL	KRISTEN BODINE	LIBRARY	11/29/2014	9.99
AMAZON.COM	AMZN.COM/BILL	KRISTEN BODINE	LIBRARY	11/29/2014	28.94
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	11/26/2014	41.90
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	11/24/2014	24.95
AMAZON.COM	AMZN.COM/BILL	KAREN FREITER	LIBRARY	11/21/2014	37.99
BAR*BARCODE DISCOUNT	800-485-3730	POLLY A BOYD	PARKS	12/03/2014	32.75
BARNES&NOBLE*COM	800-843-2665	RICHARD S LAMBORNE	LIBRARY	11/28/2014	2.99
BARNES&NOBLE*COM	800-843-2665	RICHARD S LAMBORNE	LIBRARY	11/28/2014	2.99
BARNES&NOBLE*COM	800-843-2665	RICHARD S LAMBORNE	LIBRARY	11/28/2014	2.00
BARNES&NOBLE*COM	800-843-2665	RICHARD S LAMBORNE	LIBRARY	11/28/2014	2.00
BCI*BIRCHCOMMUNICATION	888-275-0777	DIANE M KREAGER	FINANCE	12/10/2014	932.14
BED BATH & BEYOND #416	BOULDER	DAVE HINZ	POLICE	12/18/2014	19.99
BEST BUY MHT 00001867	BROOMFIELD	MATTHEW BUSH	IT	12/18/2014	38.98
BEST BUY MHT 00001867	BROOMFIELD	MATTHEW BUSH	IT	12/11/2014	-10.80
BEST BUY MHT 00001867	BROOMFIELD	CLIFFORD SWETT	IT	12/11/2014	49.99
BEST BUY MHT 00001867	BROOMFIELD	MATTHEW BUSH	IT	11/24/2014	-19.19
BIRDS OF PREY FOUNDATI	LOUISVILLE	CATHERINE JEPSON	PARKS	11/22/2014	200.00
BLACKJACK PIZZA	LOUISVILLE	KATIE BEASLEY	REC CENTER	11/25/2014	30.90
BOULDER ELECTRIC MOTOR	BOULDER	DAVID DEAN	PARKS	11/24/2014	303.95
BRODART SUPPLIES	570-326-2461	REBECCA CAMPBELL	LIBRARY	12/10/2014	167.49

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
BROOMFIELD RENTALS INC	BROOMFIELD	MASON THOMPSON	OPERATIONS	12/04/2014	20.76
BROWN PALACE F&B	DENVER	KATIE BEASLEY	REC CENTER	12/01/2014	923.88
BROWNELLS INC	641-6235401	MATTHEW E TRUJILLO	POLICE	12/03/2014	8.49
BULBSPRO.COM	6477394123	DAVID SZABADOS	FACILITIES	11/19/2014	132.22
BUY DOOR HARDWARE NOW	08774749145	DAVID SZABADOS	FACILITIES	11/26/2014	184.00
BUY DOOR HARDWARE NOW	08774749145	DAVID SZABADOS	FACILITIES	11/24/2014	1,211.00
CALENDAR WIZ LLC	HAMPTON	KAREN FREITER	LIBRARY	12/12/2014	125.00
CANTEEN 74052176	DENVER	POLLY A BOYD	PARKS	12/18/2014	77.38
CANTEEN 74052176	DENVER	POLLY A BOYD	PARKS	11/20/2014	96.22
CAPITALELECTRICSUPPLY.	03107934000	DAVID SZABADOS	FACILITIES	12/01/2014	134.96
CARRABBAS 0608	LOUISVILLE	LESLIE RINGER	HUMAN RESOURCES	12/03/2014	360.00
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CBI ONLINE	08008820757	LESLIE RINGER	HUMAN RESOURCES	11/23/2014	6.85
CENTENNIAL PRINTING	LOUISVILLE	PENNEY BOLTE	SALES TAX	12/19/2014	900.00
CENTENNIAL PRINTING	LOUISVILLE	PENNEY BOLTE	SALES TAX	12/19/2014	515.00
CENTENNIAL PRINTING	LOUISVILLE	JENNI DUNCAN	POLICE	11/25/2014	130.59

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
CENTRAL BAG & BURLAP C	DENVER	LAURA LOBATO	POLICE	12/10/2014	268.25
CENTRAL STATE HOSE	DENVER	JOSH MOORE	WATER	11/26/2014	33.93
CENTURYLINK	800-244-1111	DIANE M KREAGER	FINANCE	12/15/2014	3,600.95
CENTURYLINK	800-244-1111	DIANE M KREAGER	FINANCE	12/15/2014	73.74
CHIPOTLE 0114	LOUISVILLE	DAWN BURGESS	CITY MANAGER	12/08/2014	70.30
CHIPOTLE 0114	LOUISVILLE	LOGAN HAYMORE	POLICE	12/08/2014	32.55
CITRON WORK SPACES	LOUISVILLE	MARGARITA SUBIA	POLICE	12/02/2014	945.00
CLAYTON LANE	DENVER	MALCOLM H FLEMING	CITY MANAGER	12/11/2014	17.00
CO BOULDER CNTY SE	DENVER	MONICA GARLAND	BUILDING SAFETY	12/12/2014	162.32
COAL CREEK GLASS	LOUISVILLE	PEGGY JONES	REC CENTER	11/21/2014	685.00
COAL CREEK SPORTS CENT	LAFAYETTE	KATHY MARTIN	REC CENTER	11/26/2014	93.00
COLORADO ASSOC00 OF 00	303-4636400	KRISTEN BODINE	LIBRARY	12/19/2014	95.00
COLORADO PARKS AND REC	303-2310943	JESSE DEGRAW	REC CENTER	12/12/2014	35.00
COLORADO PRESERVATION	303-893-4260	MONICA GARLAND	BUILDING SAFETY	12/19/2014	200.00
COMCAST CABLE COMM	800-COMCAST	POLLY A BOYD	PARKS	11/22/2014	248.46
COMCAST DENVER CS 1X	800-266-2278	JILL SIEWERT	LIBRARY	12/11/2014	110.73
COMCAST DENVER CS 1X	800-266-2278	JILL SIEWERT	LIBRARY	12/11/2014	171.07
COMCAST DENVER CS 1X	800-266-2278	JILL SIEWERT	LIBRARY	12/11/2014	103.92
COMCAST DENVER CS 1X	800-266-2278	DIANE M KREAGER	FINANCE	12/03/2014	5.98
COMCAST DENVER CS 1X	800-266-2278	DIANE M KREAGER	FINANCE	12/03/2014	5.98
COZY CORNER TOWING	LAFAYETTE	JENNI DUNCAN	POLICE	12/05/2014	90.00
CPS DISTRIBUTORS INC B	BOULDER	DAVID ALDERS	PARKS	12/02/2014	-3.00
CPS DISTRIBUTORS INC B	BOULDER	DAVID ALDERS	PARKS	12/02/2014	95.52
CPS DISTRIBUTORS INC B	BOULDER	TANNER THORSON	WASTEWATER	11/20/2014	220.37
CPS DISTRIBUTORS INC L	LONGMONT	MATT LOOMIS	PARKS	11/25/2014	55.94
CRAIGSLIST.ORG	04155666394	ROBIN BROOKHART	HUMAN RESOURCES	11/27/2014	25.00
CROWN TROPHY OF BOULDE	BOULDER	SUZANNE JANSSEN	CITY MANAGER	12/19/2014	85.60
DAILY CAMERA SUBSCRIPT	303-4443444	KATIE BEASLEY	REC CENTER	12/15/2014	157.30
DAILY CAMERA SUBSCRIPT	303-4443444	DAWN BURGESS	CITY MANAGER	12/12/2014	11.14
DBC IRRIGATION SUPPLY	BROOMFIELD	MATT LOOMIS	PARKS	11/19/2014	295.97
DEMCO INC	800-9624463	JILL SIEWERT	LIBRARY	11/19/2014	477.30
DENVER HISTORY TOURS L	07202347929	KATIE BEASLEY	REC CENTER	12/10/2014	200.00
DISCOUNT RV CORNER	LONGMONT	MASON THOMPSON	OPERATIONS	11/21/2014	20.00
DISCOUNT SEWER AND DRA	BRIGHTON	PHIL LIND	FACILITIES	12/12/2014	199.00
DISTRICT 5310 - DENVER	ERIE	ANGELA NORENE	OPERATIONS	12/01/2014	289.44
DW INSPECTION SYSTEMS	BRIGHTON	MASON THOMPSON	OPERATIONS	12/10/2014	165.59
DX SERVICE	281-457-4825	ROBERT DUPORT	WATER	12/12/2014	230.00
DOWNTOWN COLORADO INC	303-282-0625	SEAN MCCARTNEY	PLANNING	12/09/2014	295.00
FASTENAL COMPANY01	LOUISVILLE	MASON THOMPSON	OPERATIONS	12/19/2014	51.76
FASTENAL COMPANY01	LOUISVILLE	MASON THOMPSON	OPERATIONS	12/08/2014	195.02
FASTENAL COMPANY01	LOUISVILLE	HUGO ROMERO	OPERATIONS	12/01/2014	17.90
FASTENAL COMPANY01	LOUISVILLE	MASON THOMPSON	OPERATIONS	11/25/2014	58.11

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
FASTENAL COMPANY01	LOUISVILLE	JOSH MOORE	WATER	11/25/2014	75.57
FEDEX OFFICE 00007427	LOUISVILLE	JENNI DUNCAN	POLICE	12/18/2014	5.37
FEDEX OFFICE 00007427	LOUISVILLE	JENNI DUNCAN	POLICE	12/18/2014	-5.37
FERGUSON ENT #1166	303-245-0456	ROBERT DUPORT	WATER	12/08/2014	161.04
FERGUSON ENT #1166	303-245-0456	ROBERT DUPORT	WATER	12/08/2014	-39.70
FIRST CHOICE-BOYER'S C	303-9649400	DAWN BURGESS	CITY MANAGER	12/09/2014	536.80
FIRSTNET LEARNING INC	03033021187	JEFF LEBECK	OPERATIONS	12/17/2014	30.00
FREDPRYOR CAREERTRACK	800-5563012	PATRICK FARRELL	WATER	11/20/2014	149.00
GENERAL AIR SERVICE ZU	303-8927003	DENNIS COYNE	PARKS	12/16/2014	8.21
GILBARCO VEEDER ROOT	650-622-2200	RON CHOATE	OPERATIONS	12/15/2014	153.00
GOODYEAR TIRE&RUBBER C	03307961402	MASON THOMPSON	OPERATIONS	12/03/2014	461.28
GOODYEAR TIRE&RUBBER C	03307961402	RON CHOATE	OPERATIONS	11/26/2014	258.48
GOVERNMENT FINANCE	312-977-9700	DIANE M KREAGER	FINANCE	12/16/2014	170.00
HACH COMPANY	LOVELAND	ROBERT CARRA	WATER	12/08/2014	876.32
HOBBY LOBBY #21	LOUISVILLE	KAYLA FEENEY	REC CENTER	12/16/2014	43.86
HOBBY LOBBY #21	LOUISVILLE	LARISSA COX	REC CENTER	12/09/2014	185.39
HOBBY LOBBY #21	LOUISVILLE	AMANDA PERERA	REC CENTER	12/08/2014	80.73
HOBBY LOBBY #21	LOUISVILLE	KRISTEN BODINE	LIBRARY	12/05/2014	69.35
HOBBY LOBBY #21	LOUISVILLE	MONICA GARLAND	BUILDING SAFETY	12/02/2014	53.44
HOBBY LOBBY #21	LOUISVILLE	LANA FAUVER	REC CENTER	12/01/2014	17.98
HOBBY LOBBY #21	LOUISVILLE	JILL SIEWERT	LIBRARY	11/24/2014	5.99
HOBBY LOBBY #21	LOUISVILLE	LANA FAUVER	REC CENTER	11/20/2014	59.89
HOLLAND SUPPLY INC	HOLLAND	DENNIS COYNE	PARKS	12/09/2014	130.64
HOLLAND SUPPLY INC	HOLLAND	DENNIS COYNE	PARKS	12/09/2014	436.97
HOME SECURITY STORE	08885017870	CLIFFORD SWETT	IT	12/08/2014	207.00
HOMEDPOT.COM	800-430-3376	KAREN FREITER	LIBRARY	12/15/2014	258.49
HOMEDPOT.COM	800-430-3376	KERRY KRAMER	PARKS	11/19/2014	79.98
IAPMO	909-4724100	BRADLEY AUSTIN	PARKS	11/25/2014	725.00
ICMA INTERNET	08007458780	MALCOLM H FLEMING	CITY MANAGER	12/16/2014	1,400.00
ICSC	NEW YORK	AARON DEJONG	CITY MANAGER	11/24/2014	530.00
ICSC	NEW YORK	AARON DEJONG	CITY MANAGER	11/24/2014	50.00
ICSC	NEW YORK	AARON DEJONG	CITY MANAGER	11/24/2014	530.00
ICSC	NEW YORK	AARON DEJONG	CITY MANAGER	11/24/2014	530.00
IDU*INSIGHT PUBLIC SEC	800-INSIGHT	MATTHEW BUSH	IT	12/11/2014	795.60
INDELCO PLASTICS CORPO	9529255075	JOSH MOORE	WATER	12/19/2014	94.07
INDELCO PLASTICS CORPO	9529255075	JOSH MOORE	WATER	12/18/2014	299.52
INDELCO PLASTICS CORPO	9529255075	JOSH MOORE	WATER	12/03/2014	59.49
INSPECTORSTUFF / BRENT	303-9261275	JENNI DUNCAN	POLICE	12/17/2014	203.82
INT'L CODE COUNCIL INC	888-422-7233	MONICA GARLAND	BUILDING SAFETY	12/02/2014	379.00
INT'L CODE COUNCIL INC	888-422-7233	MONICA GARLAND	BUILDING SAFETY	12/02/2014	201.00
INTL SOC ARBORICULTURE	217-355-9411	CHRIS LICHTY	PARKS	12/20/2014	267.00
JAX RANCH & HOME	LAFAYETTE	MARK TIRONE	WASTEWATER	12/17/2014	25.90

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
JAX RANCH & HOME	LAFAYETTE	MARK TIRONE	WASTEWATER	12/15/2014	14.99
JAX RANCH & HOME	LAFAYETTE	KERRY KRAMER	PARKS	12/03/2014	9.99
JAX RANCH & HOME	LAFAYETTE	JOSH MOORE	WATER	12/01/2014	19.98
KAISER LOCK & KEY	LOUISVILLE	DENNIS COYNE	PARKS	12/08/2014	146.07
KAISER LOCK & KEY	LOUISVILLE	JENNI DUNCAN	POLICE	12/05/2014	135.00
KING SOOPERS #0013	LOUISVILLE	DIANE EVANS	REC CENTER	12/18/2014	23.97
KING SOOPERS #0013	LOUISVILLE	KATIE BEASLEY	REC CENTER	12/17/2014	1.00
KING SOOPERS #0013	LOUISVILLE	KATIE BEASLEY	REC CENTER	12/17/2014	11.97
KING SOOPERS #0013	LOUISVILLE	PEGGY JONES	REC CENTER	12/16/2014	50.91
KING SOOPERS #0013	LOUISVILLE	CATHERINE JEPSON	PARKS	12/11/2014	24.17
KING SOOPERS #0013	LOUISVILLE	KRISTEN PORTER	REC CENTER	12/10/2014	15.27
KING SOOPERS #0013	LOUISVILLE	CATHERINE JEPSON	PARKS	12/09/2014	8.69
KING SOOPERS #0013	LOUISVILLE	AMANDA PERERA	REC CENTER	12/08/2014	98.44
KING SOOPERS #0013	LOUISVILLE	MEREDYTH MUTH	CITY MANAGER	12/08/2014	49.18
KING SOOPERS #0013	LOUISVILLE	KATIE BEASLEY	REC CENTER	12/08/2014	439.02
KING SOOPERS #0013	LOUISVILLE	KATHLEEN HIX	HUMAN RESOURCES	12/03/2014	38.91
KING SOOPERS #0013	LOUISVILLE	KATHLEEN HIX	HUMAN RESOURCES	12/02/2014	25.91
KING SOOPERS #0013	LOUISVILLE	DIANE EVANS	REC CENTER	12/01/2014	14.68
KING SOOPERS #0013	LOUISVILLE	DIANE EVANS	REC CENTER	12/01/2014	155.01
KING SOOPERS #0013	LOUISVILLE	KAREN FREITER	LIBRARY	12/01/2014	30.96
KING SOOPERS #0013	LOUISVILLE	KATIE BEASLEY	REC CENTER	11/25/2014	9.35
KING SOOPERS #0013	LOUISVILLE	ANGIE FERGUSON	REC CENTER	11/20/2014	104.24
KOHL'S #0343	LOUISVILLE	LOGAN HAYMORE	POLICE	12/18/2014	224.42
LEWAN & ASSOCIATES INC	303-759-5440	DIANE M KREAGER	FINANCE	12/15/2014	3,386.25
LEWAN & ASSOCIATES INC	303-759-5440	JENNI DUNCAN	POLICE	12/12/2014	456.13
LEXISNEXIS RISK MGT	08883328244	CHRISTI GORDANIER	POLICE	12/03/2014	54.00
LOUISVILLE CAR WASH	LOUISVILLE	LAURA LOBATO	POLICE	12/12/2014	5.00
LOUISVILLE CAR WASH	LOUISVILLE	DAVID SZABADOS	FACILITIES	12/11/2014	5.00
LOUISVILLE CAR WASH	LOUISVILLE	DAVE NICHOLS	OPERATIONS	12/05/2014	13.00
LOUISVILLE CAR WASH	LOUISVILLE	LAURA LOBATO	POLICE	11/19/2014	10.00
LOWES #00220*	LOUISVILLE	JEFF LEBECK	OPERATIONS	12/19/2014	100.68
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/19/2014	74.00
LOWES #00220*	LOUISVILLE	RUSSELL K BROWN	WATER	12/15/2014	97.99
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/12/2014	29.94
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/12/2014	17.14
LOWES #00220*	LOUISVILLE	GLEN SIEDENBURG	WATER	12/11/2014	58.80
LOWES #00220*	LOUISVILLE	MIKE THOMPSON	FACILITIES	12/11/2014	4.80
LOWES #00220*	LOUISVILLE	BRIAN SINNER	PARKS	12/11/2014	68.99
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/11/2014	31.20
LOWES #00220*	LOUISVILLE	KATHLEEN D LORENZO	PARKS	12/11/2014	30.12
LOWES #00220*	LOUISVILLE	JUSTIN ELKINS	WASTEWATER	12/10/2014	14.94
LOWES #00220*	LOUISVILLE	ROBERT ERICHSEN	PARKS	12/09/2014	76.92

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
LOWES #00220*	LOUISVILLE	RUSSELL ELLIOTT	WATER	12/08/2014	15.91
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/08/2014	22.95
LOWES #00220*	LOUISVILLE	DAVE NICHOLS	OPERATIONS	12/05/2014	48.03
LOWES #00220*	LOUISVILLE	JEFF LEBECK	OPERATIONS	12/05/2014	45.94
LOWES #00220*	LOUISVILLE	KERRY KRAMER	PARKS	12/04/2014	26.95
LOWES #00220*	LOUISVILLE	JEFF LEBECK	OPERATIONS	12/03/2014	91.88
LOWES #00220*	LOUISVILLE	BRIAN SINNER	PARKS	12/03/2014	62.58
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/02/2014	16.97
LOWES #00220*	LOUISVILLE	KATIE BEASLEY	REC CENTER	12/02/2014	35.03
LOWES #00220*	LOUISVILLE	DENNIS COYNE	PARKS	11/26/2014	7.96
LOWES #00220*	LOUISVILLE	DAVE HINZ	POLICE	11/26/2014	3.94
LOWES #00220*	LOUISVILLE	HUGO ROMERO	OPERATIONS	11/26/2014	29.26
LOWES #00220*	LOUISVILLE	BRIAN GARDUNO	OPERATIONS	11/25/2014	30.24
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	11/24/2014	50.94
LOWES #00220*	LOUISVILLE	GLEN SIEDENBURG	WATER	11/22/2014	132.88
LOWES #00220*	LOUISVILLE	PEGGY JONES	REC CENTER	11/21/2014	60.92
LAMARS DONUTS #45	LOUISVILLE	JAY LANPHERE	POLICE	12/07/2014	19.98
MCCANDLESS TRUCK CENTE	AURORA	MASON THOMPSON	OPERATIONS	12/18/2014	49.10
MCCANDLESS TRUCK CENTE	AURORA	RON CHOATE	OPERATIONS	12/09/2014	49.74
MCCANDLESS TRUCK CENTE	AURORA	MASON THOMPSON	OPERATIONS	12/05/2014	326.05
MR LOCK.COM	8175711324	DAVID SZABADOS	FACILITIES	11/24/2014	433.58
MYERS POWER PRODUCTS	ONTARIO	CLIFFORD SWETT	IT	12/03/2014	605.85
NAPA AUTO PART 0026903	LOUISVILLE	DIANE M KREAGER	FINANCE	12/11/2014	1,066.03
NAPA AUTO PART 0026903	LOUISVILLE	HUGO ROMERO	OPERATIONS	12/08/2014	18.52
NAPA AUTO PART 0026903	LOUISVILLE	ANTHONY M BRUNNING	WASTEWATER	12/05/2014	262.32
NAPA AUTO PART 0026903	LOUISVILLE	ERIK SWIATEK	PARKS	11/25/2014	12.73
NAPA AUTO PART 0026903	LOUISVILLE	ROBERT ERICHSEN	PARKS	11/24/2014	9.57
NATIONWIDE SPECIALTY H	413-7334540	LESLIE RINGER	HUMAN RESOURCES	12/12/2014	175.00
NETWORX-BULB DIRECT	5853412000	KATIE BEASLEY	REC CENTER	12/02/2014	59.97
NOODLES & CO 110	LOUISVILLE	JENNI DUNCAN	POLICE	12/11/2014	59.65
NOODLES & CO 110	LOUISVILLE	DAWN BURGESS	CITY MANAGER	12/09/2014	64.19
NSC*NORTHERN SAFETY CO	800-631-1246	ANGELA NORENE	OPERATIONS	12/05/2014	212.57
O.C.P.O. /C.E.C.T.I.	303-3948994	TANNER THORSON	WASTEWATER	12/11/2014	35.00
OFFICE MAX	SUPERIOR	JENNI DUNCAN	POLICE	12/18/2014	71.96
OFFICE MAX	SUPERIOR	DAVE HINZ	POLICE	12/17/2014	52.50
OFFICE MAX	SUPERIOR	KATIE BEASLEY	REC CENTER	12/09/2014	22.49
OFFICE MAX	SUPERIOR	RUSSELL ELLIOTT	WATER	12/08/2014	22.99
OFFICE MAX	SUPERIOR	JENNI DUNCAN	POLICE	12/05/2014	46.77
OFFICE MAX	SUPERIOR	ROBERT DUPORT	WATER	12/02/2014	59.97
OFFICE MAX	SUPERIOR	ROBERT DUPORT	WATER	11/25/2014	-6.63
OFFICE MAX	SUPERIOR	ROBERT DUPORT	WATER	11/25/2014	45.55
OFFICE MAX	SUPERIOR	AMANDA PERERA	REC CENTER	11/20/2014	19.98

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
OFFICE MAX	SUPERIOR	KATHY MARTIN	REC CENTER	11/20/2014	99.96
OFFICEMAX CT*IN#049428	877-969-6629	MONICA GARLAND	BUILDING SAFETY	12/17/2014	58.34
OFFICEMAX CT*IN#530558	877-969-6629	MONICA GARLAND	BUILDING SAFETY	12/02/2014	207.51
OFFICEMAX CT*IN#540958	877-969-6629	MONICA GARLAND	BUILDING SAFETY	12/15/2014	6.29
OFFICEMAX CT*IN#671482	877-969-6629	MONICA GARLAND	BUILDING SAFETY	12/10/2014	62.76
OFFICEMAX CT*IN#763175	877-969-6629	MONICA GARLAND	BUILDING SAFETY	12/17/2014	72.43
OLD SANTA FE MEXICAN G	LOUISVILLE	DAVE HINZ	POLICE	12/09/2014	49.84
OLD SANTA FE MEXICAN G	LOUISVILLE	DAVE NICHOLS	OPERATIONS	12/05/2014	43.48
ORIENTAL TRADING CO	800-228-0475	AMANDA PERERA	REC CENTER	11/21/2014	327.75
PAPA JOHN'S #04489.COM	918-576-7301	SEAN MCCARTNEY	PLANNING	12/03/2014	26.84
PARKER STORE LOUISVILL	303-762-6512	JEFF LEBECK	OPERATIONS	12/03/2014	32.74
PARKER STORE LOUISVILL	303-762-6512	CHRIS LICHTY	PARKS	12/03/2014	105.92
PARKER STORE LOUISVILL	303-762-6512	TANNER THORSON	WASTEWATER	11/20/2014	23.67
PAYFLOW/PAYPAL	08888839770	DIANE M KREAGER	FINANCE	12/02/2014	19.95
PAYFLOW/PAYPAL	08888839770	DIANE M KREAGER	FINANCE	12/02/2014	131.65
PAYPAL *WATERHOGMAT	4029357733	DAVID SZABADOS	FACILITIES	11/20/2014	921.94
PETSMART INC 1015	SUPERIOR	RUSSELL ELLIOTT	WATER	12/16/2014	39.94
PETSMART INC 1015	SUPERIOR	RUSSELL ELLIOTT	WATER	12/10/2014	13.28
PIZZA KING	LOUISVILLE	AMANDA PERERA	REC CENTER	12/10/2014	59.00
POLYDYNE INC	09128843366	ROBERT DUPORT	WATER	12/03/2014	540.00
PREMIER CHARTERS	03032892222	KATIE BEASLEY	REC CENTER	12/19/2014	529.00
PREMIER CHARTERS	03032892222	KATIE BEASLEY	REC CENTER	12/10/2014	451.00
PREMIER CHARTERS	03032892222	KATIE BEASLEY	REC CENTER	12/08/2014	451.00
PREMIER CHARTERS	03032892222	KATIE BEASLEY	REC CENTER	12/02/2014	451.00
PROGREEN EXPO REGISTRA	3037983664	BOB BERNHARDT	PARKS	12/11/2014	185.00
PUBLIC HEALTH & ENVIRO	03036922130	PATRICK FARRELL	WATER	12/17/2014	261.00
QDOBA MEXICAN GRILLQPS	LOUISVILLE	JENNI DUNCAN	POLICE	12/10/2014	33.00
QDOBA MEXICAN GRILLQPS	LOUISVILLE	LESLIE RINGER	HUMAN RESOURCES	11/24/2014	268.04
QUALITY POOLS AND SPAS	BOULDER	ANTHONY M BRUNNING	WASTEWATER	12/12/2014	333.72
RIPP RESTRAINTS INTER	03862183832	DAVE HINZ	POLICE	11/25/2014	157.67
ROADSAFE 3101	DENVER	JEFF LEBECK	OPERATIONS	12/15/2014	802.38
ROADSAFE 3101	DENVER	ANGELA NORENE	OPERATIONS	11/20/2014	755.00
ROCKY MOUNTAIN REGIONA	303-770-2220	MATT LOOMIS	PARKS	12/12/2014	155.00
ROCKY MOUNTAIN SIGNING	PARKER	JEFF LEBECK	OPERATIONS	12/17/2014	100.00
SCOTTY'S TRUCK TOPPERS	BROOMFIELD	MASON THOMPSON	OPERATIONS	12/16/2014	89.00
SHRED-IT DENVER	03032939170	DIANE M KREAGER	FINANCE	12/17/2014	30.00
SHRED-IT DENVER	03032939170	AMANDA PERERA	REC CENTER	12/03/2014	94.46
SHRED-IT DENVER	03032939170	DIANE M KREAGER	FINANCE	11/26/2014	30.00
SHRED-IT DENVER	03032939170	JENNI DUNCAN	POLICE	11/26/2014	30.00
SIGNS NOW BOULDER INC	BOULDER	MONICA GARLAND	BUILDING SAFETY	12/12/2014	240.00
SOURCE OFFICE PRODUCTS	303-9648100	POLLY A BOYD	PARKS	12/18/2014	58.40
SOURCE OFFICE PRODUCTS	GOLDEN	ANGELA NORENE	OPERATIONS	12/05/2014	-41.88

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
SOURCE OFFICE PRODUCTS	303-9648100	ANGELA NORENE	OPERATIONS	12/10/2014	137.78
SOURCE OFFICE PRODUCTS	303-9648100	ANGELA NORENE	OPERATIONS	12/10/2014	71.42
SOURCE OFFICE PRODUCTS	303-9648100	ANGELA NORENE	OPERATIONS	12/05/2014	64.31
SOURCE OFFICE PRODUCTS	303-9648100	POLLY A BOYD	PARKS	12/04/2014	187.59
SOURCE OFFICE PRODUCTS	303-9648100	POLLY A BOYD	PARKS	12/04/2014	32.93
SOURCE OFFICE PRODUCTS	GOLDEN	KERRY HOLLE	PUBLIC WORKS	11/25/2014	-13.63
SOURCE OFFICE PRODUCTS	GOLDEN	KERRY HOLLE	PUBLIC WORKS	11/18/2014	-4.78
SOURCE OFFICE PRODUCTS	303-9648100	POLLY A BOYD	PARKS	11/24/2014	158.14
SOURCE OFFICE PRODUCTS	303-9648100	POLLY A BOYD	PARKS	11/24/2014	84.00
SOURCE OFFICE PRODUCTS	303-9648100	DAWN BURGESS	CITY MANAGER	11/20/2014	64.93
SPEEDY SIGN WORKS INC	303-5302595	JESSE DEGRAW	REC CENTER	12/10/2014	210.00
SPEEDY SIGN WORKS INC	LAFAYETTE	JEFF LEBECK	OPERATIONS	11/26/2014	300.00
SQ *BITTERSWEET CAFE & STAPLES 00114157	LOUISVILLE BOULDER	ROBERT P MUCKLE JUSTIN ELKINS	CITY MANAGER WASTEWATER	12/12/2014 12/15/2014	6.59 104.96
STAPLS7128040722000001	877-8267755	KAREN FREITER	LIBRARY	12/03/2014	124.95
STAPLS7128040722000002	877-8267755	KAREN FREITER	LIBRARY	12/11/2014	18.99
STAPLS7128086811000001	877-8267755	KAREN FREITER	LIBRARY	12/03/2014	99.78
STAPLS7128331279000001	877-8267755	DIANE M KREAGER	FINANCE	12/06/2014	54.44
STAPLS7128380387000001	877-8267755	TANNER THORSON	WASTEWATER	12/09/2014	155.84
STAPLS7128380387000002	877-8267755	TANNER THORSON	WASTEWATER	12/09/2014	55.72
STAPLS7128749083000001	877-8267755	TANNER THORSON	WASTEWATER	12/16/2014	115.38
STAPLS7128786547000001	877-8267755	DIANE M KREAGER	FINANCE	12/16/2014	668.20
STAPLS7129050130000001	877-8267755	DIANE M KREAGER	FINANCE	12/20/2014	51.51
STEP 'N WASH, INC.	7706774000	AMANDA PERERA	REC CENTER	12/05/2014	435.50
STERICYCLE	08667837422	POLLY A BOYD	PARKS	12/08/2014	264.11
SUHOR INDUSTRIES	09133452120	DENNIS COYNE	PARKS	11/24/2014	280.00
SUNBELT RENTALS #541	BOULDER	ROBERT DUPORT	WATER	12/08/2014	115.00
SUNBELT RENTALS #541	BOULDER	DAVE NICHOLS	OPERATIONS	12/02/2014	88.92
SUNSTATE EQUIPMENT DNV	07203227000	ANGELA NORENE	OPERATIONS	11/20/2014	794.80
SUPPLYHOUSE.COM	08887574774	DAVID SZABADOS	FACILITIES	12/16/2014	445.90
TARGET 00017699	SUPERIOR	RUSSELL ELLIOTT	WATER	12/15/2014	14.67
TARGET 00017699	SUPERIOR	RUSSELL ELLIOTT	WATER	12/09/2014	4.89
THE BLUE PARROT	LOUISVILLE	CATHERINE JEPSON	PARKS	12/11/2014	140.00
THE HOME DEPOT 1506	LOUISVILLE	GLEN SIEDENBURG	WATER	12/18/2014	51.67
THE HOME DEPOT 1506	LOUISVILLE	DAVE NICHOLS	OPERATIONS	12/19/2014	21.44
THE HOME DEPOT 1506	LOUISVILLE	JEFF LEBECK	OPERATIONS	12/19/2014	85.34
THE HOME DEPOT 1506	LOUISVILLE	JOSH MOORE	WATER	12/16/2014	25.65
THE HOME DEPOT 1506	LOUISVILLE	DAVID SZABADOS	FACILITIES	12/16/2014	4.68
THE HOME DEPOT 1506	LOUISVILLE	VICKIE ILKO	OPERATIONS	12/15/2014	24.97
THE HOME DEPOT 1506	LOUISVILLE	KERRY KRAMER	PARKS	12/11/2014	11.77
THE HOME DEPOT 1506	LOUISVILLE	TANNER THORSON	WASTEWATER	12/11/2014	211.35
THE HOME DEPOT 1506	LOUISVILLE	DAVID SZABADOS	FACILITIES	12/12/2014	28.91

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
THE HOME DEPOT 1506	LOUISVILLE	DAVID SZABADOS	FACILITIES	12/12/2014	25.40
THE HOME DEPOT 1506	LOUISVILLE	JOSH MOORE	WATER	12/10/2014	51.37
THE HOME DEPOT 1506	LOUISVILLE	MATT LOOMIS	PARKS	12/08/2014	79.94
THE HOME DEPOT 1506	LOUISVILLE	BRADLEY AUSTIN	PARKS	12/05/2014	8.59
THE HOME DEPOT 1506	LOUISVILLE	JEFF LEBECK	OPERATIONS	12/05/2014	9.90
THE HOME DEPOT 1506	LOUISVILLE	PAUL BORTH	REC CENTER	12/04/2014	31.10
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	12/05/2014	14.98
THE HOME DEPOT 1506	LOUISVILLE	BRADLEY AUSTIN	PARKS	12/04/2014	5.66
THE HOME DEPOT 1506	LOUISVILLE	DAVID SZABADOS	FACILITIES	12/05/2014	99.00
THE HOME DEPOT 1506	LOUISVILLE	KERRY KRAMER	PARKS	12/03/2014	72.82
THE HOME DEPOT 1506	LOUISVILLE	HARLAN VITOFF	PARKS	12/02/2014	32.92
THE HOME DEPOT 1506	LOUISVILLE	BRADLEY AUSTIN	PARKS	12/01/2014	11.32
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	12/01/2014	59.92
THE HOME DEPOT 1506	LOUISVILLE	JOSH MOORE	WATER	12/01/2014	35.57
THE HOME DEPOT 1506	LOUISVILLE	RUSSELL K BROWN	WATER	11/30/2014	-87.94
THE HOME DEPOT 1506	LOUISVILLE	DAVID ALDERS	PARKS	11/26/2014	25.29
THE HOME DEPOT 1506	LOUISVILLE	DAVID DEAN	PARKS	11/25/2014	20.58
THE HOME DEPOT 1506	LOUISVILLE	ANTHONY M BRUNNING	WASTEWATER	11/25/2014	496.21
THE HOME DEPOT 1506	LOUISVILLE	DAVE NICHOLS	OPERATIONS	11/26/2014	38.85
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	11/24/2014	16.60
THE HOME DEPOT 1506	LOUISVILLE	MATT LOOMIS	PARKS	11/24/2014	22.84
THE HOME DEPOT 1506	LOUISVILLE	RON CHOATE	OPERATIONS	11/24/2014	9.15
THE HOME DEPOT 1506	LOUISVILLE	DAVE NICHOLS	OPERATIONS	11/21/2014	29.89
THE HOME DEPOT 1506	LOUISVILLE	PHIL LIND	FACILITIES	11/21/2014	35.88
THE HOME DEPOT 1506	LOUISVILLE	DAVID SZABADOS	FACILITIES	11/20/2014	6.76
THE HOME DEPOT 1506	LOUISVILLE	MATT LOOMIS	PARKS	11/20/2014	9.95
THE HOME DEPOT 1506	LOUISVILLE	KERRY KRAMER	PARKS	11/20/2014	56.91
THE HOME DEPOT 1506	LOUISVILLE	DAVID ALDERS	PARKS	11/19/2014	22.46
THE HOME DEPOT 1506	LOUISVILLE	KERRY KRAMER	PARKS	11/19/2014	47.08
THE HOME DEPOT 1506	LOUISVILLE	FRANCIS H TRICKEL	WATER	11/19/2014	87.94
THE HOME DEPOT 1506	LOUISVILLE	MICHAEL CLEVELAND	OPERATIONS	11/19/2014	49.97
THE HOME DEPOT 1506	LOUISVILLE	RUSSELL K BROWN	WATER	11/19/2014	87.94
THE PINES AT GENESEE I	07202340351	DIANE EVANS	REC CENTER	12/01/2014	447.50
THE RADAR SHOP	03162635300	MARGARITA SUBIA	POLICE	12/03/2014	82.50
THE RADAR SHOP	03162635300	MARGARITA SUBIA	POLICE	12/03/2014	182.50
THOMAS CREATIVE APPARE	04199291506	NANCY VARRA	CITY CLERK	12/05/2014	286.50
TNEMEC	08164833400	JOSH MOORE	WATER	12/19/2014	80.00
TNEMEC	08164833400	JOSH MOORE	WATER	12/08/2014	143.00
TOSHIBA BUSINESS SOLUT	CHANDLER	AMANDA PERERA	REC CENTER	12/10/2014	253.17
THE HUCKLEBERRY	LOUISVILLE	EMBER K BRIGNULL	PARKS	12/10/2014	124.40
THE HUCKLEBERRY	LOUISVILLE	POLLY A BOYD	PARKS	12/10/2014	28.50
THE HUCKLEBERRY	LOUISVILLE	KATIE BEASLEY	REC CENTER	11/25/2014	108.00

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
USA BLUE BOOK	08004939876	JOSH MOORE	WATER	12/15/2014	113.85
USA BLUE BOOK	08004939876	ROBERT CARRA	WATER	12/11/2014	120.60
USA BLUE BOOK	08004939876	ROBERT CARRA	WATER	12/10/2014	121.55
USA BLUE BOOK	08004939876	JOSH MOORE	WATER	11/20/2014	93.26
USPS 07567002330362917	LOUISVILLE	JENNI DUNCAN	POLICE	12/16/2014	29.40
USPS 07567002330362917	LOUISVILLE	AMANDA PERERA	REC CENTER	12/03/2014	5.75
USPS 07567002330362917	LOUISVILLE	AMANDA PERERA	REC CENTER	11/20/2014	19.60
VERMONT SYSTEMS INC	802-879-6993	JULIE SEYDEL	REC CENTER	12/01/2014	358.57
VIA TOSCANA	LOUISVILLE	PAULA KNAPEK	HUMAN RESOURCES	12/10/2014	542.60
VIA TOSCANA	LOUISVILLE	DAWN BURGESS	CITY MANAGER	12/10/2014	542.60
VWR INTERNATIONAL INC	08009325000	TANNER THORSON	WASTEWATER	12/09/2014	241.59
VWR INTERNATIONAL INC	08009325000	TANNER THORSON	WASTEWATER	12/07/2014	227.10
VZWRLLSS*MY VZ VB P	ALPHARETTA	DIANE M KREAGER	FINANCE	12/11/2014	1,140.36
VZWRLLSS*MY VZ VB P	800-922-0204	DIANE M KREAGER	FINANCE	12/03/2014	1,251.72
VZWRLLSS*PRPAY AUTOPAY	888-294-6804	CRAIG DUFFIN	PUBLIC WORKS	12/05/2014	20.00
WALGREENS #1286	LOUISVILLE	SEAN MCCARTNEY	PLANNING	12/03/2014	21.76
WALGREENS #1286	LOUISVILLE	KATHLEEN D LORENZO	PARKS	11/20/2014	13.96
WALGREENS #7006	LOUISVILLE	KAYLA FEENEY	REC CENTER	12/16/2014	3.98
WAXIE SANITARY SUPPLY	800-544-8054	BOB BERNHARDT	PARKS	11/24/2014	36.00
WEF WYTHE	800-6660206	TANNER THORSON	WASTEWATER	12/03/2014	79.00
WHEAT RIDGE RECREATION	WHEAT RIDGE	KATIE MEYER	REC CENTER	12/19/2014	-310.00
WHEAT RIDGE RECREATION	WHEAT RIDGE	KATIE MEYER	REC CENTER	11/25/2014	310.00
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	12/19/2014	68.60
WW GRAINGER	877-2022594	JOSH MOORE	WATER	12/17/2014	47.80
WW GRAINGER	877-2022594	PHIL LIND	FACILITIES	12/16/2014	637.20
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	12/16/2014	13.05
WW GRAINGER	877-2022594	JENNI DUNCAN	POLICE	12/08/2014	116.74
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	12/03/2014	318.44
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	12/03/2014	70.01
WW GRAINGER	877-2022594	JOSH MOORE	WATER	11/25/2014	30.14
WW GRAINGER	877-2022594	JENNI DUNCAN	POLICE	11/21/2014	116.74
WW GRAINGER	877-2022594	JOSH MOORE	WATER	11/21/2014	50.09
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	11/21/2014	32.60
WWW.NEWEGG.COM	800-390-1119	CLIFFORD SWETT	IT	12/10/2014	290.98
WWW.NEWEGG.COM	800-390-1119	CLIFFORD SWETT	IT	11/26/2014	-195.49
CREDIT BALANCE APPLIED		JULIE SEYDEL	REC CENTER	12/1/2014	-166.80
CREDIT BALANCE APPLIED		MATT LOOMIS	PARKS	11/19/2014	-649.64
FOREIGN TRANSFER FEE		DAVID SZABADOS	FACILITIES	11/19/2014	3.96
		JAMES VAUGHN	REC CENTER	12/09/2014	102.97
TOTAL					\$ 68,503.12

**City Council
Meeting Minutes**

**January 6, 2015
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 Hank Dalton.
City Council members: Chris Leh, Susan Loo,
Ashley Stolzmann, Jeff Lipton, and Jay Keany*

Staff Present: *Heather Balsler, Deputy City Manager
Kevin Watson, Finance Director
Troy Russ, Planning & Building Safety Director
Kurt Kowar, Public Works Director
Joe Stevens, Parks and Recreation Director
Dmitry Tepo, Water Resources Engineer
Nancy Varra, City Clerk*

Others Present: *Sam Light, City Attorney*

PLEDGE OF ALLEGIANCE

All rose for the pledge of agenda.

APPROVAL OF AGENDA

Mayor Muckle called for changes to the agenda.

MOTION: Mayor Muckle moved to approve the agenda, seconded by Council member Keany. All were in favor.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Newly appointed Louisville Fire Protection District Chief John Willson introduced himself and stated he looks forward to attending City Council meetings on a quarterly basis and updating Council on the activities of the Fire District.

APPROVAL OF THE CONSENT AGENDA

Council member Lipton noticed at the Louisville Recreation Center, meeting agendas are posted after the check-in process. He suggested those postings be before the reception desk. Mayor Muckle agreed.

MOTION: Mayor Muckle moved to approve the consent agenda with Council Lipton's suggestion as an amendment, seconded by Mayor Pro Tem Dalton. All were in favor.

- A. Approval of Bills**
- B. Approval of Minutes – December 16, 2014**
- C. Approval of Designation of Places for Posting Notices for Public Meetings**
- D. Non-Profit Grant Program – Finance Committee Recommendations for 2015**

COUNCIL INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA

Council member Loo reported on the year's first meeting of the 36 Commuting Solutions. One of the guests at the meeting was Phil Washington, the General Manager and CEO of RTD. Mr. Washington was elected as the Chairperson of the American Public Transportation Association (APTA). Mr. Washington is supporting accelerating technological innovations and reported on the changing demographics of urban/city dwellers. He also reported on the lack of funding for transportation and the potential for public/private partnerships. He noted private corporations run into difficulties when dealing with 50 different states rules and regulations with respect to developing contracts. Mr. Washington will also focus on the lack of a skilled workforce, (mechanics and systems engineers) should funds be available. He is aware of the desire to have northwestern rail service, but there is no funding at this time.

CDOT spokesperson Amy Ford reported on the US 36 Project. Phase I of the project (Pecos to 88th Street) is 80 to 90% complete and will be finished by early summer of 2015. Phase II (88th Street to Table Mesa) is 40% complete and will be finished by the first quarter of 2016. The DDI project is part of Phase II and estimated to open in early 2016. US 36 will have Bus Rapid Transit, which will be called the Flatiron Flyer. The bus schedule will be frontloaded to establish a short wait time. Commuters who have transponders will have to change to a new type, which will allow them to use the HOV lanes. CDOT is proposing an intensive public education effort on the DDI. She recommended the public go to the CDOT or City website to view a video of the DDI.

Mayor Muckle commented former Louisville Mayor Chuck Sisk is on the RTD Board and was recently reappointed as Chairperson.

CITY MANAGER'S REPORT

Deputy City Manager Balsler requested the Public Works Director and the Parks and Recreation Director provide an update on the recent snow removal efforts.

Public Works Director Kowar reported the past back-to-back snow storms produced record setting cold temperatures. Overall, the snow removal operations throughout the City have been successful, however there has been some feedback regarding how much snow remains on the main roads compared to other cities. The City's resources include an aged operation facility, which has a limited area for storing de-icing materials. During the recent snow storms, the City tried to manage the materials and ensure a sufficient supply for the next storm. He drove through the city and noted the road conditions were similar to those of other cities. Public Works will continue to work with the City Council and the community to ensure the level of service for roads is where it should be.

Parks and Recreation Director Stevens reported on the snow removal at public facilities and in public parks and trails. Overall, they were successful in removing snow within 24 hours. The Parks Division assumed snow removal in some transition areas, where maintenance has not been accepted by the City. One such area was Steel Ranch Park, which had some icing issues. Another issue was not completely clearing some sidewalks. He noted de-icing materials are reserved for the streets and with the continued snow it was difficult to keep up with the sidewalk snow removal, however, the sidewalks to the Library, City Hall, Recreation Center and Police Department were cleared. He complimented the Public Works Department for their cooperation. He noted there were a couple of broken waterline breaks, which took some crew members off snow removal and a funeral requiring the crew to clear snow from the cemetery road. He explained there is always confusion over whether it is a City maintained sidewalk or privately maintained. He requested the public call the Parks Division if a publicly maintained sidewalk has not been cleared. He reported the Parks Division cleared 20 miles of sidewalks, but noted they do not clear soft surface trails.

Mayor Muckle reported on walking his new dog on City sidewalks and trails and noted the sidewalks and trails were cleared of snow. He noted the City Council will further discuss snow removal at a study session. Deputy City Manager Balsler stated this discussion has been scheduled for the January 27th study session.

REGULAR BUSINESS

DISTRIBUTION OF OPEN GOVERNMENT PAMPHLET

Mayor Muckle reported the Open Government Pamphlet is a summary of Articles 4 and 5 and other laws relating to citizen participation in municipal government. The pamphlet is distributed to each public body at its first meeting of the calendar year and is available to citizens on the City's web site, City Hall, City Library and other public places and at meetings of public bodies. The pamphlet was included in the City Council packet.

RESOLUTION No. 1, SERIES 2015 – A RESOLUTION FINDING SUBSTANTIAL COMPLIANCE FOR AN ANNEXATION PETITION WITH THE CITY OF LOUISVILLE, COLORADO, KNOWN AS THE 245 NORTH 96TH STREET ANNEXATION – SET PUBLIC HEARING FOR 2/17/15

Mayor Muckle requested a staff presentation.

Planning and Building Safety Director Russ explained the Boulder County Housing Authority is petitioning the City to commence a voluntary annexation of 13.404 acres. The annexation petition was submitted by Boulder County for the property located at 245 North 96th Street. The resolution of substantial compliance represents the first step in the annexation process. Council must determine whether the annexation petition and map substantially comply with the statutory criteria for those documents. The staff and the City Attorney's office have reviewed the petition and map and find them to be in compliance with the statutory requirements.

Staff Recommendation: Staff recommended approval of Resolution 1, Series 2015, which finds substantial compliance for an annexation petition with the City of Louisville for 245 North 96th Street Annexation and sets a public hearing for February 17, 2015.

APPLICANT PRESENTATION

Norrie Boyd, Planning Division Manager, Boulder County Housing Authority (BCHA), voiced their excitement over this project. She addressed the 2012 Intergovernmental Government Agreement (IGA) with the City to take over and improve the existing Louisville Housing Authority properties. To date, they have invested over \$1.3 Million in rehabilitation of those properties. They also agreed to build 15 units of new affordable housing, which is included in this development proposal. She noted this is a top priority for the Boulder County Housing Authority and the Boulder County Commissioners. She complimented the City staff for their assistance in this process. The Boulder County Housing Authority is looking forward to the development of this project.

MOTION: Mayor Muckle moved to approve Resolution No. 1, Series 2015, and set the public hearing for February 17, 2015, seconded by Council member Keany. All were in favor.

UTILITY FUNDS FINANCIAL PLAN UPDATE

Mayor Muckle requested a staff presentation

Public Works Director Kowar provided an introduction for the next four agenda items. He explained for the last three years the City has been working on a Utility Funds Financial Plan to assess City facilities for wastewater, water and stormwater. The focus of the presentations would be for wastewater facilities. He updated the City Council on the various processes and multiple components of this project.

Staff and Raftelis Financial Consultants (RFC) conducted a utility rate study to calculate tap fees and utility rates the City’s enterprise fund should be charging to fund operations, maintenance and capital improvements.

2013-2015 Impacts: Increase in project construction costs; better loan interest rate and issuance cost; timing of project cash flow requirements; 2013 Flood related impacts; updated Tap Fee revenues and projections and the 2015 approved budget.

2013 Task Force Study Recommendations - 2014 Activity Review:

- Updated Water and Sewer Tap Fees in 2014.
- Increased Water (2%), Sewer (27%), and Stormwater (30%) rates in 2014
- Began billing Parks for water usage (25% of actual cost)
- Adopted Reuse Water Rate
- Began Implementation of Wastewater Rate Structure from Flat Fee to Volume Based Fee.
- Discussed Water Budgets with City Council and Water Committee.
- Discussed implementation of Stormwater Tap Fee with City Council and Water Committee.

2013 Study Recommendations – Proposed 2015 Activities:

- Implement Cost of Service Adjustments for Residential and Non-Residential for Water and Wastewater Rates.
- Increased Water (27%) rates in 2014.
- Continue billing increase for Parks water usage (50% of actual costs).
- Continue staff analysis of Water Budgets.
- Continue analysis of Superior integration opportunities. (Not part of 2013 Study, but may benefit customer rates.)

2013 Study Recommendations – Cost of Service Adjustment:

- Residential Water increases by 32%.
- Non-Residential Water decreases by 27%.
- Residential Wastewater decreases by 13%
- Non-Residential Wastewater increases by 57%.

2013 Study vs 2014 Update – Utility Rate Increase Review:

<u>Utility</u>	<u>Proposed Rate Revenue Increase</u>				
	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Water	0%	11%	11%	0%	0%
Wastewater	27.0%	20%	4%	0%	0%
Stormwater	0%	12%	1%	0%	0%

Recommended Rate Increases:

<u>Service</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Water	\$12.32	\$12.32	\$13.68	\$15.18	\$15.18	\$15.18
Wastewater	20.69	26.28	31.53	32.79	32.79	32.79
Stormwater	4.23	4.23	4.74	4.78	4.78	4.78
Combined	\$37.24	\$42.83	\$49.94	\$52.76	\$52.78	\$52.86
Bill						
% of Increase	-0-	15.0%	16.6%	5.6%	0.0%	0.2%

COUNCIL COMMENTS

Council member Stolzmann voiced her appreciation for all the work done on the Utility Funds Financial Plan and acknowledged the need to increase the rates. She did not agree with the fundamental assumption behind the cost of service adjustments for residential and non-residential use. She did not feel it addressed the underlining costs being driven by those two groups because the billing is set up to encourage more conservation on the residential side. She stated it is not consistent with the American Water Works Association manual. She did not favor water budgets or continuing to work on the concept. She addressed the stormwater proposal, which only takes 50 properties out of the floodplain at a cost of \$8.8 Million. She did not see a benefit of the project and favored delaying or discontinuing the project. She agreed the rate increases were necessary so the City is not growth dependent, but supported taking out any projects not necessary, to keep the water rates as low as possible.

Public Works Director Kowar stated the City is not required to do financial service adjustments or the stormwater project, but is required to do the wastewater project to meet future EPA permits.

Council member Lipton stressed the importance of explaining to the public the reason for the increases. He agreed they are long term investments the public should be required to pay for, but he would be more comfortable with smoothing out the increases over a period of time instead of frontloading them. He addressed the water budget concept and stated his understanding the City Council had directed staff not to work on this project.

Mayor Pro Tem Dalton also agreed the City Council directed staff not to proceed with the water budget concept.

Council member Leh agreed with the concept of smoothing out the rate increases over a period of time. He inquired what measures will be taken to assist residents who have financial difficulties in paying for the increases in the utility bills. Public Works Director Kowar stated there is currently not a financial assistance program for utilities, but it could be investigated and noted other cities have such programs. Council member Loo stated the Senior Foundation have funds to assist seniors with their utility bills.

PUBLIC COMMENT

Debby Fahey, 1118 W. Enclave Circle, Louisville, CO stated there are funds available for emergencies, however, most of the money raised by the Senior Foundation goes to Xcel Energy bills and cannot be used for other utilities. There are funds raised from other sources such as the silent auction, however, currently there is a deficit in that fund.

COUNCIL COMMENTS

Mayor Muckle also agreed with smoothing the increases over a period of time. He noted the Wastewater Treatment Facility is mandated for improvements. He supported the drainage project and felt it will be a valued activity. He stated a flood in the area would be devastating to those property owners. As to whether the projects should be shifted, he felt it would affect the funds available through Urban Drainage.

Public Works Director Kowar explained the stormwater project was an outcome of a 2011 study of the drainage on the eastern portion of the City. At the time, there was not any support from the City of Lafayette or Boulder County Open Space, but over the past few years the City has developed those partnerships. He felt Urban Drainage would be flexible and the project could be moved. The overall 50% increase in the residential rates is over a five-year period. He felt the project is beneficial and it is not a major impact to the utility bill. The wastewater treatment plant is the City's biggest impact and it will be difficult to smooth those rates. With respect to the intergenerational equity, he noted this is a 20-year loan.

Mayor Muckle requested staff take the Council's comments into account for the February 3, 2015 meeting. Public Works Director Kowar asked if staff provided enough data for the February 3rd meeting. Council members confirmed the data was sufficient.

WASTEWATER TREATMENT PLANT AND LAFAYETTE-LOUISVILLE BOUNDARY AREA DRAINAGE IMPROVEMENTS COLORADO WATER RESOURCES AND POWER DEVELOPMENT AUTHORITY PUBLIC MEETING FOR A STATE LOAN

Mayor Muckle requested a staff presentation

Public Works Director Kowar noted with respect to the utilities rate plan, an essential component is acquiring loans to build a \$30 Million wastewater treatment plant and for an \$8.5 Million stormwater project. The City staff has been working towards an application process for approval of low interest loans from the Colorado Water Resources and Power Development Authority (CWRPDA). A State Revolving Loan Fund requires a public meeting where the project is presented with 30-day notice of the public meeting. The public meeting is scheduled for February 17, 2015.

The Wastewater Treatment Plant, when upgraded, will meet Colorado Department of Public Health and Environment (CDPHE) permit requirements related to water quality limits and infrastructure redundancy requirements in 2017; the projected requirements for Nitrogen and Phosphorous in 2020, and upgrade the dilapidated condition of the existing WWTP processes. The existing wastewater treatment facility cannot meet those limits, but will be repurposed for administrative and staff purposes. Part of the CWRPDA application will be the wastewater treatment plant for \$25.8 Million and the second part is the flood plain improvements for \$8.8 Million. Portions of the project were eliminated, which brought down the cost and brought the partners in. Staff completed a 5-year financial plan to account for the debt service necessary to ensure the Wastewater Fund is sustainable. The debt service for the flood plain may be closer to \$6.5 Million, which will help reduce the rate increases.

The Boundary Area Drainage Improvements project would remove areas of Downtown, Highway 42 corridor, and the Wastewater Treatment Plant from the 100-year floodplain. As part of the design process there has been an environmental impacts study. This project would be done by the Urban Drainage and Flood Control District through the preferred contractors they use. The City would essentially pay them to build this project for \$38 Million.

COUNCIL COMMENT

Council member Stolzmann inquired if the City is applying for two loans. Public Works Director Kowar confirmed the City would be applying for two loans.

Council member Stolzmann commented the Council received proactive feedback from the public on previous rate increases. She requested staff explain the projects to the residents and notify them another rate increase is forthcoming. Public Works Director Kowar explained they began providing information on the 5-year plan and notice of the wastewater rates change in November.

Council member Stolzmann stated it would be more cost effective for the City to pay the property owners flood insurance than to take on this project. She noted these properties have always been in the flood plain. She did not feel it was fair for all the residents to pay for this project.

Council member Lipton voiced his appreciation for Council member Stolzmann's comments, but explained he saw a video about the floods and the impact to the first responders. He felt it is a life safety issue not only for individual properties, but from public spaces. He was not aware of the water depth of the flooding in this area, but felt this drainage project would assist first responders who must respond in cases of emergency.

Public Works Director Kowar stated he has not seen flooding in this area, but there are residents who have experienced flooding. In some areas there may be shallow flooding

(less than 1 foot) and in other areas the flooding may range from 2 to 4 feet. He stated east of Highway 42 there are very strong currents and local flows in the open space areas. He noted there are condos, homes and a school on the Lafayette side, which have seen some damaging flooding. In the downtown area, the water tends to pond, but they may have very strong undercurrent around the inlet areas.

Mayor Pro Tem Dalton agreed with Mayor Muckle that cities provide infrastructure to protect their residents' properties by eliminating flooding problems.

Public Works Director Kowar explained staff will proceed with the design and the loan applications. Within a month or two staff will present a loan agreement and a contract with Urban Drainage for Council consideration.

**CONSTRUCTION MANAGEMENT SERVICES AGREEMENT WITH
DEWBERRY ENGINEERS, INC. FOR WASTEWATER TREATMENT
FACILITY UPGRADES**

Mayor Muckle requested a staff presentation.

Public Works Director Kowar introduced the City's Water Resources Engineer Dmitry Tepo, who will be the Project Engineer for this project and Patrick Radebaugh representing Dewberry Engineers, Inc., who will provide the design and assist in the grant applications.

Water Resources Engineer Tepo explained before the City Council is a Construction Management Services Agreement with Dewberry Engineers, Inc., for Waste Water Treatment Facility upgrades. For the past year and a half, Dewberry and the City have been working on designing the upgrades to the Louisville Wastewater Treatment Plant. These upgrades are regulation driven by the Colorado Department of Public Health and Environment. Dewberry's scope of work for the current contract is for the design services only. Staff proposes another contract for bid phase services, construction management, as well as design of minor items relating to WWTP upgrades, not included in the original scope. Staff recommended the City Council contract with Dewberry for bid and construction phase services on sole source basis in the amount of \$1,557,080. Staff recommended sole source, rather than an open bid, based on the following:

- The design drawings and specifications were produced by Dewberry and Dewberry is in the best position to address contractor's questions and provide clarifications that will come up during bidding and construction.
- If a new firm is hired, the City could encounter liability issues during the construction and warranty periods of the WWTP upgrades. If warranty work is required, it will be difficult to identify the responsible party between the design consultant, construction management consultant, contractor, or the City.

- A new firm would not always be able to interpret the intent of drawings and specifications, as they did not produce the design.
- A new firm would require substantial time to review, validate assumptions, and confirm design directions for the City, recreating work that was previously performed by Dewberry and City staff.
- The timeline to advertise for and hire a new consultant, then bring that firm up to present knowledge would tighten the project timeframe. If major issues are then encountered during bidding or construction, the project may not be completed by CDPHE's deadline.

Water Resources Engineer Tepo explained the construction management costs are not driven by the engineering consultant but by the construction contractor. The construction management costs are for overseeing the contractor. If the contractor is performing well and on schedule the engineering company is able to keep the construction management cost down. He noted the reason construction management was not included in Dewberry's original design scope was because it was difficult to estimate the final number without a design. When Dewberry was awarded the Wastewater Treatment Master Plan in 2012, construction management was one of the items they were evaluated on.

Staff recommended the City Council award the Construction Management Service Agreement to Dewberry Engineers for \$1,557,080 and authorize staff to contract addenda up to \$45,000 for additional work and project contingency.

COUNCIL COMMENTS

Council member Loo voiced her appreciation for the additional information. She commented although she was not in favor of sole source contracts, she felt the additional information provided enough data for her to support the request.

Mayor Pro Tem Dalton noted Council has requested sole source justification be made in the Council communication. He felt it was not adequately done this time. He requested the City Manager ensure the necessary justification for sole source contractors are included in the City Council communication.

Council member Loo suggested in such cases the Water Committee review the sole source contract before it comes before Council.

Mayor Muckle agreed with the suggestion of boards or commissions reviewing sole source contractor requests. He shared the concern over sole source contracts, but observed in large project management in the last 5-10 years, it is more efficient to work through the entire project with a single contractor.

Council member Leh was satisfied with the information provided in the Council communication. Mayor Pro Tem Dalton agreed, but felt it should be provided upfront.

Council member Lipton commented he was satisfied with awarding the contract to Dewberry and recommended the Council move forward with staff's recommendation.

MOTION: Council member Lipton moved to approve the Construction Management Service Agreement with Dewberry Engineers, Inc., for Wastewater Treatment Facility Upgrades, seconded by Council member Loo. Roll call vote was taken. The motion passed by a vote of 7-0.

RESOLUTION No. 2, SERIES 2015 – A RESOLUTION APPROVING A FINAL PLAT, FINAL PLANNED UNIT DEVELOPMENT (PUD) AND SPECIAL USE (SRU) FOR IMPROVEMENTS TO THE EXISTING LOUISVILLE WASTE WATER TREATMENT FACILITY LOCATED AT 1555 EMPIRE DRIVE

Mayor Muckle requested a staff presentation

Planning and Building Safety Director Russ explained Resolution No. 2, Series 2015 recommends approval of a final plat, final Planned Unit Development (PUD) and Special Review Use (SRU) for improvements to the existing Louisville Waste Water Treatment Facility at 1555 Empire Drive.

The existing buildings contain: Administration Building; Reuse Filter and Supply Pump Station; UV Disinfection Building; Dewatering Facility; Headworks Building; RAS/WAS Building, Lab Building and Blower Building.

The existing Treatment Facilities contain: Clarifier; Digester; Sludge Drying Beds; Lagoon and Reuse Holding Pond.

The Site Plan: New Buildings include: Shop/Maintenance Building; New Headworks Building; Secondary Process Pump Station and New UV Building.

New Treatment Facility includes: Aeration Basin and three (3) Secondary Clarifiers.

Bike Path: Extension of crusher fines bike path on the north side of Empire Road.

Circulation: The existing roadway system will be extended and improved (asphalt). No public access to the street.

Parking: 18 spaces are proposed: 5 for the Lab building; 5 for the Administration offices and 8 for the shops. There are 5 employees at the Waste Water Treatment Plant.

Architecture: The proposed architecture will match the existing architecture (brick with metal trim and recessed metal windows). The lighting will match the existing style and be downcast.

Special Review Use: City Facilities are an allowed land use with a special review use permit. Staff believes the 5 criterion of the SRU have been met and recommended approval of the final Plat, PUD and SRU for the Louisville Waste Water Treatment

The Planning Commission reviewed this application and modified the recommendation of approval of the Final Plat, Final PUD and SRU. Staff recommended approval of Resolution No. 2, Series 2015 with the following conditions:

1. The applicant shall comply with the comment stated in the December 3, 2014 memo from Public Works prior to recordation.
2. The applicant shall place a landscaping buffer on the northern part of this property to buffer the expansion project from the property to the north.

Planning and Building Safety Director Russ explained the Planning Commission addressed the second condition due to the trail.

COUNCIL COMMENTS

Council member Stolzmann stated the plat is consistent with the comprehensive plan and the applicant demonstrated it meets the SRU criteria very well.

Council member Loo agreed with Council member Stolzmann's comments. She asked if the Horticulture and Forestry Advisory Board (HFAB) will have an opportunity to review the landscaping plan. Planning and Building Safety Director Russ stated the landscape plans would be submitted as part of the construction plans and the Parks Department and Engineering Division would review them.

Parks and Recreation Director Stevens explained it is a public project and the landscaping plans would be reviewed by HFAB.

Mayor Muckle supported a HFAB review. He inquired whether the brick building could be spruced up. Council member Stolzmann supported the use of brick as opposed to cinder block or corrugated steel.

MOTION: Council member Lipton moved to approve Resolution No. 2, Series 2015, with the two conditions, seconded by Council member Keany. All were in favor.

CONTRACT FOR FOOD AND BEVERAGE CONCESSION SERVICES AT COAL CREEK GOLF COURSE

Mayor Muckle requested a staff presentation

Parks and Recreation Director Stevens reviewed the Contract for Food and Beverage Concession Service at the Coal Creek Golf Course. The golf course is scheduled to open in 2015. Last year during the planning process there was discussion on whether

the food and beverage service should be done in-house or outsourced. Food and Beverage is not a very high revenue generator at the golf course, but is an essential service. Staff worked for six months on this project and searched the local community for perspective concessionaires. An advertisement to bid was posted and there was interest expressed by four vendors. Only two vendors bid on concession services, but one later withdrew. The Mine at Coal Creek Golf Course received unanimous approval from the seven member panel, who recommended the Director of Parks and Recreation draft an agreement for City Council consideration. The City Attorney's office assisted in drafting the agreement. The initial agreement is for four (4) years beginning in 2015 and may be extended for an additional three (3) year period.

Fiscal Impact: The Concessionaire will remit 5% of gross sales to the City except for sales tax and meals for their employees. It estimates \$400,000 in adjusted gross sales will generate approximately \$20,000 a year in revenue for the City (on a full year operation). The proposed agreement requires the City to buy back \$25,000 in equipment to be owned by the City. The City will agree to a cost not to exceed \$10,000 for minor remodeling subject to approval by the Director of Parks and Recreation. The vendor suggested a theme for the restaurant, which will be based on the City's history. The Golf Course Advisory Board will review the name Coal Creek and the mining history of Louisville to determine an appropriate theme for the restaurant. They will also review a signage program and an identity package. Staff recommended the City Council award a contract to The Mine at Coal Creek Golf.

PUBLIC COMMENT

Ken Gambon, 607 Augusta Drive, Louisville, CO, Chairperson for the Coal Creek Advisory Board stated he fully supports awarding the contract to The Mine. He explained he knows both of the principals from eating in their restaurants. He felt it would be the right choice for the golf course and the community.

COUNCIL COMMENTS

Council member Stolzmann referred to the contract concerning utilities and noted the concessionaire will be responsible for 75% of the water, gas, sewer, trash collection and recycling. She requested it also include composting. She noted other city facilities are required to compost such as the City Hall, Recreation Center and the Library. She felt the golf course clubhouse should also be required to compost.

PUBLIC COMMENT

Debby Fahey, 1118 Enclave Circle, Louisville, CO asked if the vendor will do catering for events such as wedding receptions. Mayor Muckle felt the vendor would be very interested in doing special venues. Parks and Recreation Director Stevens stated the City will get 5% of the proceeds of revenue of all the events.

MOTION: Mayor Muckle moved to approve the Contract for Food and Beverage concession Services at Coal Creek Golf Course, with the amendment to include composting, seconded by Mayor Pro Tem Dalton. Roll call vote was taken. The motion passed by a vote of 7-0.

ATTORNEY'S REPORT

City Attorney Light reported on an extension filed with the Public Utility Commission (PUC) relative to Burlington Northern Santa Fe (BNSF) Agreement on construction documents for the South Street Underpass. The City had hoped to have the agreement by the end of 2014, but had to file for an extension with the PUC. Hopefully the City will receive BNSF's comments on construction plans and the Underpass Agreement in order to file with the PUC. He reported sending Council an update on a litigation matter and inquired whether Council is receiving those confidential memos. He anticipated bringing forward a litigation matter for discussion on a strategy. There was Council confirmation of receipt of the confidential memos.

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

Mayor Muckle reported on the new Open Space/Trail Connection Map, which is available for the public at the City Hall, Recreation/Senior Center and the Library.

Council member Stolzmann reported a DRCOG Transportation Project meeting is scheduled this week and will establish three different scenarios for the second round of DRCOG TIP funding. Two scenarios are very good and will benefit the County as a whole, but unfortunately the City's project is not in either of those two scenarios. There will be discussion on how the different projects made the scenarios. Overall she felt it would be good for Boulder County and the region. She would continue to argue for inclusion of Louisville's project based on the criteria under equity areas, some last mile connections and leveraging of funds, which did not get the credit they deserved.

Council member Lipton commented on the January 13th Study Session Agenda Item - Budget Process Review. He requested a presentation on a bi-annual budget process. He inquired about the proper protocol, for Council to present information or materials on the 2016 budget and the proper way to distribute the information.

Mayor Muckle stated Council could submit materials to the staff, which would then be distributed to the entire Council in advance of the meeting. In terms of packet submittal, the materials must be submitted one week in advance of the meeting. Deputy City Manager Balser stated if Council has information they wish to share with the rest of the City Council, they should present them to staff to be included in the Friday packet. She noted an agenda item for the special meeting on February 10 is discussion of the 2016 goals. City Attorney Light reminded Council the charter requires agenda related materials be posted 72 hour notice prior to a public meeting.

Mayor Muckle requested any Council materials for the January 13th packet be submitted no later than Wednesday, January 7th.

Council member Lipton commented on the February 24th City Council study session agenda item for building permit process and the fees. He reported on public complaints relative to the fees and the timeframe for getting a permit, inspections and CO's. He suggested the Council set some goals and benchmarks against other cities to make sure the City is in line with the other communities. He requested discussion on the expansiveness on how things were done in the past and how they are done now and whether the International Building Code is inducing a workload on applicants and the staff and causing delays. He suggested perhaps the City is looking too much at what is prescribed in the building codes, which don't add value to the residents and cause delays.

Mayor Muckle agreed this should be part of a broader discussion. He supported setting bench marks to determine the cause of the delays, whether it be the process or technology.

Council member Keany felt there should be a quicker process for the smaller projects. He reported hearing comments that no matter the size of the project it takes three weeks to issue a building permit. He would like to see more customer friendly measures for small homeowner projects. He requested data on the turnaround time for small home projects, such as replacing a window or fence.

ADJOURN

MOTION: Council member Keany moved for adjournment, seconded by Mayor Muckle. All were in favor. The meeting adjourned at 8:55 p.m.

Robert P. Muckle, Mayor

Nancy Varra, City Clerk

**SUBJECT: AUTHORIZE PURCHASE OF TORO GROUNDSMASTER 4500-D
 ROTARY DECK MOWER FROM LL JOHNSON**

DATE: JANUARY 20, 2015

PRESENTED BY: JOE STEVENS, PARKS AND RECREATION DEPARTMENT

SUMMARY:

Staff requests authorization to purchase a new Toro Groundsmaster 4500-D Rotary Deck Mower from LL Johnson for use at Coal Creek Golf Course. The list price is from LL Johnson's current MAPO (Multiple Assembly of Procurement Officials) contract.

Make/Model – Toro Groundsmaster 4500-D
Price = \$60,137
Service Fee
Price = \$2,406
Universal Mount Sunshade
Price = \$533
Total Price = \$63,076

The purchase of this mower has been previously approved as part of the Capital Improvement Program; Golf Course Fund: Machinery & Equipment. The adopted budget includes \$750,000 for golf course maintenance equipment necessary to maintain Coal Creek Golf Course.

This mower will be the primary cutting unit for mowing rough height bluegrass, rye grass, and fescues on the golf course. The Toro 4500-D has a cutting width of 109", is 4WD, and complies with Tier IV emission regulations.

FISCAL IMPACT:

From Account 054-710-55470-04

RECOMMENDATION:

Authorize purchase of Toro Groundsmaster 4500-D Rotary Deck Mower from LL Johnson in the amount of \$63,077.

ATTACHMENT(S):

1. LL Johnson Quote and MAPO Agreement



4700 Holly Street, Denver CO 80216 Main: 303-320-1270 Fax:303-355-8250

January 7, 2015

Coal Creek Golf Course
Attn: David Dean
585 West Dillon Road
Louisville, CO 80027

Dear David,

As you requested, I am sending our current pricing information on the Toro Groundsmaster 4500-D five deck rotary mower that you are interested in. This price is from our current MAPO contract available to all of our tax supported accounts. The Service Fee listed below covers freight, set-up and delivery charges.

- 1- Toro Groundsmaster 4500-D five gang rotary mower with (5) Contour Plus independent decks, power steering, bi-directional 4-wheel drive, hydrostatic planetary front wheel drive, SmartCool System, canopy, individual brake controls, deluxe seat, armrests and powered by a Tier IV compliant 55 hp Yanmar turbo-charged diesel engine \$ 60,650.00
- 4% Service Fee \$ 2,426.00
- \$ 63,076.00

All Toro Commercial Turf products come with a two-year or 1,500 operational hour's warranty.

This price is guaranteed for 60 days.

As always, feel free to give us a call if you have any questions.

Sincerely,

Tim Bullard
Northern Territory Manager

2. Toro accessories purchased independent of a whole good item do not qualify for National IPA pricing.
3. Our demo equipment pricing will be negotiated – demo products are normally items that are current year production and have less than 150 hours usage.
4. Please contact us for special volume incentives per the Toro Smart Value Program in the IPA agreement.
Example: Purchase \$150,000-\$200,000 of the Toro Commercial Equipment and get \$4,500.00 of “Toro Free Goods”.
5. L.L. Johnson will provide free onsite training by our field technician upon request and free attendance at our 2016 L.L. Johnson service school (a \$45 value per person) – with any 2015 Toro equipment purchase.
6. Although we prefer payment by check, we do allow for credit card payments on all Toro products including equipment, with prior approval. Financing/leasing options are also available.
7. Term of agreement
 - a. Contract term expires on 11/30/2015
 - b. This proposal will be reviewed and renewed on an annual basis.

The current IPA agreement allows for Toro to have random price increases however, L.L. Johnson will hold the current prices through the review date and will absorb any increase from Toro through this agreement period for the MAPO group.

We at L.L. Johnson Distributing Company strive to provide the best customer service to our customers as possible. As always, if there is a warranty issue in the field with any Toro equipment, and we cannot repair it within 48 hours, we will do our very best to provide a replacement loaner piece of equipment at no charge to you. We again look forward to working with all the MAPO agencies. Please call me with any questions.

Sincerely,

Dan Melchior
General Manager
303.394.6657

Boyd Montgomery
The Toro Company

Diana Wilson, CPPB
On behalf of MAPO

**SUBJECT: AWARD SPORTS COMPLEX IRRIGATION POND
IMPROVEMENTS TO SAMORA, LLC**

DATE: JANUARY 20, 2015

PRESENTED BY: JOE STEVENS, PARKS AND RECREATION

SUMMARY:

The adopted 2014 Capital Improvement budget included pond liner replacement project for the Sports Complex irrigation pond.

Early in the spring of 2014 engineering services were completed by RG and Associates and the project was put out to bid. The Invitation to Bid was published on August 27th, and again on September 8th in the Daily Camera and posted on Rocky Mountain E-Purchasing System. The bid opening occurred on September 24th with only one bid received.

Company	Address	Total Price
Samora, LLC	5310 Ward Road, Suite 6-01 Arvada, CO 80002	\$99,896.95

The total price for the bid submitted by Samora exceeded the City’s approved project budget. Noting the concern, the City and Samora discussed the issue, resulting in a negotiated value engineering **total price of \$85,729.**

FISCAL IMPACT: \$91,200 was approved in 2014 CIP accounts.

- **042-799-55330-02, \$45,600**
- **052-498-55330-02, \$45,600**

Including engineering/design services of \$9,000, the City has a carry forward balance of \$82,200 for construction.

If approved, it will be necessary to roll-over the 2014 CIP funds awarded for this project in the amount of \$82,200 from accounts 042-799-55330-02 & 052-498-55330-02. Because the resubmitted bid still exceeds the project budget it will also be necessary to roll-over and utilize funds from Park Landscape Renovations (029-799-55330-56) in the amount of \$3,529. Park Landscape Renovations has a 2014 end balance of \$39,625.

**SUBJECT: AWARD SPORTS COMPLEX IRRIGATION POND IMPROVEMENTS TO
SAMORA, LLC**

DATE: JANUARY 20, 2015

PAGE 2 OF 2

RECOMMENDATION:

Staff recommends City Council award the Sports Complex Irrigation Pond Improvements Project to Samora, LLC for the total price of \$85,729.

If approved, the project will be completed by April of 2015 prior to the spring irrigation needs.

ATTACHMENT(S):

1. Agreement

AGREEMENT

THIS AGREEMENT is made and entered into this _____ day of _____ in the year 2015 by and between:

**CITY OF LOUISVILLE, COLORADO
(hereinafter called OWNER)**

and

**SAMORA, LLC
(hereinafter called CONTRACTOR)**

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows.

ARTICLE 1. WORK

CONTRACTOR shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

**PROJECT: 2014 Sports Complex Irrigation Pond Improvements
PROJECT NUMBER: 042-799-55330-02 & 052-498-55330-02**

ARTICLE 2. CONTRACT TIMES

- 2.1 The CONTRACTOR shall substantially complete all work by **APRIL 1, 2015** and within ____ **Consecutive Contract Days** after the date when the Contract Time commences to run. The Work shall be completed and ready for final payment in accordance with paragraph 14.13 of the General Conditions within ____ **Consecutive Contract Days** after the date when the Contract Times commence to run. The Contract Times shall commence to run on the day indicated in the Notice to Proceed.
- 2.2 **LIQUIDATED DAMAGES.** The OWNER and the CONTRACTOR agree and recognize that time is of the essence in this contract and that the OWNER will suffer financial loss if the Work is not substantially complete by the date specified in paragraph 2.1 above, plus any extensions thereof allowed in accordance with the Article 12 of the General Conditions. OWNER and CONTRACTOR also agree that such damages are uncertain in amount and difficult to measure accurately. Accordingly, the OWNER and CONTRACTOR agree that as liquidated damages, and not as a penalty, for delay in performance the CONTRACTOR shall pay the OWNER **FIVE HUNDRED DOLLARS (\$500)** for each and every **Contract Day** and portion thereof that expires after the time specified above for substantial completion of the Work until the same is finally complete and ready for final payment. The liquidated damages herein specified shall only apply to the CONTRACTOR's delay in performance, and shall not include litigation or attorneys' fees incurred by the OWNER, or other incidental or consequential damages suffered by the OWNER due to the CONTRACTOR's performance. If the OWNER charges liquidated damages to the CONTRACTOR, this shall not preclude the OWNER from commencing an action against the CONTRACTOR for other actual harm resulting from the CONTRACTOR's performance, which is not due to the CONTRACTOR's delay in performance.

ARTICLE 3. CONTRACT PRICE

- 3.1 The OWNER shall pay in current funds, and the CONTRACTOR agrees to accept in full payment for performance of the Work, subject to additions and deductions from extra and/or omitted work and determinations of actual quantities as provided in the Contract Documents, the Contract Price of **EIGHTY-FIVE THOUSAND SEVEN HUNDRED TWENTY-NINE (\$85,729)** as set forth in the Bid Form of the CONTRACTOR dated **September 24, 2014**.

As provided in paragraph 11.9 of the General Conditions estimated quantities are not guaranteed, and determinations of actual quantities and classification are to be made by OWNER'S REPRESENTATIVE as provided in paragraph 9.10 of the General Conditions. Unit prices have been computed as provided in paragraph 11.9 of the General Conditions.

ARTICLE 4. PAYMENT PROCEDURES

CONTRACTOR shall submit Applications for Payment in accordance with Article 14 of the General Conditions. Applications for Payment will be processed by OWNER as provided in the General Conditions.

- 4.1 **PROGRESS PAYMENTS.** OWNER shall make progress payments on the basis of CONTRACTOR's Applications for Payment as recommended by OWNER'S REPRESENTATIVE, on or about the third Wednesday of each month during construction as provided below. All progress payments will be on the basis of the progress of the Unit Price Work based on the number of units completed as provided in the General Conditions.

- 4.1.1.1 Prior to Substantial Completion, progress payments will be made in the amount equal to 90 percent of the completed Work, and/or 90 percent of materials and equipment not incorporated in the Work (but delivered, suitably stored and accompanied by documentation satisfactory to OWNER as provided in 14.2 of the General Conditions), but in each case, less the aggregate of payments previously made and such less amounts as OWNER'S REPRESENTATIVE shall determine, or OWNER may withhold, in accordance with paragraph 14.7 of the General Conditions.

If Work has been 50 percent completed as determined by OWNER'S REPRESENTATIVE, and if the character and progress of the Work have been satisfactory to OWNER, OWNER may determine that as long as the character and progress of the Work remain satisfactory to them and no claims have been made by Subcontractors or material suppliers for unpaid work or materials, there will be no additional retainage on account of Work completed in which case the remaining progress payments prior to Substantial Completion may be in an amount equal to 100 percent of the Work completed.

Nothing contained in this provision shall preclude the OWNER and CONTRACTOR from making other arrangements consistent with C.R.S. 24-91-105 prior to contract award.

- 4.2 **FINAL PAYMENT.** Upon final completion and acceptance of the Work in accordance with paragraph 14.13 of the General Conditions, OWNER shall pay the remainder of the Contract Price as provided in said paragraph 14.13 of the General Conditions.

ARTICLE 5. CONTRACTOR'S REPRESENTATIONS

In order to induce OWNER to enter into this Agreement CONTRACTOR makes the following representations:

- 5.1 CONTRACTOR has examined and carefully studied the Contract Documents, (including the Addenda listed in paragraph 6.10) and the other related data identified in the Bidding Documents including "technical".
- 5.2 CONTRACTOR has inspected the site and become familiar with and is satisfied as to the general, local and site conditions that may affect cost, progress, performance or furnishing of the Work.
- 5.3 CONTRACTOR is familiar with and is satisfied as to all federal, state and local Laws and Regulations that may affect cost, progress and furnishing of the Work.
- 5.4 CONTRACTOR has carefully studied all reports of exploration and tests of subsurface conditions at or contiguous to the site and all drawings of physical conditions relating to surface or subsurface structures at or contiguous to the site (Except Underground facilities) which have been identified in the General Conditions as provided in paragraph 4.2.1 of the General Conditions. CONTRACTOR accepts the determination set forth in paragraph 4.2 of the General Conditions. CONTRACTOR acknowledges that such reports and drawings are not Contract Documents and may not be complete for CONTRACTOR's purposes. CONTRACTOR acknowledges that OWNER and OWNER'S REPRESENTATIVE do not assume responsibility for the accuracy or completeness of information and data shown or indicated in the Contract Documents with respect to such reports, drawings or to Underground Facilities at or contiguous to the site. CONTRACTOR has conducted, obtained and carefully studied (or assume responsibility for having done so) all necessary examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface and Underground Facilities) at or contiguous to the site or otherwise which may affect cost, progress, performance or furnishing of the Work or which relate to any aspect of the means, methods, techniques, sequences and procedures of construction to be employed by CONTRACTOR and safety precautions and programs incident thereto. CONTRACTOR does not consider that any additional examinations, investigations, explorations, tests, studies or data are necessary for the performance and furnishing of the Work at the Contract Price, within the Contract Times and in accordance with the other terms and conditions of the Contract Documents.
- 5.5 CONTRACTOR has reviewed and checked all information and data shown or indicated on the Contract Documents with respect to existing Underground Facilities at or contiguous to the site and assumes responsibility for the accurate location of said Underground Facilities. No additional examinations, investigations, explorations, tests, reports, studies or similar information or data in respect of said Underground Facilities are or will be required by CONTRACTOR in order to perform and furnish the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents, including specifically the provisions of paragraph 4.3 of the General Conditions.
- 5.6 CONTRACTOR is aware of the general nature of work to be performed by OWNER and others at the site that relates to the Work as indicated in the Contract Documents.
- 5.7 CONTRACTOR has correlated the information known to CONTRACTOR, information and observations obtained from visits to the site, reports and drawings identified in the Contract Documents and all additional examinations, investigations, explorations, tests studies and data with the Contract Documents.

- 5.8 CONTRACTOR has given OWNER'S REPRESENTATIVE written notice of all conflicts, errors, ambiguities or discrepancies that CONTRACTOR has discovered in the Contract Documents and the written resolution thereof by OWNER'S REPRESENTATIVE is acceptable to CONTRACTOR, and the Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing the Work.

ARTICLE 6. CONTRACT DOCUMENTS

The Contract Documents, which constitute the entire agreement between OWNER and CONTRACTOR concerning the Work, are all written documents, which define the Work and the obligations of the Contractor in performing the Work and the OWNER in providing compensation for the Work. The Contract Documents include the following:

- 6.1 Invitation to Bid.
- 6.2 Instruction to Bidders.
- 6.3 Bid Form.
- 6.4 This Agreement.
- 6.5 General Conditions.
- 6.6 Supplementary Conditions.
- 6.7 General Requirements.
- 6.8 Technical Specifications.
- 6.9 Drawings with each sheet bearing the title: **Sports Complex Irrigation Pond Improvements.**
- 6.10 Change Orders, Addenda and other documents which may be required or specified including:
 - 6.10.1 Addenda No. __ to __ exclusive
 - 6.10.2 Documentation submitted by CONTRACTOR prior to Notice of Award.
 - 6.10.3 Schedule of Subcontractors
 - 6.10.4 Anti-Collusion Affidavit
 - 6.10.5 Certification of EEO Compliance
 - 6.10.6 Notice of Award
 - 6.10.7 Performance Bond
 - 6.10.8 Labor and Material Payment Bond
 - 6.10.9 Certificates of Insurance
 - 6.10.10 Notice to Proceed
 - 6.10.11 Contractor's Proposal Request
 - 6.10.12 Contractor's Overtime Request
 - 6.10.13 Field Order
 - 6.10.14 Work Change Directive
 - 6.10.15 Change Order
 - 6.10.16 Application for Payment
 - 6.10.17 Certificate of Substantial Completion

- 6.10.18 Claim Release
- 6.10.19 Final Inspection Report
- 6.10.20 Certificate of Final Completion
- 6.10.21 Guarantee Period Inspection Report

- 6.11 The following which may be delivered or issued after the Effective Date of the Agreement and are attached hereto: All Written Amendments and other documents amending, modifying, or supplementing the Contract Documents pursuant to paragraphs 3.5 and 3.6 of the General Conditions.
- 6.12 In the event of conflict between the above documents, the prevailing document shall be as follows:
1. Permits from other agencies as may be required.
 2. Special Provisions and Detail Drawings.
 3. Technical Specifications and Drawings. Drawings and Technical Specifications are intended to be complementary. Anything shown or called for in one and omitted in another is binding as if called for or shown by both.
 4. Supplementary Conditions.
 5. General Conditions.
 6. City of Louisville Design and Construction Standards.
 7. Reference Specifications.

In case of conflict between prevailing references above, the one having the more stringent requirements shall govern.

There are no Contract Documents other than those listed above in this Article 6. The Contract Documents may only be amended, modified or supplemented as provided in paragraphs 3.5 and 3.6 of the General Conditions.

ARTICLE 7. MISCELLANEOUS

- 7.1 Terms used in this Agreement, which are defined in Article 1 of the General Conditions, shall have the meanings indicated in the General Conditions.
- 7.2 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge that assignor from any duty or responsibility under the Contract Documents.
- 7.3 OWNER and CONTRACTOR each binds itself, its partners, successors, assigns and legal representatives to the other party hereto, its partners, successors, assigns and legal

representatives in respect to all covenants, agreements and obligations contained in the Contract Documents.

ARTICLE 8. OTHER PROVISIONS

IN WITNESS WHEREOF, OWNER and CONTRACTOR have signed this Agreement in duplicate. One counterpart each has been delivered to OWNER and CONTRACTOR. All portions of the Contract Documents have been signed, initialed or identified by OWNER and CONTRACTOR.

This Agreement will be effective on _____, 2014.

**OWNER: CITY OF LOUISVILLE,
COLORADO**

CONTRACTOR: _____

By: _____
Robert P. Muckle, Mayor

By: _____

(CORPORATE SEAL)

(CORPORATE SEAL)

Attest: _____
Nancy Varra, City Clerk

Attest: _____

Address for giving notices:

Address for giving notices:

749 Main Street
Louisville, Colorado
80027

Attention: Dean Johnson

SUBJECT: APPROVE CENTURYLINK CONTRACT (RENEWAL)

DATE: JANUARY 20, 2015

PRESENTED BY: CHRIS J. NEVES, INFORMATION TECHNOLOGY

SUMMARY:

The City of Louisville currently uses Centurylink to provide dial-tone for City-wide telecommunications. The City last renewed the two (2) Centurylink Primary Rate Interface (PRI) lines, which are both located at City Hall, in July 2011 for a term of 36 months and at total cost of \$1,214 per month (\$607 per PRI). The 2011 Centurylink contract expired in July of 2014. Centurylink has allowed the City to temporarily maintain the same rate on a month-to-month basis while the Information Technology Department performed an analysis of the current and future telecommunication needs to determine the best Centurylink contract options. Staff has renegotiated a new contract with Centurylink based upon current and future telecommunications needs.

The following is a summary of identified City telecommunication needs:

- Provide site redundancy for City dial-tone (phone service).
- Prepare for a new onsite Voice-over-IP (VOIP) phone system in Spring 2015.
- Increase broadband speeds and provide redundancy.
- Close the City fiber ring providing redundancy and availability.
- Reduce circuit and carrier costs where possible.

Centurylink has proposed replacing the City's two (2) standard PRI lines at the City Hall location with a Centurylink 100mbps Session Initiation Protocol (SIP) with integrated access device (IAD) enhanced port circuit under a 60 month agreement. The enhanced circuit provides both telephone lines and broadband data within one physical connection from Centurylink. The City currently uses Eagle-NET for broadband (Internet) at a cost of \$870 per month for 100mbps service. The proposed 5 year promotional cost from Centurylink for the new circuit is \$1,311 per month which includes both telephone service and 100mbps broadband/data. The City will realize a \$773 per month savings by converting the existing PRI circuits to the Centurylink SIP circuit and cancelling the current contract with Eagle-NET. The City Hall circuit replacement will take place as soon as the new Centurylink circuit can be provisioned which is estimated for the March timeframe.

Based on the increased functionality and attractive promotional pricing of a new enhanced SIP circuit from Centurylink, City staff is recommending adding a second enhanced circuit to the new City Services Facility (739 S. 104th Street). The second proposed circuit will not be billed until service is installed and turned on. The estimated time for installation and turn up at the new City Services facility is July/August of 2015.

The addition of the second enhanced SIP circuit will create redundancy for broadband/data by providing an additional 100mbps of Internet service while also creating redundancy for the City dial-tone and phone trunks. Both circuits will be connected together privately across Centurylink’s Multiprotocol Label Switching (MPLS) network to securely complete the City’s fiber ring.

The following is a summary of the overall benefits of the proposed Centurylink agreement:

- The Centurylink enhanced port circuits will provide site redundancy for dial-tone on the City fiber ring.
- The Centurylink enhanced port circuits will provide the City with site redundant 100mbps broadband connections (200mbps combined).
- The Centurylink enhanced port circuits will close the City fiber ring on a private circuit provided by Centurylink between the new City Services facility and City Hall. The City has planned for a large capital outlay (estimated at \$250,000 in 2013) for a private fiber/conduit build-out in 2018 which can be delayed by operationalizing these costs now.
- 2000 interstate minutes long distance included per enhanced circuit (4,000 minutes total).
- Reduced Direct Inward Dialing (DID) number listing and publishing costs.

FISCAL IMPACT:

The City will be responsible for a total one-time non-recurring balance (NRC) of \$82 after Centurylink credits. These charges are to transfer the PRI trunks and to port City Direct Inward Dialing (DID) numbers to the new enhanced circuit from the PRI circuits.

The new monthly recurring charge (MRC) at City Hall will be \$1,311 per month which includes 100mbps of data/broadband. City IT Staff intends to terminate the existing Eagle-NET agreement to realize an overall savings of \$773 at City Hall.

Current Centurylink Contract + Eagle-NET broadband:			
<u>Location</u>	<u>Phone PRI</u>	<u>Broadband/Internet</u>	<u>Total</u>
City Hall	\$1,214/month	\$870/month	\$2,084/month
Grand Total			\$2,084/month

Proposed Centurylink Changes @ City Hall:			
<u>Location</u>	<u>Phone PRI</u>	<u>Broadband/Internet</u>	<u>Total</u>
City Hall	\$1,311/month	100mbps Included	\$1,311/month
Grand Total			\$1,311/month
Savings			\$773/month

SUBJECT: APPROVE CENTURYLINK CONTRACT (RENEWAL)

DATE: JANUARY 20, 2015

PAGE 3 OF 3

Staff recommends taking advantage of the promotional pricing to add a second enhanced SIP circuit at the new City Services Facility (739 S. 104th Street) to provide redundancy for voice/data and to close the City's fiber ring. The additional cost is:

Additional Centurylink Circuit @ City Services:

<u>Location</u>	<u>Phone PRI</u>	<u>Broadband/Internet</u>	<u>Total</u>
City Services	\$1,311/month	100mbps Included	\$1,311/month
Grand Total			\$1,311/month

The total 5 year cost for the primary City Hall circuit is \$77,529. The additional enhanced SIP circuit at the new City Services facility will bring the total cost of the entire proposed Centurylink contract to \$155,058 over the 5 year term.

The increase in Centurylink cost to add the redundant circuit and close the City's fiber ring will be offset in the operational budget by changes to the phone system taking place in the Spring of 2015. The restructuring of the entire Centurylink bill will need to be phased and City IT is timing the new phone system implementation to take place before the second circuit installation at the City Services facility and prior to the service being turned on and billed for the second circuit. The implementation of the new City phone system will allow City IT Staff to disconnect three (3) Centurylink T1 circuits for voice which will create approximately \$922/month in operational budget savings. City IT staff also anticipate finding additional savings by restructuring the City's Centurylink analog line contracts during the implementation of the new phone system.

RECOMMENDATION:

Staff recommends approving the new five (5) year Centurylink Agreement for voice and data services.

ATTACHMENTS:

1. Centurylink Enhanced Circuit Contract
2. Centurylink Contract Additional Terms

CENTURYLINK® TOTAL ADVANTAGE® EXPRESS – AGREEMENT – Summary Page

This CenturyLink® Total Advantage™ Express Agreement (“Agreement”) is between CenturyLink Sales Solutions, Inc. as contracting agent on behalf of the applicable CenturyLink company providing the Services under this Agreement (“CenturyLink”) and CITY OF LOUISVILLE - CO (“Customer” or “You”). The name of the CenturyLink operating company providing Services to Customer is listed in the service-specific terms and conditions. CenturyLink may withdraw this offer if Customer does not execute and deliver the Agreement to CenturyLink on or before **February 27, 2015**. Using CenturyLink’s electronic signature process for the Agreement is acceptable.

1. Services. CenturyLink will charge Customer the following rates for the Services described below. CenturyLink provides Services under the General Terms Applicable to All Services found in the Detailed Terms and Conditions (“DT&C”) at:

<http://www.centurylink.com/legal/rmgctae/DTC/v58.pdf> and the service-specific terms and conditions listed below each pricing table, incorporated into the Agreement by this reference. Provisions that are applicable to a specific CenturyLink company are so indicated. All general provisions are applicable to services provided by the CenturyLink company providing the Services under this Agreement. For an interim period of time until all work is completed to update the Service-specific provisions, various on-line offer provisions, Tariffs and other terms and conditions incorporated by attachment or reference into this Agreement, all references to Qwest Communications Company, LLC mean CenturyLink Communications, LLC f/k/a Qwest Communications Company, LLC.

Monthly Revenue Commitment	Contributory Charges of \$100 (Beginning in the 4 th month of the Term, failure to meet the Revenue Commitment will result in a Shortfall charge).
Term Commitment (or “Term”)	60 months

“Contributory Charges” means: (a) all monthly recurring charges (“MRCs”) and usage charges for CenturyLink QCC (other than Local Access Service) and/ or CenturyLink QC Services ordered under the Agreement after the Effective Date and incurred during the Term; and (b) all MRCs and usage charges for CenturyLink QC Contributory Services ordered before or after the Effective Date under separate agreements and incurred during the Term. “CenturyLink QC Contributory Services” are defined in the DT&C. Contributory Charges do not include non-recurring charges (“NRCs”), CPE, Taxes, pass-through, worldcard® payphone surcharges, other surcharges, issued credits, any charges for Local Access Services, or other charges not specified as Contributory Charges under the Agreement. “Shortfall” is the difference between the Revenue Commitment and Customer’s Contributory Charges paid during a Measurement Period.

Fiber + ENTERPRISE

FIBER + ENTERPRISE SIP WITH IAD PACKAGE – 60 MONTH SERVICE TERM

Service Address	Package Details	MRC per Package	NRC per Package
749 Main St Louisville, CO 80027	Enhanced Port 100 Mbps Local Access 100 Mbps circuit Adtran 924e and Juniper SRX 240 with 8x5 NBD Remote Maintenance Pro configuration management 23 sessions	\$1,311.00	\$170.00
739 S 104 th St Louisville, CO 80027	Enhanced Port 100 Mbps Local Access 100 Mbps circuit Adtran 924e and Juniper SRX 240 with 8x5 NBD Remote Maintenance Pro configuration management 23 sessions	\$1,311.00	\$170.00

- CenturyLink provides Services under these additional service-specific terms and conditions incorporated into the Agreement by this reference: (a) Fiber + Enterprise SIP with IAD Package provisions (“Package Provisions”) found at: <http://www.centurylink.com/legal/rmgctae/MTU/FESIPwIADPkg/v14.pdf> and (b) the SIP Trunk (“VoIP”), CenturyLink IQ Networking, Local Access and Rental CPE service-specific sections (“Service Provisions”) in the DT&C.

When IP Connection, as described in the Local Access Service section of the DT&C, is used as Layer 3 broadband Internet access with Customer ordered Private Ports, either the Network-Based Security (“NBS”) Service section of the DT&C will be required, or Customer must agree to use any Private Port connection in conjunction with an interconnected Internet or Enhanced Port in a multi-site configuration where the Private Port connection is used for Internet access functionality, and Customer agrees to use NBS’s or the combined Private Port and Internet/Enhanced Port’s Internet access functionality, consistent with the limitation that IP Connection is available only for the provision of (i) wireline broadband Internet access (as defined in applicable Federal Communications Commission orders and regulations), or (ii) wireline broadband Internet access plus additional information services.

Customer may be eligible to receive with the Fiber + Enterprise SIP with IAD Package Provisions certain optional savvisdirect value-added services provided by CenturyLink affiliate CenturyLink TS at some locations at no additional charge. If eligible, Customer will receive a URL and log-in credentials to access the Savvisdirect Web site. When Customer first logs in to the URL, Customer will be asked to accept the Savvisdirect terms and conditions before activating the value-added services. The savvisdirect value-added services are described below, and are governed by the savvisdirect terms and conditions found at <http://savvisdirect.com/legal-tc>, and not by this Agreement. Savvisdirect services are not available at all locations. CenturyLink and/or its affiliate CenturyLink TS may modify or discontinue this offering for future Fiber + Enterprise SIP with IAD Package purchases.

Value-Added Services Included at No Additional Charge	Quantity/Details
Microsoft Office 365 from CenturyLink	20 licenses includes email with 50 GB storage
Basic Web Hosting with Site Builder Tools	5GB Storage
DNS Registration	1 Included

CENTURYLINK® TOTAL ADVANTAGE® EXPRESS – AGREEMENT – Summary Page

Data Backup for PC and Laptop (not applicable to servers)	20 Licenses at 10GB each
Cloud Fax	250 Inbound/Outbound Pages
Search Engine Submission	Attracta
Microsoft SharePoint Online	10GB plus 500MB per user

Customer may purchase additional savvisdirect value-added services at the following CenturyLink TS Web site: <http://www.savvisdirect.com/centurylink>. Additional charges will apply.

VP CHECKBOOK CREDIT OFFER FOR ELIGIBLE BUNDLES, PACKAGES OR SERVICE

Customer is eligible to receive the credits on the Eligible Bundles, Packages or Service listed in the VP Checkbook Credit Table below or on a CenturyLink-approved valid quote. Terms and conditions applicable to this VP Checkbook credit are located at the following URL: <http://www.centurylink.com/legal/rmgctae/VPCCredit/v9.pdf> and are incorporated herein.

VP Checkbook Credit Table

Eligible Bundle / Package / Service	Bundle / Package Description	Service Term	Credit Amount ¹ per Month	Credit Period ²
Fiber + Enterprise SIP with IAD Package at 749 Main St Louisville, CO 80027	Enhanced Port 100Mbps, Pro Configuration, NBD Maintenance	60 Months	\$1,311.00	1 Month
Fiber + Enterprise SIP with IAD Package at 739 S 104 th St Louisville, CO 80027	Enhanced Port 100Mbps, Pro Configuration, NBD Maintenance	60 Months	\$1,311.00	1 Month
Total Credits per Month for All Eligible Bundles / Packages / Service:			\$1,311.00	

¹ Credit amount shown is the credit applicable to Eligible Service or to a single Eligible Bundle or Eligible Package purchased by Customer of the type indicated. If applicable, separate lines in the table will be shown for each Eligible Bundle and Eligible Package. Credit Amount excludes any taxes, fees and surcharges.

² Credit(s) shown in this table will cease upon expiration of the Credit Period.

2. Rates

2.1 Rate Changes. Rates apply only for the above Services and Service Address(es) and will not apply if Customer moves a Service Address or changes any of the Bundle or Service Details. The rates for Local Access Service and CPE Purchase may be subject to valid quote forms, which control if they conflict with the rates listed on this Summary Page, all of which are subject to change.

2.2 Additional Charges. Additional charges may apply. Rates and charges for Service elements not identified appear in the applicable terms and conditions. Rates do not include foreign, federal, state or local taxes, surcharges, fees, EAS, Zone, CALC, or other similar charges.

3. Term and Termination.

3.1 Term. This Agreement is effective on the date all parties have signed below ("Effective Date"). The initial Term Commitment is shown with Customer's Revenue Commitment above. After the expiration of the Term Commitment, this Agreement will renew on a month-to-month basis. Service Terms begin on their Start of Service Date and automatically renew unless terminated by either party. The Start of Service Date, renewal periods and renewal period rates are described in the DT&C, Bundle or Package Provisions, Service Provisions, or in an applicable Tariff, RSS or ISS.

3.2 Termination. If Customer gives notice of cancellation or termination, disconnects any portion of a Service or otherwise breaches this Agreement resulting in the termination of a Service before the end of the applicable Service Term, an Early Termination Charge or Cancellation Charges will apply as set forth in the applicable terms and conditions.

4. Amendments. At CenturyLink's sole discretion, the parties may amend the Agreement to add additional CenturyLink services. Except as otherwise expressly permitted in the Agreement, amendments must be in writing and signed by both parties' authorized representatives.

CUSTOMER: CITY OF LOUISVILLE - CO

CENTURYLINK SALES SOLUTIONS, INC.

Authorized Signature

Authorized Signature

Name Typed or Printed

Name Typed or Printed

Title

Date

Title

Date

911 EMERGENCY SERVICE ACKNOWLEDGMENT:

Customer Initials: _____ I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THE 911 LIMITATIONS IN THE "911 EMERGENCY SERVICES-VOIP" SECTION OF THE TERMS AND CONDITIONS APPLICABLE TO ALL SERVICES, AND IN THE PROVISIONS APPLICABLE TO MY VoIP SERVICE ("VoIP PROVISIONS") IN THE DT&C AT <http://www.centurylink.com/legal/rmgctae/DTC/v58.pdf>.

Customer's Address for Notices: 749 Main St, Attn: General Counsel, Louisville, CO 80027;

Customer's Facsimile Number: (130) 367 - 3904

Opportunity ID#: 52397877
Contract Code: 490150

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CONFIDENTIAL

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CGT R.v58.111014

CENTURYLINK® TOTAL ADVANTAGE® EXPRESS – AGREEMENT – Summary Page
TERMS AND CONDITIONS APPLICABLE TO ALL SERVICES

1. Additional Terms and Conditions. Customer understands that the DT&C and other provisions identified in this Agreement (“Other Provisions”) contain additional important terms and conditions that apply to the Services, including, among other things, confidentiality obligations, disclaimer of warranties, indemnification, shortfall charges, minimum-service terms, early termination charges, and jury-trial and class-action waiver.

2. Payment. Customer must pay all charges within 30 days of the invoice date except for CenturyLink QC charges, which Customer must pay by the due date on the invoice. Charges not paid by their due date are subject to late payment charge of the lesser of 1.5% per month or the maximum rate allowed by law or required by Tariff. In addition to payment of charges for Services, Customer must also pay CenturyLink any applicable Taxes (which is defined in the DT&C and may include surcharges, fees, and other similar charges) assessed in connection with Services. Customer’s payments to CenturyLink must be in the form of electronic funds transfer (via wire transfer or ACH), cash payments (via previously-approved CenturyLink processes only), or paper check.

3. Credit Approval. Provision of Services is subject to CenturyLink’s credit approval of Customer. As part of the credit approval process, CenturyLink may require Customer to provide a deposit or other security. Additionally during the Term, if Customer’s financial circumstance or payment history becomes reasonably unacceptable to CenturyLink, CenturyLink may require adequate assurance of future payment as a condition of continuing CenturyLink’s provision of Services. Customer’s failure to provide adequate assurances required by CenturyLink is a material breach of the Agreement. CenturyLink may provide Customer’s payment history or other billing/charge information to credit reporting agencies or industry clearinghouses.

4. Disclaimer of Warranties. EXCEPT AS EXPRESSLY PROVIDED IN THE AGREEMENT, ALL SERVICES AND PRODUCTS ARE PROVIDED “AS IS.” CENTURYLINK DISCLAIMS ALL EXPRESS OR IMPLIED WARRANTIES, INCLUDING BUT NOT LIMITED TO ALL WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, AND NON-INFRINGEMENT. CENTURYLINK MAKES NO WARRANTIES OR REPRESENTATIONS THAT ANY SERVICE WILL BE FREE FROM LOSS OR LIABILITY ARISING OUT OF HACKING OR SIMILAR MALICIOUS ACTIVITY, OR ANY ACT OR OMISSION OF THE CUSTOMER.

5. Limitations of Liability. The remedies and limitations of liability for any claims arising between the parties are set forth below.

(a) Consequential Damages. NEITHER PARTY OR ITS AFFILIATES, AGENTS, OR CONTRACTORS IS LIABLE FOR ANY CONSEQUENTIAL, INCIDENTAL, INDIRECT, SPECIAL, OR PUNITIVE DAMAGES OR FOR ANY LOST PROFITS, LOST REVENUES, LOST DATA, LOST BUSINESS OPPORTUNITY, OR COSTS OF COVER. THESE LIMITATIONS APPLY REGARDLESS OF THE LEGAL THEORY UNDER WHICH SUCH LIABILITY IS ASSERTED AND REGARDLESS OF FORESEEABILITY.

(b) Claims Related to Services. For Customer’s claims related to Service deficiencies or interruptions, Customer’s exclusive remedies are limited to: (a) those remedies set forth in the SLA for the affected Service or (b) the total MRCs or usage charges paid by Customer for the affected Service in the one month immediately preceding the event giving rise to the claim if an SLA does not apply.

(c) Personal Injury; Death; Property Damages. For claims arising out of personal injury or death to a party’s employee, or damage to a party’s real or personal property, that are caused by the other party’s negligence or willful misconduct in the performance of the Agreement, each party’s liability is limited to proven direct damages.

(d) Other Direct Damages. For all other claims arising out of the Agreement, each party’s maximum liability will not exceed in the aggregate the total MRCs and usage charges paid by Customer to CenturyLink under the Agreement in the three months immediately preceding the event giving rise to the claim (“Damage Cap”). The Damage Cap will not apply to a party’s indemnification obligations or Customer’s payment obligations under the Agreement.

6. 911 Emergency Services-VoIP. You are purchasing a VoIP service from CenturyLink. The Federal Communications Commission (FCC) requires us to inform you about possible limitations to 911 access when using VoIP. VoIP is provided through an Internet connection rather than over the traditional phone network. This presents special challenges for 911 service. It is important for you to understand those challenges and your responsibilities. Below are some specific limitations of 911-calling with your service. Please see additional important limitations in the VoIP Provisions. **CENTURYLINK RECOMMENDS THAT YOU AND YOUR END USERS ALWAYS HAVE AN ALTERNATIVE MEANS OF ACCESSING 911 SERVICES.**

 **POTENTIALLY HAZARDOUS SITUATION WHICH IF NOT AVOIDED COULD RESULT IN DEATH OR SERIOUS INJURY. PLEASE READ THIS SECTION CAREFULLY, AND INITIAL THE 911 ACKNOWLEDGEMENT ON PAGE 1.**

(a) Location Limitations (including choice of telephone number (TN)). 911 emergency services may not be available or may be sent to an incorrect emergency service provider under certain circumstances, including: (i) when your service is initially installed - on average less than 24 hours, but possibly up to 72 hours due to the time required to update 911 databases; (ii) if you use your service at a location other than where it was originally installed, or if you move your handset or soft phone (“Device”) without following processes designated by CenturyLink. **Note:** Some, but not all, CenturyLink VoIP services allow temporary moves of your Device. If temporary moves are permitted, your VoIP Provisions include the process required to temporarily change your 911 address. The FCC makes it your responsibility to keep your location address updated in CenturyLink’s 911 records; (iii) if you select a TN associated with a geography other than your physical location (e.g., you chose a Colorado TN when you are located in California).

(b) Other Limitations 911 dialing from your VoIP Service might fail for reasons other than physical location. For example, the service may fail or become degraded for reasons, such as (i) power outages, CPE failure (e.g., Internet connectivity routers, your data network and equipment, Customer premises switches and routers, and other Devices), cable cuts, or any service or broadband outage or degradation (including failures caused by suspension or termination of the Service); (ii) maintenance or repair work; or (iii) if your area does not have 911 emergency service.

(c) Service-Specific Limitations: PBX/IAD (Analog VoIP, Integrated Access, SIP Trunk) If your VoIP Service is used with a PBX or IAD, depending on the technical capabilities of the PBX or IAD and the options you choose to deploy, the number delivered to an emergency service provider may be different from the number the caller believes is being delivered. For example, a general PBX number may be delivered rather than a station number on a particular floor. In this case, the number sent to the emergency service provider will not be sufficiently specific to locate the site of the emergency on a particular floor. **Remote BLA/SCA (Hosted VoIP, CenturyLink IQ® SIP Trunk, SIP Trunk)** If your equipment allows you to program a bridged line appearance (BLA) or shared call appearance (SCA), please be aware that your VoIP Provisions specifically prohibit you from programming a remote BLA or SCA (“Remote BLA/SCA”). If applicable to your VoIP Service, Remote BLA or Remote SCA is defined in your VoIP Provisions. If you enable Remote BLA/SCA on a line and either you or one of your End Users make a 911 call from such line, the 911 call will incorrectly route to the emergency service provider associated with the 911 location of the telephone number assigned to the Remote BLA/SCA, and not to the 911 location of the calling party. Please see your VoIP Provisions for further details. **Voice Mail Only Seats (Hosted VoIP, CenturyLink IQ® SIP Trunk)** 911 dialing is not supported for VoIP seats not associated with a stationary Device (for example, from Voice Mail Only Seats), unless you use another Device to place the call via the click to call feature in your End User portal.

(d) Additional Information When you call 911, you should always state the nature of your emergency and provide your location and phone number. In some cases, the emergency service provider will be unable to call you back if your call does not complete or is dropped or disconnected, or if you are unable to tell the emergency provider your number and physical location. Additional limitations specific to your VoIP Service are in your VoIP Provisions.

7. Entire Agreement. This Agreement, including DT&C, Other Provisions, and any CenturyLink-accepted Order Forms constitute the entire agreement between the parties. This Agreement supersedes all prior oral or written agreements or understandings relating to the same service, ports, or circuits at the same locations as covered under this Agreement. Capitalized terms are defined in the DT&C and Other Provisions.

8. Purchase Orders. This Agreement controls over any Customer-issued purchase order, and any terms or conditions contained in a Customer-issued purchase order or other Customer ordering document will have no force or effect.

9. Uniform Resource Locators (URLS). References to URLs in this Agreement include any successor URLs designated by CenturyLink.

City Of Louisville

v12/02/2014

Total Sites:	2	Base NRC:	\$ -	Total NRC:	\$ 340	Total Revenue:	\$ 155,398
Approval Level Required:	Sales Director	Base MRC:	\$ 2,262	Total MRC:	\$ 2,622	Total Discount:	\$ (133,458)

Site:	1	Term:	5 Years	749 Main St
	749 Main St	Discount Level:	(Discount 4)	Louisville, CO 80027
Product:	Fiber+ Enterprise ; Version: SIP; Speed: 100M/100M; Enhanced Port; Voice: 17; Pro Config; Seats: 0;			
Options:				
	Base NRC: \$ -	Option NRC: \$ 170.00	Total NRC \$170.00	
	Base MRC: \$ 1,131.00	Option MRC: \$ 180.00	Total MRC \$ 1,311.00	
				Total Term MRC Revenue \$ 77,529.00
Months Free:	1 Month Free			

Site:	2	Term:	5 Years	739 S 104th St
	739 S 104th St	Discount Level:	(Discount 4)	Louisville, CO 80027
Product:	Fiber+ Enterprise ; Version: SIP; Speed: 100M/100M; Enhanced Port; Voice: 17; Pro Config; Seats: 0;			
Options:				
	Base NRC: \$ -	Option NRC: \$ 170.00	Total NRC \$170.00	
	Base MRC: \$ 1,131.00	Option MRC: \$ 180.00	Total MRC \$ 1,311.00	
				Total Term MRC Revenue \$ 77,529.00
Months Free:	1 Month Free			

 Site 1 Equipment and feature summary

<u>Product</u>	<u>Component/Note</u>	<u>Quantity</u>	<u>NRC</u>	<u>MRC</u>	<u>ext. NRC</u>	<u>ext. MRC</u>
Features						
Config:	Pro Config	1	\$ -	\$ 10.00	\$ -	\$ 10.00
Additional Voice channels:	Includes 6 Sessions	17	\$ 10.00	\$ 10.00	\$ 170.00	\$ 170.00

 Site 2 Equipment and feature summary

<u>Product</u>	<u>Component/Note</u>	<u>Quantity</u>	<u>NRC</u>	<u>MRC</u>	<u>ext. NRC</u>	<u>ext. MRC</u>
Features						
Config:	Pro Config	1	\$ -	\$ 10.00	\$ -	\$ 10.00
Additional Voice channels:	Includes 6 Sessions	17	\$ 10.00	\$ 10.00	\$ 170.00	\$ 170.00

City Of Louisville

v12/02/2014

QUOTE FORM

Site: 1 749 Main St	Term: 5 Years	749 Main St Louisville, CO 80027
Product: Fiber+ Enterprise ; Version: SIP; Speed: 100M/100M; Enhanced Port; Voice: 17; Pro Config; Seats: 0;		
Options:		
Base NRC:	Option NRC: \$ 170.00	Total NRC \$ 170.00
Base MRC: \$ 1,131.00	Option MRC: \$ 180.00	Total MRC \$1,311.00

Site: 2 739 S 104th St	Term: 5 Years	739 S 104th St Louisville, CO 80027
Product: Fiber+ Enterprise ; Version: SIP; Speed: 100M/100M; Enhanced Port; Voice: 17; Pro Config; Seats: 0;		
Options:		
Base NRC:	Option NRC: \$ 170.00	Total NRC \$ 170.00
Base MRC: \$ 1,131.00	Option MRC: \$ 180.00	Total MRC \$1,311.00

This Quote Form is not binding until the agreement with the Opportunity ID# or Content ID is fully executed by both parties and this Quote Form is signed by both parties.

Signature-Customer	Date
Signature-Centurylink Representative	Date

52397877	Sales Force Opportunity ID Number
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This Quote Form is presented for illustrative purposes only.
 Final pricing will appear in the signed agreement between Customer and CenturyLink.
 The prices quoted in this Quote Form apply only to the specific offers represented.
 Any additional rates, surcharges, or fees that do not appear are set forth in the applicable Offer Attachment.
 This Quote is non-binding and for informational purposes only.

Site 1 Equipment and feature summary

<u>Product</u>	<u>Component/Note</u>	<u>Quantity</u>	<u>NRC</u>	<u>MRC</u>	<u>ext. NRC</u>	<u>ext. MRC</u>
Features						
Config:	Pro Config	1	\$ -	\$ 10.00	\$ -	\$ 10.00
Additional Voice channels:	Includes 6 Sessions	17	\$ 10.00	\$ 10.00	\$ 170.00	\$ 170.00

Site 2 Equipment and feature summary

<u>Product</u>	<u>Component/Note</u>	<u>Quantity</u>	<u>NRC</u>	<u>MRC</u>	<u>ext. NRC</u>	<u>ext. MRC</u>
Features						
Config:	Pro Config	1	\$ -	\$ 10.00	\$ -	\$ 10.00
Additional Voice channels:	Includes 6 Sessions	17	\$ 10.00	\$ 10.00	\$ 170.00	\$ 170.00

City Of Louisville

version: 12/02/2014

Custom City Of Louisville	Total Number of Sites:	2
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Site	Service Elements	PRCMP Code	Element Code	Rate Set Code	Rate	Alt Price ID	Alt Price Code	Alt Price Description
SITE 1: 749 MAIN ST 749 MAIN ST LOUISVILLE, CO 80027 [FIBER+ ENTERPRISE SIP: 100M/100M]								
	Class of Serv	COS	ALL	1105		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	CPE	CPE RENT	ALL	NO HTL		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Integrated Mgmt	INTGRTD MGI	ALL	NO HTL		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Port	IQ PORT	ALL	NO HTL	\$565.50	185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Loop	LOOP PKG MF	ALL	NO HTL	\$565.50	185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Additional Lines	VOIP LINES	ALL	1105		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Included Lines	VOIP SERV	ALL	NO HTL		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Additional Lines (above 6)	VOIP LINES	ALL	RMGCC10SES	\$170.00	185671	RMGMTU10AD5Y	RMG Fiber Plus Enterprise VoIP Line/Session Rate - 5'
						189082	BSSCST1MOFR	One Month Free
						185655	MTUARNOE	RMG - ARNOE (Tracking Only)
						185661	MTUPPD4	RMG - MTUPPD4 (Tracking Only)

Product	Component/Note	Quantity	NRC	MRC	ext. NRC	ext. MRC
Features						
Config:	Pro Config	1	\$ -	\$ 10.00	\$ -	\$ 10.00
Additional Voice channels:	Includes 6 Sessions	17	\$ 10.00	\$ 10.00	\$ 170.00	\$ 170.00

Element Type	Quantity	MRC Rate
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Total NRC: \$ 170.00
Total MRC: \$ 1,311.00
Total Revenue: \$ 77,529.00

SITE 2: 739 S 104TH ST 739 S 104TH ST LOUISVILLE, CO 80027 [FIBER+ ENTERPRISE SIP: 100M/100M]								
	Class of Serv	COS	ALL	1105		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	CPE	CPE RENT	ALL	NO HTL		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Integrated Mgmt	INTGRTD MGI	ALL	NO HTL		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Port	IQ PORT	ALL	NO HTL	\$565.50	185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Loop	LOOP PKG MF	ALL	NO HTL	\$565.50	185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Additional Lines	VOIP LINES	ALL	1105		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Included Lines	VOIP SERV	ALL	NO HTL		185650	CCEMK SIP1005	RMG Fiber Plus Enterprise SIP Ethernet 100M - 5 Year
	Additional Lines (above 6)	VOIP LINES	ALL	RMGCC10SES	\$170.00	185671	RMGMTU10AD5Y	RMG Fiber Plus Enterprise VoIP Line/Session Rate - 5'
						189082	BSSCST1MOFR	One Month Free
						185655	MTUARNOE	RMG - ARNOE (Tracking Only)
						185661	MTUPPD4	RMG - MTUPPD4 (Tracking Only)

Product	Component/Note	Quantity	NRC	MRC	ext. NRC	ext. MRC
Features						
Config:	Pro Config	1	\$ -	\$ 10.00	\$ -	\$ 10.00
Additional Voice channels:	Includes 6 Sessions	17	\$ 10.00	\$ 10.00	\$ 170.00	\$ 170.00

Element Type	Quantity	MRC Rate
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Total NRC: \$ 170.00
Total MRC: \$ 1,311.00
Total Revenue: \$ 77,529.00

**CENTURYLINK® TOTAL ADVANTAGE® EXPRESS AGREEMENT
FIBER + ENTERPRISE SIP WITH IAD PACKAGE PROVISIONS**

To receive the Fiber + Enterprise SIP with IAD Package ("F+E SIP IAD Package") described in these Fiber + Enterprise SIP with IAD Package Provisions ("F+E SIP IAD Package Provisions"), Customer must sign and return the CenturyLink® Total Advantage® Express Agreement ("Agreement"), or amendment to the Agreement ("Amendment"), as applicable, on or before December 31, 2014 ("Offer Period"), and order F+E SIP IAD Packages on or before January 31, 2015. Unless otherwise noted, Services under these F+E IA Package Provisions are provided by CenturyLink QCC. The F+E SIP IAD Package pricing ("Package Pricing") is subject to the terms and conditions of these F+E SIP IAD Package Provisions. Services under an F+E SIP IAD Package are subject to the SIP Trunk, Domestic CenturyLink IQ® Networking, Local Access, and Rental CPE service-specific provisions of the Agreement (collectively, the "Service Provisions"). The Rental CPE term and all Services under each F+E SIP IAD Package will be subject to the Service Term set forth in the pricing table on the Summary Page. Cancellation Charges may apply if Customer terminates Services under an F+E SIP IAD Package prior to expiration of the then-current Service Term. Additional charges may apply as set forth in the Agreement, including any attachments or Order Forms.

(a) Scope. The purpose of these F+E SIP IAD Package Provisions is to offer Package Pricing for Customers purchasing a suite of CenturyLink services provided as a package, including SIP Trunk VoIP Service ("SIP Trunk" or "VoIP"), CenturyLink IQ Networking Service, CenturyLink Local Access Service, and Rental CPE (collectively, "F+E SIP IAD Package(s)" or the "Services"). Package Pricing for the F+E SIP IAD Package is shown in these F+E SIP IAD Package Provisions (including Addendum A hereto) and on the Summary Page. Unless otherwise stated in the Agreement, Package Pricing is exclusive of, and may not be combined with, any other offers, discounts or promotions. All other rate elements not specifically set forth in these F+E SIP IAD Package Provisions are as stated in the Agreement, Summary Page and Service Provisions.

(b) Eligibility and Restrictions. The Package Pricing is available to: (a) new customers who are ordering F+E SIP IAD Packages with from 6 to 48 VoIP Sessions per site; and (b) existing customers who are adding F+E SIP IAD Packages with from 6 to 48 VoIP Sessions per site. Package Pricing is only available to customers located within a building where CenturyLink fiber facilities are available, and that has been designated by CenturyLink for inclusion in this F+E SIP IAD offer. Building locations that are not served with CenturyLink fiber or not designated for inclusion in this offer are not eligible for F+E SIP IAD Package Pricing. If CenturyLink determines after entering into the Agreement or after accepting an Order Form that a Customer location is not eligible for Services, CenturyLink has no obligation to provide Services at that location. Package Pricing requires a minimum purchase of six Sessions per site. Package Pricing will apply to new Services ordered hereunder. Customer must order all the applicable Service elements and Rental CPE in the F+E SIP IAD Packages shown below at the same time. Package Pricing will apply only if the Rental CPE is configured and installed specifically for use with the F+E SIP IAD Package(s). "Rental CPE" means the hardware described in the Rental CPE section below and listed on the Summary Page or in the Rental CPE Rate Attachment. Purchase of CPE and use of Customer-supplied CPE are not supported for F+E SIP IAD Packages. CenturyLink may modify or discontinue Package Pricing after the Service Term for each F+E SIP IAD Package is completed. Upgrades and additional F+E SIP IAD Packages after the initial order(s) may be subject to then-current Package Pricing.

(c) Term. Customer must have an Agreement Term of 12, 24, 36 or 60 months and Customer must agree to use all of the Services under each F+E SIP IAD Package for the minimum number of months associated with the Package Pricing shown on the Summary Page ("Service Term"). Each F+E SIP IAD Package purchased by Customer will have its own Service Term, commencing on the Start of Service Date for that F+E SIP IAD Package. The Start of Service Date and commencement of billing for an F+E SIP IAD Package will not depend on completion of telephone number porting or activation of the voice component of the F+E SIP IAD Package. Upon expiration of its Service Term, each F+E SIP IAD Package will automatically renew for consecutive renewal terms equal to the initial Service Term (collectively, the "Term"), unless either party elects to cancel all of the Services by providing written notice thereof at least 60 days prior to the conclusion of the then-current Term. If an F+E SIP IAD Package or any Services under an F+E SIP IAD Package are canceled by Customer for any reason other than Cause or by CenturyLink for Cause before the Service Term is completed, then Customer must pay CenturyLink all accrued but unpaid charges incurred prior to the date of termination, including charges for Service used by Customer or its End Users if termination has been delayed for any reason, such as delays for porting Customer's telephone numbers to another carrier, plus a Cancellation Charge equal to: (1) the sum of the applicable F+E SIP IAD Package MRC shown on the Summary Page, plus any Additional Session and TN MRCs for Sessions and TNs added after the initial order, multiplied by: (A) 100% times the number of months, if any, remaining in the first year of the Service Term; (B) 75% times the number of months, if any, remaining in the second year of Service Term; and (C) 50% times the number of months, if any, for the remainder of the Service Term; (2) the amount of any applicable non-recurring charges waived or discounted by CenturyLink for the Services; (3) the amount of any installation or construction charges incurred by CenturyLink to install the Services; and (4) charges incurred by CenturyLink from a third-party provider that result from the early termination. The Term and Cancellation Charge defined herein will apply for all Service components in lieu of any minimum service term and cancellation charges defined in the Service Provisions, except that the charges in the Rental CPE Service-specific section that apply if Customer fails to return rental CPE to CenturyLink will continue to apply. Additional rules or exceptions to term and cancellation requirements are specified in the Upgrades section below.

(d) Services and Pricing. Pricing is shown in Addendum A and on the Summary Page.

(i) SIP Trunk Service. The MRCs for initial Sessions and TNs, QoS, local calls, and On-Net Calls are included in the applicable F+E SIP IAD Package MRC. Except as otherwise set forth in this F+E SIP IAD Package Section, all other charges for SIP Trunk Service components or options will be as set forth in Addendum A, on the Summary Page, or in the SIP Trunk Service-specific section. The following SIP Trunk optional services are not available with F+E SIP IAD Packages: Enterprise Diversity, Site/Switch Diversity, IP Diversity, Dedicated VoIP Interconnect, SIP REFER, Enterprise Session Pooling, and Remote DIDs. This offer supports only one VoIP location per F+E SIP IAD Package. Customer may not order TNs for a location other than the location where the CenturyLink IQ Networking Service has been installed.

(ii) CenturyLink IQ Networking Service. The MRC for an 10, 20, 40, 60, 80, 100, 200, 300, 400, or 500 Mbps, or 1 Gbps, CenturyLink IQ Networking Internet Port, Private Port or Enhanced Port is included in the applicable F+E SIP IAD Package MRC. Certain bandwidths listed above are not available at all locations. CenturyLink will waive the SIG Activation NRC for Enhanced Ports associated with F+E SIP IAD Packages. CenturyLink will also waive the End to End Performance Reporting MRC associated with Private or Enhanced Ports associated with an F+E SIP IAD Package, as set forth below. Any other pricing components related to CenturyLink IQ Networking ports will continue to apply as set forth on the Summary Page or in the CenturyLink IQ Networking Service-specific section.

(iii) Local Access Service. F+E SIP IAD Packages must utilize a Local Access Service provided by CenturyLink. The MRC for Local Access Service is included in the F+E SIP IAD Package MRC. The NRC shown on the Summary Page will apply to the initial installation of F+E IA Packages, including standard Local Access NRCs, but does not apply to any special construction fees or other ancillary local access charges (including but not limited to expedite charges, change charges and any charges other than standard local access NRCs). If required at Customer's location, CenturyLink will provide Extended Wiring at no additional charge. For purposes of these F+E SIP IAD Package Provisions, Extended Wiring under the Local Access Service-specific provisions will include Ethernet Local Access.

(iv) Rental CPE.

(A) The Rental CPE MRC is included in the applicable F+E SIP IAD Package MRC. Rental CPE includes a router and/or Integrated Access equipment, depending on the bandwidth and voice options Customer selects. The Rental CPE included in Customer's F+E SIP IAD Package is shown on the Summary Page or in a Rental CPE Rate Attachment. Package Pricing also includes up to 10 Rental CPE configuration changes per year (which

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includes any firewall security configuration changes identified in the following section). CenturyLink will perform all maintenance and configuration of the Rental CPE, which will be password protected upon installation. In some cases, CenturyLink may use repackaged Rental CPE, or substitute Rental CPE with another CPE device at CenturyLink's sole discretion. Rental CPE maintenance is provided under the terms and conditions of the applicable Detailed Description available at <http://www.centurylinkselectadvantage.com>. CenturyLink will provide ProMET® On-Site Standard (8X5, on-site, next business day) maintenance of the router and/or Integrated Access equipment at no additional charge. If Customer's location qualifies, Customer may order optional ProMET® On-Site Premium (24X7, on-site, 4-hour response) maintenance for that location for an additional MRC shown in Addendum A. CenturyLink reserves the right to certify additional Rental CPE models for use with F+E SIP IAD Packages, or to discontinue availability of the current models, at any time without notice.

(B) Firewall. CenturyLink will provide firewall ("FW") security via built-in FW security controls on the applicable Rental CPE. Customer must select from available templates for the initial FW security configuration. Customers may request up to ten FW security configuration changes per year. CenturyLink will not implement FW security configurations that negatively impact the performance of Service.

(C) Additional Disclaimer of Warranty. In addition to any other disclaimers of warranty stated in the Agreement, CenturyLink makes no warranty, guarantee, or representation, express or implied, that all security threats and vulnerabilities will be detected or that the performance of the FW provided with the F+E SIP IAD Package will render Customer's systems invulnerable to security breaches. Customer is responsible for Customer's own network security policy and security response procedures. If any equipment or software not provided by CenturyLink impairs Customer's use of Service: (1) Customer will nonetheless be liable for payment for all Services provided by CenturyLink; and (2) the SLAs will not apply.

(v) End to End Performance Reporting. If Customer orders a new F+E SIP IAD Package with Private or Enhanced Port within the Offer Period, CenturyLink will provide CenturyLink IQ Networking End to End Performance Reporting for new and existing F+E SIP IAD Packages with Private or Enhanced Port. CenturyLink will waive End-to-End Performance Reporting MRCs. Waived MRCs do not contribute to the Revenue Commitment under the Agreement. Upgrades do not qualify as a new F+E SIP IAD Package for purposes of End to End Performance Reporting.

(vi) Service Provisioning. CenturyLink will provide Service up to the Standard Network Interface ("SNI") at Customer's location(s). The SNI is that location where CenturyLink's protected network facilities end and Customer's inside wire or network begins. Additionally, CenturyLink will install and configure CenturyLink-Supplied CPE at Customer's location(s). Assistance from Customer's current voice and/or data vendor(s) or other skilled equivalent is required in the initial stages to complete installation of Service on Customer's side of the SNI (e.g., additional Customer inside wiring, configuration of PBX, computers and phones, etc.). Such vendor(s), or other skilled equivalent, must be able to perform the actions listed on the Customer Vendor Support Checklist provided to Customer by CenturyLink. Failure to correctly perform such actions may cause a Service outage. Customer will be responsible for coordination with such vendor(s), and for any charges billed by such vendor(s). Those charges are not included in the pricing set forth in the Agreement.

(vii) Package Pricing. Package Pricing is shown on the Summary Page, and includes the number of Sessions and TNs listed in the Summary Page pricing table, local and Off-Net Calls, 1 CenturyLink IQ Networking port, rental and maintenance for the CPE models listed in the Summary Page table, and up to 10 CPE configuration changes per year. Other charges related to F+E SIP IAD Packages are shown in Addendum A.

(viii) Service Upgrades/MACDs. The parties will sign an amendment to add applicable pricing for any upgraded F+E SIP IAD Packages. CenturyLink reserves the right to modify the Upgrade and MACD charges at any time without notice to Customer.

(A) Port Type or Bandwidth Upgrades. Customer is eligible to upgrade to a new F+E SIP IAD Package under the Agreement with (1) a higher bandwidth, or (2) a port type with increased network flexibility (e.g., Internet Port to Private Port or Enhanced Port, or Private Port to Enhanced Port), commencing three months or more after the Start of Service Date for the applicable F+E SIP IAD Package (each an "Upgrade"). All Upgrades must occur during the Offer Period, increase either the bandwidth level or port type (or both), and keep the same CPE. Where Customer is upgrading port type, Customer will not be required to commence a new Service Term. For bandwidth Upgrades, the F+E SIP IAD Package must begin a new Service Term at time of the Upgrade that is the same or longer than Customer's then-current Service Term. Additionally, if Customer is upgrading from an bandwidth of 20Mbps or lower to a bandwidth of 40Mbps or higher, installation of new Rental CPE may be required at Customer's site, and an on-site dispatch charge will apply in addition to any Upgrade NRC shown in Addendum A. The charge for on-site dispatch will be quoted prior to dispatch of the technician to Customer's location, and will be at CenturyLink's then-current rates. The Cancellation Charges associated with the Service elements under the original F+E SIP IAD Package will be waived as long as an Upgrade is purchased and the local access circuit remains at the same Service Address, and, for bandwidth Upgrades, if the local access service being upgraded has been installed for 12 months or longer. The applicable Upgrade NRC shown in Addendum A will be charged in addition to the new MRC associated with the upgraded F+E SIP IAD Package.

(B) Maintenance Upgrade. If Customer has an F+E SIP IAD Package with NBD Maintenance (8x5 remote next business day), Customer may upgrade to an F+E SIP IAD Package with 24x7 Premium Maintenance (24x7 on-site 4-hour response time) (also an "Upgrade") during the Service Term without restarting a new Service Term, provided that: (1) the F+E SIP IAD Package remains at the same location and Customer's location and Rental CPE device qualifies; (2) Customer keeps the same port type; (3) Customer pays the Upgrade NRC shown in Addendum A; and (4) Customer pays the MRCs for the applicable F+E SIP IAD Package with Premium Maintenance going forward. If Customer requests more than one Upgrade, the Upgrade NRC will apply for each upgrade (e.g., for both bandwidth and maintenance, 2 x \$275).

(C) MACDs. Customer may also at any time request changes to its Service requiring configuration management, such as adding VoIP Sessions or telephone numbers, or changing the FW configuration (a "MACD"). The MACD charge for remote configuration support is shown in the Service Upgrades/MACD Pricing table in Addendum A. Charges for on-site configuration management will be quoted prior to dispatch of the technician to Customer's location, and will be at CenturyLink's then-current rates for on-site dispatch. Customer may elect to utilize one or more of the 10 FW configuration changes per year included with an F+E SIP IAD Package in lieu of paying the remote configuration support charge. Each time Customer elects to do that, the "no charge" FW configuration changes available to Customer for that year will be reduced accordingly. The foregoing waiver will not apply to changes requiring on-site dispatch.

(D) Rental CPE. If necessary, Customer's existing Rental CPE may be replaced, or additional Rental CPE may be installed, to support an Upgrade. If there is a replacement, the existing Rental CPE associated with Customer's F+E SIP IAD Package must be returned to CenturyLink within 15 days of the new Rental CPE installation. If the Rental CPE is not returned, Customer must pay to CenturyLink a charge for non-return of the Rental CPE as indicated in the Rental CPE Service Provisions.

(ix) Waivers/Discounts. CenturyLink may discount or waive certain charges for Packages or Package options. No other discounts or waivers will apply to the charges for Services ordered hereunder, including but not limited to Service Upgrade/MACD NRCs, special construction fees or other ancillary charges such as expedite charges and change charges. Any Waiver or discount will only apply if Customer is in compliance with its obligations under the Agreement, and only so long as the Services ordered hereunder and subject to the waiver or discount remain installed and used by Customer for the Term. If the Agreement or any Service subject to a waiver or discount is terminated or cancelled prior to the conclusion of the then-current Term for reasons other than a default by CenturyLink, Customer shall be required, within 30 days of such termination, to repay (in addition to any other applicable Cancellation Charges set forth in this section) the amount of any discounted or waived charges. The Cancellation Charge for a waived or discounted Package NRC will equal the difference between \$500 and the Package NRC shown on the Summary Page.

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(x) **Pricing for Domestic Long Distance Off-Net and Domestic Inbound 8XX Calls ("LD/TF Pricing").** Domestic LD/TF Pricing for F+E SIP IAD Packages will be as shown in Addendum A.

(e) **Miscellaneous.** All other terms not specifically set forth in these F+E SIP IAD Package Provisions, including without limitation, any other rate elements, are as stated in the Agreement, and will remain in effect. If there is a conflict these F+E SIP IAD Package Provisions will take precedence over the remainder of the Agreement.

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ADDENDUM A

The Rental CPE term and all Services under each Package receiving Package Pricing will be subject to the Service Term set forth in pricing tables on the Summary Page. Cancellation Charges may apply where Customer terminates Services under a Package prior to expiration of the then-current Term. Additional charges may apply as set forth in these F+E SIPT IAD Package Provisions, in the Service-specific provisions, and in the Agreement.

1. Fiber + Enterprise SIP with IAD Package – Other Charges: The following additional charges will also apply if Customer orders the options listed. Additional optional feature, usage and other charges for underlying Services may also apply.

1.1 MRCs:

Pricing Component	12 Month Service Term	24 Month Service Term	36 or 60 Month Service Terms
Additional Flat Local Sessions (Per Session after the initial Sessions ordered with a Package, up to a maximum of 48 Sessions per location)	\$25.00	\$15.00	\$10.00
Additional TNs – new or ported (Per TN after the initial TNs ordered with a Package)	\$0.18	\$0.18	\$0.15
ProMET® Premium On-Site Maintenance for the IAD or Router*	\$50.00	\$50.00	\$40.00
Business White Pages Listing (Per Listing)**	\$1.95	\$1.95	\$1.95

* Customer's location must qualify for Premium Maintenance.

** Customer will be charged \$1.95 per month for each white page listing. Purchase of a white page listing will include a yellow page listing at no additional charge for CenturyLink QC In-Region/in-franchise locations only. "In-Region" means areas within the following states where CenturyLink's affiliate Qwest Corporation d/b/a CenturyLink QC ("CenturyLink QC") is the incumbent local exchange carrier: Arizona, Colorado, Idaho, Iowa, Minnesota, Montana, Nebraska, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming.

1.2 NRCs:

Pricing Component	NRC
TN Set Up (Per TN)	\$3.00*
TN Porting (Per TN)	\$5.00*
8xx Service Activation (Per Service Instance**)	\$350.00***
Directory Assistance (Per Call)	\$1.99

* CenturyLink will waive the TN Set Up NRC and TN Porting NRC for the first 30 TNs (new or ported).

** A service instance is a Trunk Group location. A "Per Service Instance" charge will be billed once for each Trunk Group location ordered by Customer, even if Customer orders multiple Trunk Groups to the same location.

*** CenturyLink will waive the 8xx Service Activation NRC.

2. Fiber + Enterprise SIP with IAD Package Pricing for Domestic Long Distance Off-Net and Domestic Inbound 8XX Calls ("LD/TF Pricing"). CenturyLink will waive per minute charges for minutes of usage for domestic outbound LD Off-Net Calls each month per product account, depending on which Tier (shown in the table below) Customer qualifies for. Additionally, if Customer purchases domestic inbound 8XX Service from CenturyLink for use with the Service product account, the charges for those domestic inbound 8XX minutes of use will be included in the waiver. "MOU" as used herein means minutes of use. For domestic outbound long distance Off-Net and domestic inbound 8XX MOUs that exceed the Tier limit, MOUs will bill to the Customer each month at the per minute rate shown in the table. If Customer does not use the entire waived MOU in a given month, the unused minutes may not be carried over to the following month. International Off-Net Calls and international inbound 8XX calls are not eligible for LD/TF Pricing. CenturyLink reserves the right to modify or eliminate the LD/TF Pricing for a Package after its initial Service Term is completed. If Customer adds sufficient SIP Trunk Sessions from a product account such that Customer qualifies for a different Tier, Customer's LD/TF Pricing for that product account will increase to the Tier applicable to Customer's new Session total. The increase in LD/TF Pricing will become effective at CenturyLink's earliest opportunity, but not later than the second full billing cycle following the date CenturyLink receives the order to increase SIP Trunk Sessions.

Tier	Number of Sessions under Product Account	MOU Waived/Month For That Product Account (total of both domestic outbound LD Off-Net and domestic inbound 8XX)	Domestic Off-Net LD and Domestic Inbound 8XX Per Minute Rate for Additional Minutes of Use	Promo Code
1	6-13 Sessions	2000	\$.03	EZRATE T2 O
2	14-27 Sessions	4000	\$.03	EZRATE T4 O
3	28-40 Sessions	6000	\$.03	EZRATE T6 O
4	41-48 Sessions	8000	\$.03	EZRATE T8 O

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FIBER + ENTERPRISE SIP WITH IAD PACKAGE PROVISIONS**

3. Fiber + Enterprise SIP with IAD Package Upgrade/MACD Charges:

Promo Code	Upgrade/MACD Options	Upgrade/MACD NRC*
IQSIPBUNUPGR	Bandwidth Upgrade (no bandwidth downgrades are allowed) or upgrade from Standard 8X5 Remote NBD maintenance to Premium On-Site 24x7 maintenance	\$275.00
IQIAPortUPGR	Upgrade from Internet Port to Private Port or Enhanced Port, or Upgrade from Private Port to Enhanced Port (no port downgrades are allowed)	\$200.00
IQIARMTEMAC**	Non-Premise Dispatched - Remote Configuration Support - (i.e. - Changes to the IAD configuration to support Session and telephone number adds/changes/deletions, or FW configuration changes) and other configuration work, such as support for Customer moves - billable per hour	\$100.00 per hour

* CenturyLink reserves the right to modify the Upgrade and MACD charges shown above at any time without notice to Customer.

** Customer may elect to utilize one or more of the 10 FW configuration changes per year included with a Package in lieu of paying the remote configuration support charge listed above. Each time Customer elects to do that, the "no charge" FW configuration changes available to Customer for that year will be reduced accordingly. The foregoing waiver will not apply to changes requiring on-site dispatch.

Customer may be eligible to receive with the Fiber + Enterprise SIP IAD Package Provisions certain optional savvisdirect value-added services provided by CenturyLink affiliate CenturyLink TS at some locations at no additional charge. If eligible, Customer will receive a URL and log-in credentials to access the savvisdirect Web site. When Customer first logs in to the URL, Customer will be asked to accept the savvisdirect terms and conditions before activating the value-added services. The savvisdirect value-added services are described below, and are governed by the savvisdirect terms and conditions found at <http://savvisdirect.com/legal-tc>, and not by this Agreement. Savvisdirect services are not available at all locations. CenturyLink and/or its affiliate CenturyLink TS may modify or discontinue this offering for future Fiber + Enterprise SIP IAD Package purchases.

Value-Added Services Included at No Additional Charge	Quantity/Details
Microsoft Office 365 from CenturyLink	20 licences includes email with 50 GB storage
Basic Web Hosting with Site Builder Tools	5GB Storage
DNS Registration	1 Included
Data Backup for PC and Laptop (not applicable to servers)	20 Licenses at 10GB each
Cloud Fax	250 Inbound/Outbound Pages
Search Engine Submission	Attracta
Microsoft SharePoint Online	10GB plus 500MB per user

Customer may purchase additional savvisdirect value-added services at the following CenturyLink TS Web site: <http://www.savvisdirect.com/centurylink>. Additional charges will apply.

SUBJECT: APPROVE PURCHASE OF COMPLEX CHLORIDE (Ice Slicer)

DATE: JANUARY 20, 2015

PRESENTED BY: KURT KOWAR, PUBLIC WORKS

SUMMARY:

The Public Works Operations Department is requesting authorization to purchase 530 tons of Complex Chloride (Ice Slicer) a deicing agent used to assist with the City of Louisville's 2015 snow removal program.

Ice Slicer is a key component of snow removal operations on arterials, collectors, and problem spots to provide effective deicing capabilities. It is the only readily material that satisfies the City's deicing requirements in the broadest range of weather conditions. Enviro Tech Services is also the only supplier of Ice Slicer and therefore staff considers this a sole source purchase. Enviro Tech Services' quote is on a per ton delivered price basis for a total of \$55,000.

FISCAL IMPACT:

The 2015 Budget includes a total of \$69,300 in funding for Ice Slicer in account 010-433-52210-06, and this purchase would leave \$14,3000 available for additional purchases should the remainder of the winter be much more severe than is anticipated.

RECOMMENDATION:

Staff recommends approving the purchase of Complex Chloride (Ice Slicer) from Enviro Tech Services in the amount of \$55,000.

ATTACHMENT(S):

1. Quote



**NOTICE OF AWARD – RENEWAL and PRICE INCREASE
 COLORADO DEPARTMENT OF TRANSPORTATION**

<p>AWARD NUMBER: 311000418</p> <p>(THIS IS NOT A PURCHASE ORDER, SEE NOTE BELOW)</p>	<p>Re: Invitation For Bid # HAA 13-033 CD</p> <p>Period Covered: September 15, 2012 through September 30, 2015</p> <p>Option to renew for 2 year(s)</p>
<p>VENDOR NO. 1002015 VENDOR NAME: EnviroTech Services, Inc. ADDRESS: 910 54th Ave., #230 Greeley, CO 80634</p> <p>CONTACT PERSON: Matthew Duran EMAIL: mduran@envirotechservices.com</p> <p>PHONE: 970-346-3900 FAX NO: 970-346-3959 DELIVERY: 5 days or 10 days</p>	<p>INVOICE TO: Invoice address on Purchase Order for Colorado State Agencies, Institutions and political subdivisions</p>
	<p>MATERIAL GROUP NUMBER: 192-46</p>

Per your response to the above mentioned Solicitation Number and all Addendums and Modifications. Product and pricing per the attached (1 page).

Conditions of Award: Award is made to above referenced vendor for supplying the commodity/service specified above and on any attached supplementary pages per bid specifications to be ordered on an “as needed” basis for the period from **September 15, 2012 through September 30, 2015**. This award is in year **3 of 5** possible years total. Prices shall be firm through the first 12 months of award. **Requests for any proposed price changes after the first 12 months must be submitted along with supporting documentation, to CDOT Purchasing, a minimum of sixty (60) days** prior to the proposed effective date of such change. A new award notice will be issued for each additional renewal year that CDOT selects. **EITHER PARTY MAY CANCEL ON 30 DAYS WRITTEN NOTICE.**

NOTE: THIS AWARD IS A NOTICE OF INTENT TO PURCHASE ONLY. VARIOUS CDOT PERSONNEL AS NEEDED WILL ORDER MATERIALS. MATERIAL ORDERED BY CDOT THAT COST \$5000.00 OR MORE PER ITEM, OR AGGREGATE, MUST BE ORDERED VIA PURCHASE ORDER. OTHER COLORADO STATE AGENCIES, INSTITUTIONS OR POLITICAL SUBDIVISIONS MAY ORDER MATERIALS BASED ON THIS AWARD. AGENCIES OTHER THAN CDOT ORDERING MATERIAL BASED ON THIS AWARD MUST ORDER VIA THEIR OWN PURCHASE ORDER SYSTEM. CDOT WILL ONLY BE RESPONSIBLE FOR MATERIAL ORDERED AND RECEIVED BY IT. NO QUANTITIES ARE GUARANTEED AS A RESULT OF THIS AWARD. QUANTITIES ORDERED WILL BE BASED UPON ACTUAL REQUIREMENTS.

<p>Please direct inquiries on this award to CDOT Procurement Office, Phone: 303-757-9399 Fax: 303-757-9669</p>	<p>Approved By: <i>Patricia C. O’Neal</i></p> <p>Patricia C. O’Neal Purchasing Agent</p>
---	---

BID #13-033 CD
DEICING PRODUCTS, GRANULAR TYPE MATERIAL
 EnvironTech Services
PRICING BELOW IS PER TON

	PRODUCT NAME	
	IceSlicer RS	
	CDOT Material #10200009	
ZONE	5 Day Delivery	10 Day Delivery
1	\$113.54	\$113.54
2	\$112.21	\$112.21
3	\$119.40	\$119.40
4	\$108.00	\$108.00
5	\$122.51	\$122.51
6	\$128.54	\$128.54
7	\$98.98	\$98.98
8	\$102.43	\$102.43
9	\$115.28	\$115.28
10	\$107.96	\$107.96
11	\$103.69	\$103.69
12	\$109.11	\$109.11
13	\$127.34	\$127.34
14	\$94.79	\$94.79
15	\$101.20	\$101.20
16	\$120.46	\$120.46
17	\$123.81	\$123.81
18	\$113.58	\$113.58
19	\$117.41	\$117.41
20	\$127.63	\$127.63
21	\$91.41	\$91.41
22	\$103.05	\$103.05
23	\$97.11	\$97.11
24	\$121.85	\$121.85
25	\$121.83	\$121.83
26	\$120.67	\$120.67
27	\$143.82	\$143.82
28	\$149.00	\$149.00
32	\$143.71	\$143.71
33	\$137.03	\$137.03
34	\$139.01	\$139.01
35	\$149.89	\$149.89

**SUBJECT: THIRD AMENDMENT TO THE PARBOIS PLACE SUBDIVISION
DEVELOPMENT AGREEMENT**

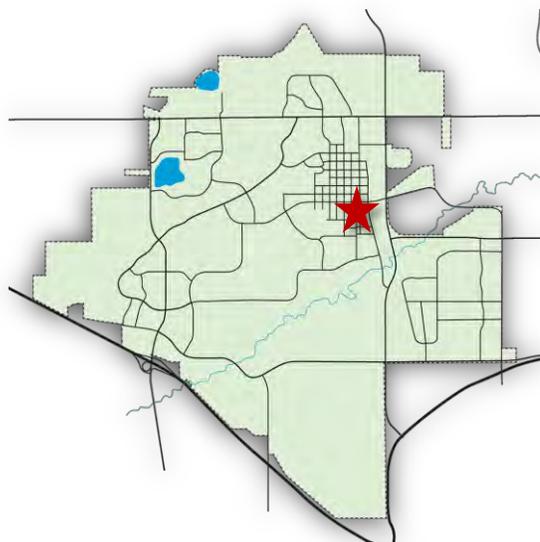
DATE: JANAURY 20, 2015

**PRESENTED BY: TROY RUSS, AICP, PLANNING AND BUILDING SAFETY
CRAIG DUFFIN, PE, CITY ENGINEER**

SUMMARY:

The Louisville City Council approved the Parbois Place Final Plat and Planned Unit development in 2009. That approval platted six lots and ten townhomes, the latter being within two duplexes and two triplexes located on the north half of the subdivision. The lots on the south half accommodate single-family detached dwellings. The townhomes replace a previously existing mobile home park that included eight mobile homes as well as a single-family dwelling that was demolished. On the south half, one other home was replaced and other homes have been built on the single family lots.

The original Subdivider was Garrett Mundelein. He, Acme Terrace, LLC, and Dave Dutch (then owner of Lots 1, 2, 5 and 6) signed the original Subdivision Agreement. Acme Terrace provided a letter of credit (LOC) to secure the completion of public improvements. When the bank that issued that LOC was seized, Acme Terrace substituted a cash deposit of \$27,825.97, which the City still holds. Acme Terrace, LLC later dissolved. Thereafter, Hofstrom, LLC (represented by Jeff Youngstrom) purchased the townhome lots and it has built the final eight units (Units 1 and 2 were previously built by Mundelein). In connection with Hofstrom's purchase, the parties executed a Second Amendment to Subdivision Agreement. As part of that Second Amendment, the parties finalized updated construction plans, determined a new, higher amount of security for completion of the development of Units, and agreed upon the water/sewer tap fee credits for the Units.



SUBJECT: DISCUSSION DIRECTION

DATE: JANUARY 20, 2015

PAGE 2 OF 2

During the construction of the Townhomes on Lot 4, the City and Hofstrom, LLC disputed the construction acceptance requirements of the Plat's required public improvements and the use of a landscape irrigation tap. Staff generated a Third Amendment to the Parbois Place Subdivision Development Agreement (attached) to resolve the dispute based on Council direction.

STAFF RECOMMENDATION:

Staff recommends City Council approve the Third Amendment to the Parbois Place Subdivision Development Agreement.

ATTACHMENTS:

- 1) Third Amendment to the Parbois Place Subdivision Development Agreement

**THIRD AMENDMENT TO SUBDIVISION AGREEMENT
(Parbois Place Subdivision)**

This Third Amendment to Subdivision Agreement (hereinafter "Third Amendment") is made and entered into as of the Effective Date (as defined in Section 13, below), by and between the CITY OF LOUISVILLE, a municipal corporation, in the County of Boulder, State of Colorado (hereinafter "the City"), and Hofstrom, LLC, a Delaware limited liability company (hereinafter "Hofstrom"). The City and Hofstrom are collectively referred to as "the parties."

WHEREAS, the final subdivision plat of the Parbois Place Subdivision (hereinafter "the Subdivision") was recorded in the offices of the Boulder County Clerk and Recorder on October 12, 2009 at Reception No. 03035400; and

WHEREAS, on January 28, 2011, the City, Acme Terrace, LLC, a dissolved Colorado limited liability company (hereinafter "Acme Terrace") and Garrett Mundelein (hereinafter "Mundelein"), entered into the Parbois Place Subdivision Agreement (the "original Subdivision Agreement"), which Subdivision Agreement was recorded in the offices of the Boulder County Clerk and Recorder on February 9, 2011 at Reception No. 03132107; and

WHEREAS, the Subdivision Agreement was amended by that certain First Amendment to Subdivision Agreement (the "First Amendment"), which First Amendment was recorded in the offices of the Boulder County Clerk and Recorder on October 24, 2012 at Reception No. 03261994 and re-recorded on November 30, 2012 at Reception No. 03271389; and

WHEREAS, the Subdivision Agreement was further amended by that certain Second Amendment to Subdivision Agreement (the "Second Amendment"), which Second Amendment was recorded in the offices of the Boulder County Clerk and Recorder on March 7, 2013 at Reception No. 03295268 (the original Subdivision Agreement, as amended by the First Amendment and Second Amendment, is hereafter referred to as the "Subdivision Agreement"); and

WHEREAS, public improvement construction plans for Parbois Place were approved by the Louisville Public Works Department on May 30, 2012, which plans were prepared by Flatirons, Inc., bear its Job Number 12-100,429, consist of 16 sheets, and are dated April 30, 2012 with a last revision date of May 30, 2012 (the "Plans"); and

WHEREAS, Hofstrom has completed the public improvements for Lot 4 and Units 3-10 of the Subdivision as set forth on the revised Exhibit B attached to the Second Amendment, and has requested construction acceptance of said public improvements; and

WHEREAS, disputes have arisen between Hofstrom and the City regarding the completion of certain other public improvements related to the Subdivision and the payment of an irrigation tap fee; and

WHEREAS, Hofstrom and the City desire to enter into this Third Amendment to the Subdivision Agreement to resolve such disputes between them and to confirm and set forth their

understandings regarding certain matters related to Hofstrom's development of Lot 4 and Units 3-10 of the Subdivision.

NOW THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the City and Hofstrom hereby agree as follows:

Section 1. The foregoing recitals are incorporated herein and made a part of this Third Amendment.

Section 2. The City and Hofstrom agree that Hofstrom's obligations for the completion of public improvements for the Subdivision is limited to those improvements set forth on the revised Exhibit B attached to the Second Amendment, and Hofstrom shall have no responsibilities, obligations or liabilities of any kind or nature relating to any other public improvements shown on or contemplated by the Plans or Subdivision Agreement, other than those encompassed by the revised Exhibit B. The public improvements for which Hofstrom is responsible are hereinafter referred to as the "Exhibit B improvements"; any other public improvements not set forth in said revised Exhibit B are hereinafter referred to as "off-site improvements."

Section 3. Concurrent with their execution and delivery of this Third Amendment, the City and Hofstrom shall accomplish the following:

- a. The City shall issue to Hofstrom the City's letter of Construction Acceptance of the Exhibit B improvements, in the form attached hereto as Attachment 1. The date of issuance of such letter shall be the date of commencement of the two-year warranty period provided for under Section 1.7 of the Subdivision Agreement.
- b. Hofstrom shall pay to the City \$9,738.00 to satisfy the payment in-lieu of dedication requirements set forth in Section 4.1 of the Subdivision Agreement. Said payment shall be by separate cashier's check written and delivered to the City.
- c. Hofstrom shall submit to the City completed tap permit application forms for the irrigation tap installed to serve irrigated areas within Lot 4 and adjacent rights-of-way, in the form attached hereto as Attachment 2.

Section 4. Upon satisfaction of the requirements of Section 3, above, Lot 4 and Units 3-10 of the Subdivision shall be issued certificates of occupancy, but the foregoing shall not prevent earlier issuance of the certificate of occupancy for Unit 3 provided Hofstrom has executed this Third Amendment. The City agrees that the issuance of certificates of occupancy for Lot 4 and Units 3-10 shall not be conditioned upon completion of any off-site improvements. The foregoing shall not limit the City's rights to require the completion of off-site improvements prior to the issuance of certificates of occupancy for Lot 2, as set forth in the Second Amendment (except that no such requirement is or can be imposed on Hofstrom for or with respect to such completion). By this provision, the City intends that Lot 4 and Units 3-10 constitute a separate

and distinct phase of the Subdivision for which certificates of occupancy may be issued prior to completion of off-site improvements.

Section 5. Pursuant to the Subdivision Agreement, there is posted with the City a cash improvement guarantee for the Subdivision of \$40,182.15 (hereinafter the “Improvement Guarantee”), said amount consisting of \$27,825.97 deposited by Hofstrom’s predecessor and an additional \$12,356.18 deposited by Hofstrom. By assignment dated March 25, 2013 and attached hereto as Attachment 3, Hofstrom’s predecessor transferred to Hofstrom all rights to the Improvement Guarantee funds. Hofstrom hereby represents that Attachment 3 is a true and correct copy of the assignment of Improvement Guarantee funds received by it, and that Hofstrom has not assigned, transferred, encumbered or otherwise granted any rights in the rights assigned to Hofstrom by such instrument. The City and Hofstrom hereby agree that upon the Effective Date, the Improvement Guarantee shall be disposed of as follows:

- a. The amount of \$23,095.56 shall be relinquished to the City, and the City may use or apply said funds to the completion of off-site improvements or to any lawful purpose.
- b. The amount of \$5,357.62 shall continue to be held by the City as the 10% warranty guarantee for the Exhibit B improvements, as required by Section 5 of the Second Amendment. These warranty guarantee funds shall be held solely to secure Hofstrom’s warranty obligations for the Exhibit B improvements and shall not be used or applied to, or their release conditioned upon, completion of any off-site improvements. Subject to Hofstrom’s satisfaction of its obligations under the Subdivision Agreement, as amended by this Third Amendment, the warranty guarantee funds shall be released to Hofstrom upon Final Acceptance of the Exhibit B improvements.
- c. The amount of \$11,728.97 shall be released and paid to Hofstrom, by City check made payable to Hofstrom, LLC and delivered to Hofstrom concurrently with the execution and delivery of this Third Amendment.

Section 6. With reference to Section 8 of the Second Amendment, the City and Hofstrom agree that no irrigation tap fee shall be charged for the one (1) irrigation tap installed to serve irrigated areas within Lot 4 and rights-of-way adjacent to Lot 4. The City shall re-activate the irrigation tap upon execution and delivery of this Third Amendment. The irrigation tap shall be permitted for service only to irrigated areas of Lot 4 and rights-of-way adjacent to Lot 4, and shall not be used to supply water to any other lots or landscaped areas, unless use for other areas is approved in writing by the Department of Public Works pursuant to the City’s water service ordinances, resolutions, rules and regulations. The water account for the irrigation tap shall be established with the owner’s association that is the owner of Lot 4. Recurring water services charges for water service to the irrigation tap shall be paid in accordance with the City’s water service ordinances, resolutions, rules and regulations.

Section 7. By entering into this Third Amendment, there is no admission that Hofstrom ever agreed or obligated itself to install or furnish any public improvements other than

the Exhibit B improvements, and the City agrees it will not assert anything to the contrary in the future. By entering into this Third Amendment, the City does not waive and expressly hereby reserves its rights with respect to any default, act or omission of any party to the Subdivision Agreement other than Hofstrom.

Section 8. No provisions of the original Subdivision Agreement or of the First, Second or Third Amendments thereto are intended to, nor shall they be deemed to, confer rights to any persons or entities not named as parties thereto. Such original Subdivision Agreement and the First, Second and Third Amendments thereto are made solely for the benefit of the signatories thereof, and there are no third-party beneficiaries.

Section 9. Except as amended by this Third Amendment, the Subdivision Agreement shall remain in full force and effect in accordance with its terms. In the event of a conflict between or among any provisions of the original Subdivision Agreement, the First Amendment, Second Amendment, and or this Third Amendment, this Third Amendment shall control to the extent of such conflict.

Section 10. Capitalized terms used in this Third Amendment shall have the same meaning as capitalized terms defined in the Subdivision Agreement.

Section 11. This Third Amendment may be executed in several counterparts, all of which taken together shall be considered to be one document. Facsimile signatures shall be binding and accepted as originals. The undersigned further warrant to have full power and authority to enter into this Third Amendment.

Section 12. This Third Amendment shall be recorded at Hofstrom's expense in the office of the Boulder County, Colorado Clerk and Recorder.

Section 13. Effective Date. This Third Amendment shall become effective upon the date it has been executed by all of the parties.

IN WITNESS WHEREOF, the parties have executed this Third Amendment as of the Effective Date defined in Section 13 above.

CITY OF LOUISVILLE

By: _____
Robert B. Muckle, Mayor

ATTEST:

By: _____
Nancy Varra, City Clerk

Date: _____

HOFSTROM, LLC,
A Delaware limited liability company

By: *Jeff Youngstrom*, manager
Jeff Youngstrom, Manager

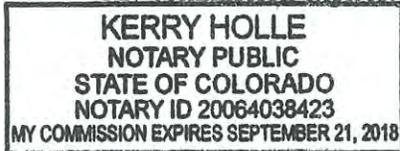
Date: 1/14/2015

STATE OF COLORADO)
) ss.
COUNTY OF BOULDER)

Subscribed and sworn to before me this 14th day of January, 2015,
by Jeff Youngstrom, as Manager of Hofstrom, LLC, a Delaware limited liability
company.

Witness my hand and official seal.

My commission expires: 9/21/18



Kerry Holle
Notary Public

ATTACHMENT 1
Form of Construction Acceptance Letter

January 14, 2015

Mr. Jeff Youngstrom
Hofstrom, LLC
254 Hoover Ct
Louisville, CO 80027

Subject: Construction Acceptance, Parbois Place Subdivision, public improvements per revised Exhibit B attached to the Second Amendment

Mr. Youngstrom:

Inspection and review has been completed and construction acceptance of the public improvements is hereby granted for Parbois Place Subdivision, per revised Exhibit B attached to the Second Amendment to Subdivision Agreement.

Granting of construction acceptance does not alter the Subdivision Agreement, as amended through the Third Amendment. Construction acceptance is provided as acknowledgment that the required public improvements are completed and appear to be in substantial compliance with the appropriate City Standards and approved plans for this project.

The cash improvement guarantee for the subdivision will be handled per Third Amendment to Subdivision Agreement.

A two year warranty period is required on all public improvements during which the developer will be responsible for maintenance. A final acceptance inspection should be requested in writing to the Public Works Department no later than November 15, 2016 in order to allow for the correction of deficiencies prior to the end of the warranty period. If all items are completed within the time scheduled and noted above, final acceptance would be granted by January 14, 2017.

Should you have any questions, please do not hesitate to contact me at 303-335-4602.

Sincerely,

Craig M. Duffin, P.E.
City Engineer

xc: Troy Russ Mark Wozny
 Cameron Fowlkes Central Files
 Graham Clark

3) Non-Residential and Other Use Tap Fee (Non-Residential and Other Uses include; commercial, industrial, retail, institutional, pools, spas, water features)

1) Meter Size

Instantaneous Demand _____ gpm
(From Building Safety Division Form)
Irrigation Demand _____ gpm (Note 1)
(if supplied from same tap)
Total Demand _____ gpm
(larger of indoor or irrigation demand)
Meter Size _____ (from Table 1)
(based on Total Demand)

2) Annual Indoor Demand

Indoor _____ gal/yr
Other Usage _____ gal/yr
Total Demand _____ gal/yr

3) Indoor Tap Fee

Indoor Tap Fee = \$ _____

INSTRUCTIONS:

Note 1: If irrigation is served by the same tap, provide irrigation design showing instantaneous demand for each zone. Insert maximum instantaneous demand into "Irrigation Demand" cell.

Applicant to provide annual indoor and Other Usage demand, if applicable, calculated by a licensed engineer or architect. Base Tap Fee (Table 2) corresponds to the fee associated with the Demand Budget that satisfies the majority of Total Demand. Additional Tap Fee is calculated by dividing the difference between Total Demand and the selected Demand Budget by 117,000, then multiplying by \$25,900. Add the Base Tap Fee and Additional Tap Fee to derive the Total Tap Fee.

***Example: For a 250,000 gal/yr demand, the next lowest budget is 208,260 gallons, which corresponds to a fee of \$46,200. $250,000 - 208,260 = 41,740$; $41,740 / 117,000 * \$25,900 = \$9,239.88$. Total Tap Fee $\$46,200 + \$9,239.88 = \$55,439.88$ ***

Table 1

Meter Flow Range (gpm)	Meter Size (inch)
0-22	3/4
23-45	1
46-80	1-1/2
81-140	2
141-280	3
281-500	4

Table 2

Demand Budget (gallons)	Base Tap Fee (\$)
117,000	\$25,900
208,260	\$46,200
468,000	\$103,600
831,870	\$184,300
1,872,000	\$414,400
3,327,480	\$736,700

4) Irrigation Demand & Tap Fee (if irrigation and indoor demand are served by the same tap)

Total Irrigated Area (sq.ft) _____ Irrigation Demand (gallons/year) _____ Irrigation Tap Fee _____
 _____ X 15 gallons/sq.ft. = _____ / 117,000 x \$25,900 = \$ _____
 Total Non-Residential and Other Use Tap Fee = \$ _____ (sum of Indoor Tap Fee and Irrigation Tap Fee)

IRRIGATION TAP FEES

4) Irrigation Tap Fee (for separate irrigation taps) *Irrigated landscape within Lot 4, Parbois Place Subdivision and adjacent Right of Way

Demand _____ gpm (Note 1)

Meter Size 3/4 (from Table 1)

Total Irrigated Area (sq.ft) _____ Irrigation Demand (gallons/year) _____
*10,120 X 15 gallons/sq.ft. = 151,800
 Irrigation Demand (gallons/year) _____ Irrigation Tap Fee _____
151,800 / 117,000 x \$25,900 = \$ N/A (see 3rd Amendment

INSTRUCTIONS:

Note 1: Provide irrigation design showing instantaneous demand for each zone. Insert maximum instantaneous demand for "Irrigation Demand".

This section is to be used for Duplex, Multifamily, Townhouse, and Non-Residential developments that are utilizing a separate tap for irrigation. Total Irrigation Tap Fee is equal to the tap fees associated with Total Irrigation Demand and Drip Taps. A drip irrigation tap is allowed for isolated locations, such as a roadway median. A drip tap requires a separate 3/4" meter, must serve a total area less than 4,000 square feet at a demand of 5 gallons per minute or less. Any area irrigated with a drip irrigation tap shall not be included in the Total Irrigated Area.

to Subdivision Agreement) Number of Drip Taps _____ X \$6,475 = \$ _____
 Total Irrigation Tap Fee = \$ _____ (sum of Irrigation Tap Fee and Drip Tap Fee)

SEWER TAP FEES

5) Sewer Tap Fee

Residential Sewer Tap Fee

Single-Family _____ X \$4,500 = \$ _____
 Townhouse _____ units X \$3,600 = \$ _____
 Multifamily _____ units X \$3,600 = \$ _____
 Senior _____ units X \$2,700 = \$ _____

INSTRUCTIONS:

Utilize this sections to determine the sewer tap fee for the proposed development. Insert the number of Single-Family, Townhouse, Multifamily, or Senior Independent units and multiply the number of units by the associated tap fee to determine the total tap fee. Single-Family category includes each mobile home and each unit in a duplex. Commercial tap fees are charged based on water meter size.

Commercial Sewer Tap Fees

3/4" Meter _____ X \$4,400 = \$ _____ 2" Meter _____ X \$31,300 = \$ _____
 1" Meter _____ X \$7,900 = \$ _____ 3" Meter _____ X \$70,400 = \$ _____
 1 1/2" Meter _____ X \$17,600 = \$ _____ 4" Meter _____ X \$125,200 = \$ _____

Total Sewer Tap Fee = \$ _____

CITY USE ONLY BELOW DASHED LINE

Form Reviewed By: _____

Date: _____

Payment Received by: _____

Date: _____



City of Louisville

749 Main Street • Louisville, Colorado 80027

WATER METER SET AND SEWER TAP INFORMATION

TO BE COMPLETED BY APPLICANT: (FOUR PART COPY/PRESS HARD)

PERMIT NO. _____

- X BUILDERS NAME: Innovative Endeavors
- X BUILDERS BILLING ADDRESS: 555 Parbois Ln. Louisville, CO 80027
- X OWNERS NAME: Parbois Place Hst
- X OWNERS ADDRESS: 254 Haver Ct. Louisville, CO 80027

TO BE COMPLETED BY BUILDING DEPARTMENT:

PROJECT: IRRIGATED LANDSCAPE WITHIN LOT 4, PARBOIS PLACE SUB. AND ADJACENT (ZOW)

SERVICE LOCATION: 597 1/4 COUNTY ROAD SUBDIVISION: PARBOIS PLACE

RATE CLASS	IN CITY	OUT OF CITY	X DATE OF PURCHASE: _____
Single Family	<input type="checkbox"/>	<input type="checkbox"/> IRRIGATION	WATER TAP SIZE: <u>3/4"</u>
Multi Family	<input type="checkbox"/>	_____ # of units	BLDG. SERVICE SIZE: _____
Commercial	<input type="checkbox"/>	_____ # of units	WATER METER SIZE: _____
BLDG. DIV. REVIEWED BY: _____ DATE: _____			METER PIT <input type="checkbox"/> YES <input type="checkbox"/> NO

TO BE COMPLETED BY PUBLIC WORKS DEPARTMENT:

PUBLIC WORKS REV. BY: _____ DATE: _____

METER INSTALLATION DATE: _____ WATER METER SIZE: _____

METER NUMBER: _____ WATER METER READING: _____

READOUT NUMBER: _____

GENERAL LOCATION OF METER _____

GENERAL LOCATION OF READOUT _____

INSTALLER: _____ P.WORKS INSP. _____

SEWER TAP DATE: _____ SEWER TAP SIZE: _____

Copies to: White - Operations, Yellow - Finance Dept., Pink - Building Dept., Gold - Public Works Inspector

ATTACHMENT 3

Garrett Mundelein, individually and as a representative for ACME Terrace, a dissolved Colorado Limited Liability Company agrees to transfer all rights to the Improvement Guarantee funds for the Parbois development held by the city of Louisville, CO to Hofstrom, LLC a Delaware Limited Liability Company. Garrett Mundelein agrees to make no claims to the funds and to support Hofstrom in their efforts to obtain the funds for Hofstrom's benefit.



Garrett Mundelein/ACME Terrace

3/25/13

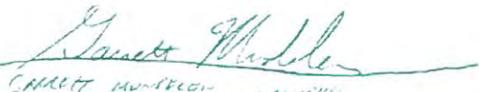
Date



Hofstrom, LLC by Jeff Youngstrom

3/25/13

Date



GARRETT MUNDELEIN, INDIVIDUALLY

3/25/13

DATE



City Manager's Report

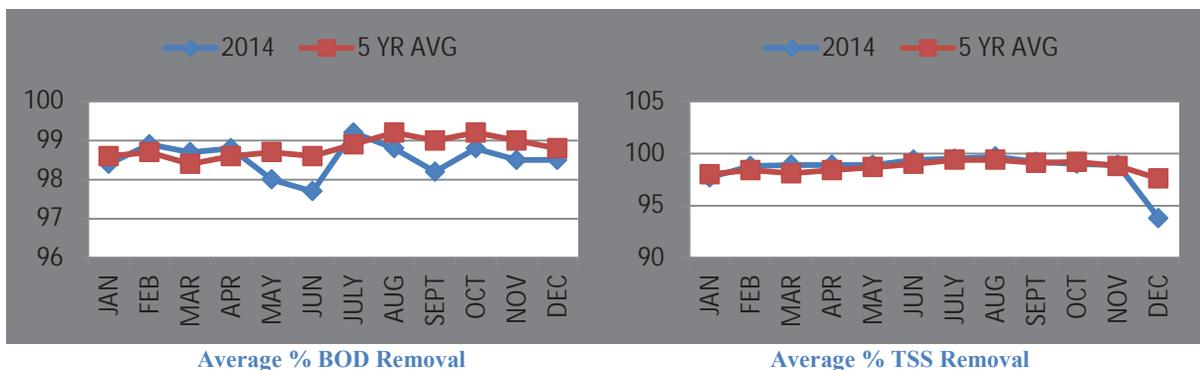
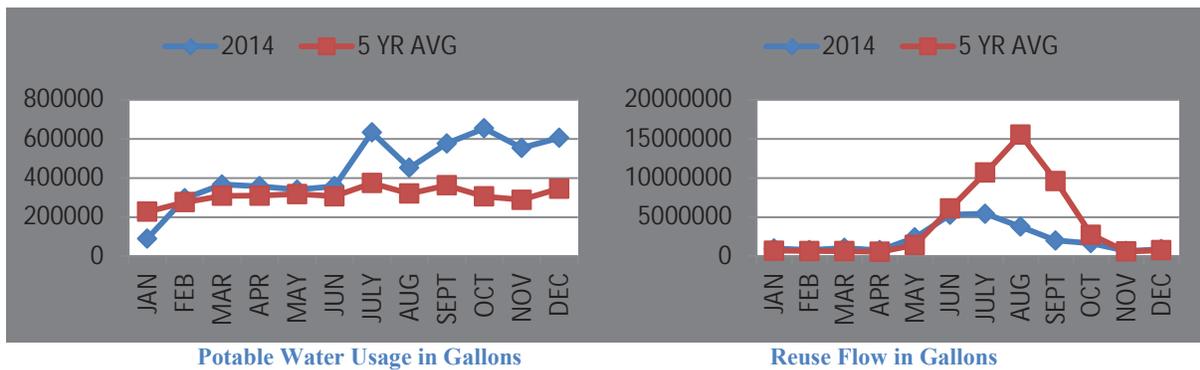
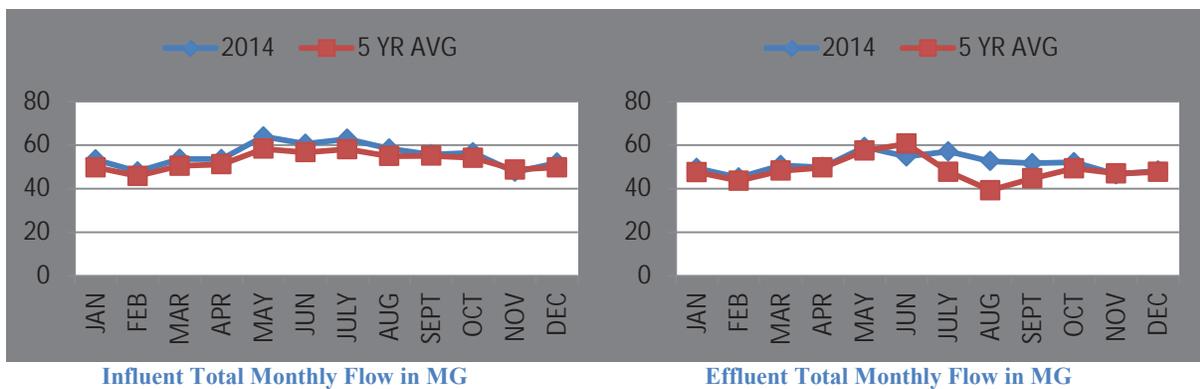
January 20, 2015

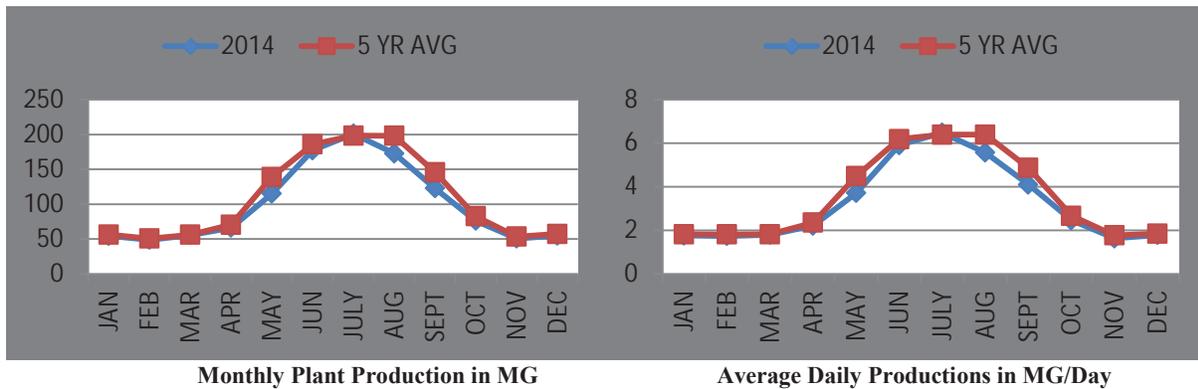
PUBLIC WORKS MONTHLY REPORT FOR DECEMBER 2014

The mission of the Public Works Department is to provide high-quality, cost effective service to both our internal and external customers. The following are highlights of activities performed by the various divisions of the Public Works Department during the month of December 2014.

DIVISION ACTIVITIES/STATISTICS:

WASTEWATER PLANT DIVISION



WATER PLANT DIVISION

**Total Production Year to Date – 3671.29
Million Gallons (1196.47 Acre Feet)**

RAW WATER REPORT

Windy Gap Firing Project – Agreements with West Slope water users have been reached, but negotiations with the Corps of Engineers and Bureau of Reclamation are continuing.

ENGINEERING DIVISION**Base Services**

1. Staff is coordinating with Parks and Urban Drainage and Flood Control District on the Coal Creek Trail project finalizing the trail under the BNSF bridge with Urban Drainage.
2. Staff sent comments to Xcel Energy regarding High Pressure Gas Line Upgrade.
3. Issued ten (10) Right-of-way/Overlot Grading Permits.
4. Reviewed and approved six (6) water rebates and declined one.

Development Projects

Public Works reviewed PUD referrals, civil plans, landscape plans, drainage reports and completed inspections for the following projects:

- Hutchinson Corner – *Comments sent on Construction Plan Submittal.*
- North End Phase 2, Block 12 & 15 – *Comments sent on Civil Plans and Drainage Report.*
- North End Block 10 – *Reviewed submittals & approved.*
- 1960 Cherry (CTC Filing 4) – *Overlot grading permit issued. Comments sent for Construction and Landscape plans.*
- DELO Phase 1 & 1A – *Reviewed submittals & approved.*
- The Lanterns – *Comments sent on Landscape and irrigation plans. Comments sent to Davidson/Highline Ditch Company*
- Goddard School – *Approved Construction Plans. Held Preconstruction Conference. Reviewed and Approved Submittals*

- HBWTP request to construct new sand drying beds PUD and Plat- *comments sent to planning*
- Grain Elevator (Mill Site) PUD and Plat- *comments sent to planning*
- 224 County Rd/225 Front St., Request to vacate an alley- *Comments sent to planning*
- WWTP PUD - *Reviewed and provided comments to planning on 3rd submittal.*
- 1960 Cherry Street – *Issued Overlot Grading Permit*
- Lanterns Landscape – *Plan approval.*
- Grain Elevator – *Comments sent to planning*
- DELO Core Area Agreement – *Application for reimbursement.*
- WWTP PUD - *Reviewed and provided comments to planning on 2nd submittal.*
- Xcel SH42 Gas Main Realignment – *Reviewed plans*

Capital Projects

1. 2014 Utility Project – Diaz Construction was issued substantial completion and is working on the final documents.
2. 2014 Concrete Project –Concrete Works of Colorado 100% complete. Staff issued final payment.
3. 2014 Louisville Lateral Project –Work continued through December. The project should be completed in January.
4. Stormwater Master Plan - JVA, Inc. has begun work on the first phase of the project.

County Road Bridge Design

Staff discussed preliminary hydraulic and geometric layouts with staff.

Dillon Road Bridge Repair Design

We are currently awaiting a task order from CDOT to move forward with the project. KDG completed survey work and preliminary plans.

Drainageway A-2

The project team is working on the 30 percent design comments and should complete the 90 percent drawings in January. The City will present the project to Lafayette LOSAC in January. The project will be submitting to the Boulder County Land Use permitting in January. Staff is attending a biweekly design progress meeting with Lafayette, Urban Drainage and the consultant. The team is also coordinating with developer for DELO and the wastewater treatment plant project to coordinate timelines and project information.

Water Conservation Plan – The draft plan has been approved by the Colorado Water Conservation Board and will be presented to City Council for approval in the near future.

Wastewater Treatment Plant Design – The design is being finalized. The Plat and PUD approval by the Planning Commission and City Council have been secured, and Dewberry has been retained for construction management services. The project is scheduled to be bid in March of 2015.

Louisville/Superior Interconnect – The design is in progress.

South Plant Sludge Drying Beds – The project is currently at 80% design.

Eldorado Springs Raw Water Intake Design – The project is currently at 90% design and staff is working on approvals from the Colorado State Parks and FEMA.

Miscellaneous

1. Staff attended coordination meetings with KICP.
2. Staff met with representatives from DRCOG and CDOT to kick off the traffic signal retiming study for South Boulder Road.
3. Staff is continuing their efforts on updating the Design and Construction Standards.
4. Staff continues its review of the new CDPHE Stormwater MS4 permit and coordinating with KICP for issuance of comments.
5. RedZone Robotics completed field inspection of sanitary sewer mains for 2014.

Inspections were performed at:

- | | |
|-------------------------------------|--------------------|
| ➤ Takoda | ➤ 1900 Taylor Ave. |
| ➤ Steel Ranch 4A | ➤ 1900 Cherry |
| ➤ 2014 Utility Project | ➤ City Services |
| ➤ 2014 Concrete Replacement Project | ➤ 824 Pine St |
| ➤ 2014 Street Resurfacing Project | ➤ 1036 Walnut |
| ➤ North End Phase II | ➤ 2424 Evans |

Facilities Project Summary – January 2015

Project	Status	Remark
Art Center HVAC	Complete	Energy efficient replacement
CH Sprinkler	80% complete	Full coverage fire sprinkler & inert gas for IT room
CH Door & Window replacement	Complete	Energy efficient replacements
Recreation Center exterior sealant/weatherproofing	80% complete	25 year old weatherproofing is in poor condition
Police & Court door lock upgrades	Complete	Alarm Lock wireless access control for main doors
Police & Court crack seal	Complete	Parking lot maintenance
Museum - Tomeo House Cellar Door	Bid awarded, waiting for good weather	Improve access to basement and keep animals out
Library entrance drain	Bid awarded, waiting for good weather	Prevent flooding and icing
New City Services	Foundations being poured, masonry work begun	Attending weekly meetings and reviewing submittals
Cottonwood Park Abatement and Demolition of buildings	Complete	Historic bell is stored at City Services
Recreation Center Racquetball lighting – south court	Complete	LED lighting for court with motion sensor – north court lights to follow

A picture is worth a thousand words.....



Cottonwood Park Demolition



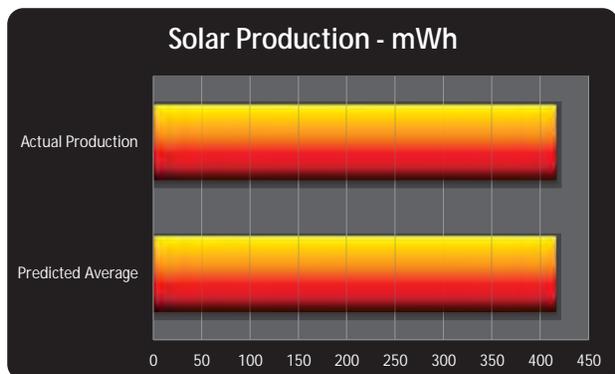
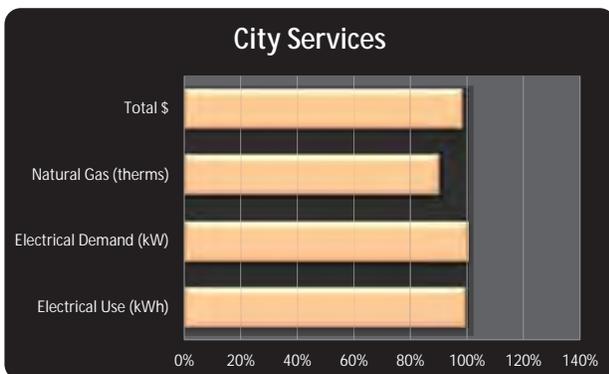
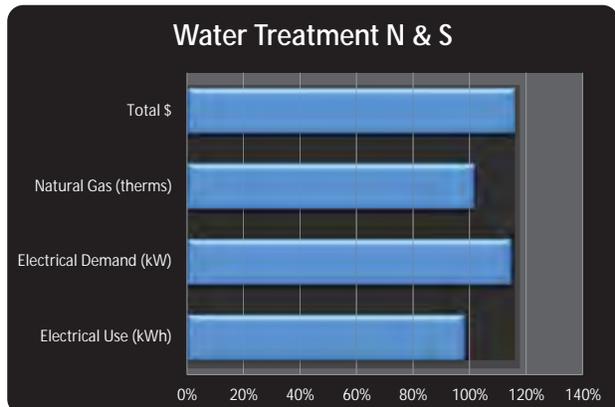
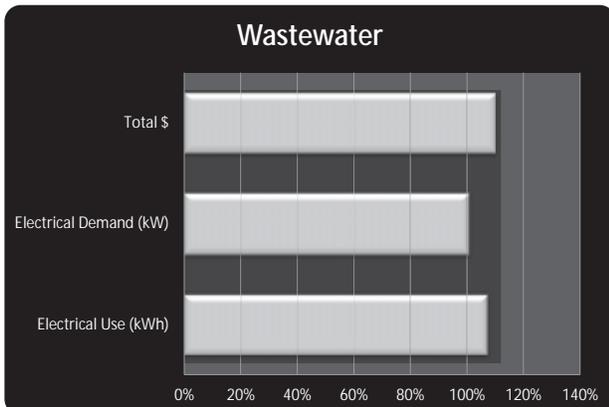
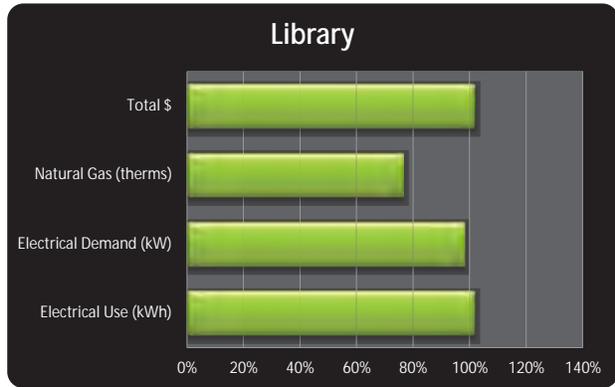
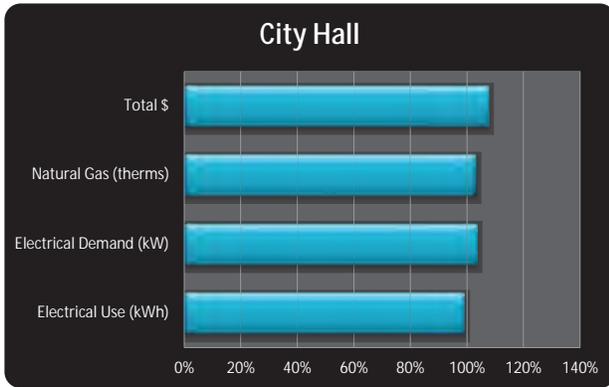
Historic bell on way to City Services

Energy Dashboard

November 2014

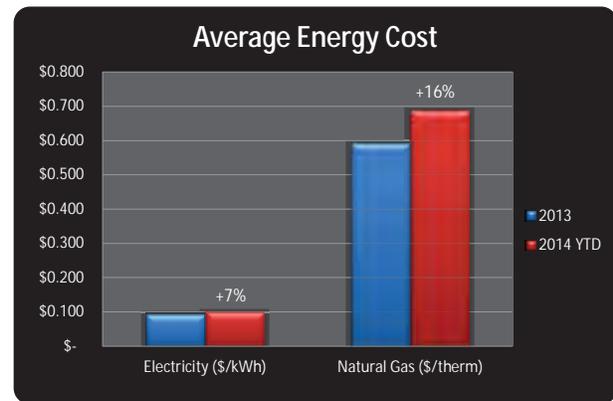
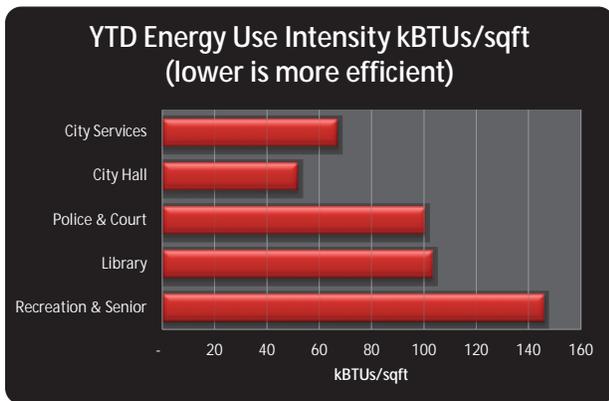
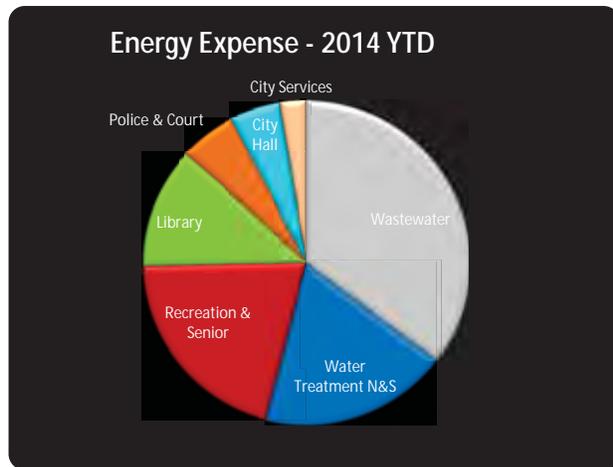
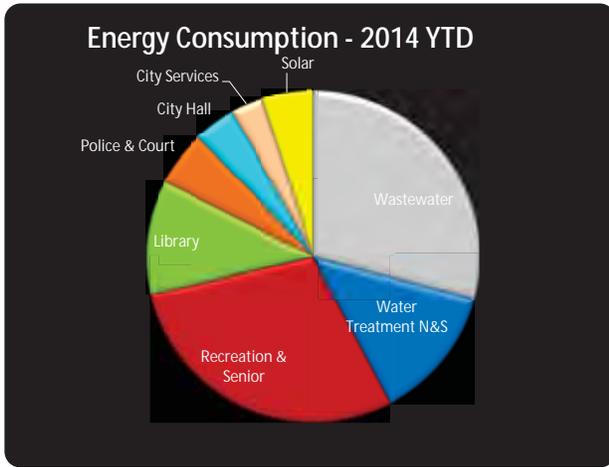
Overall energy consumption YTD for the City is even with 2013 and total energy costs are up 10% compared to 2013. Solar PV represents 7.3% of the total electrical energy consumption. The solar system at the wastewater plant was out of service for almost 2 weeks due to an inverter problem, which was repaired under warranty.

Site Reports - 2014 YTD vs. 2013 for the same time period



Louisville Energy Totals

Energy consumption & expense totals include both electrical and natural gas



The monthly Energy Dashboard is sent to all City employees and City Council. Please contact Facilities if you have any questions or comments.



Public Works Operations Monthly Report for December 2014

In December, the Operations Division performed the following tasks:

216 Work orders completed
346 Utility locations
107 Pothole(s) repaired
162 Lane miles swept
1,917 Miles of snow plowed
0 Gallons of magnesium chloride applied for de-icing
70 Tons ice slicer used for de-icing
1 Signs repaired or replaced
0 Dump truck loads hauled to landfill
0 Dump truck loads of asphalt to recycle
540 Feet of sewer line TV'ed this month
3,558.30 Feet of sewer line cleaning this month
29,971.56 Feet of sewer line root & grease cutting (Quarterly)
253,069.16 Total feet cleaned & cut for 2014
1 Install signs - non TCO
0 Traffic Control Orders (TCO) completed
0 New water meter(s) installed
11 Water meter(s) repaired or replaced
2 Emergency sewer backup response

Work performed for Utility Billing:

6,964 Water meters read
149 Door tags hung
20 Consumption check / 0 usage
35 Re-reads and finals
12 Delinquent water turn off / on

In addition to general maintenance tasks the crew typically perform, the Division also completed these special projects:

The Leaf Program was finalized with site clean-up and collection of signage along Empire Road.

The Operations Department concentrated efforts for Annual Hydrant Maintenance along with Storm Water Inspections, Leak Surveys, Valve Exercising, and Manhole Inspections.

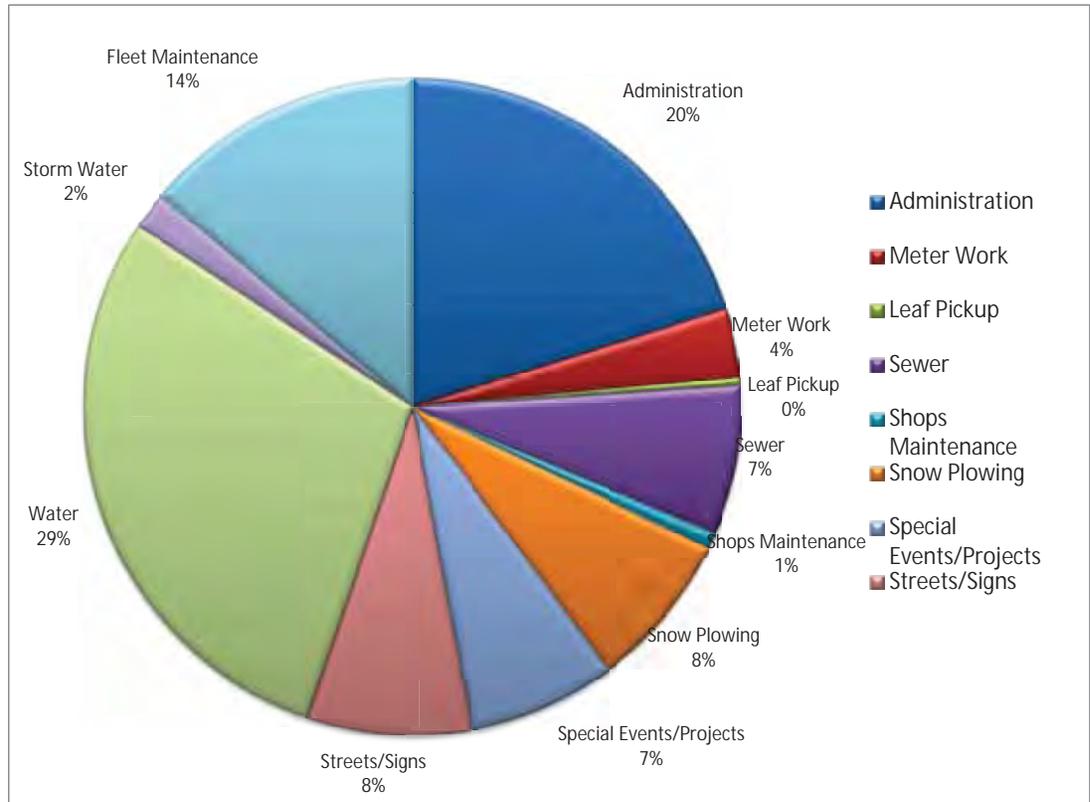
Assorted Christmas Lights, City Hall's Tree, and The Parade of Lights were assembled and activated at City Hall and along Main Street.

Type of Work	Total Hours
Administration	426.50
Meter Work	73.00
Leaf Pickup	8.00
Sewer	155.50
Shops Maintenance	16.50
Snow Plowing	162.50
Special Events/Projects	156.00
Streets/Signs	170.50
Water	616.00
Storm Water	39.00
Fleet Maintenance	294.00
Total Manhours:	2,117.50

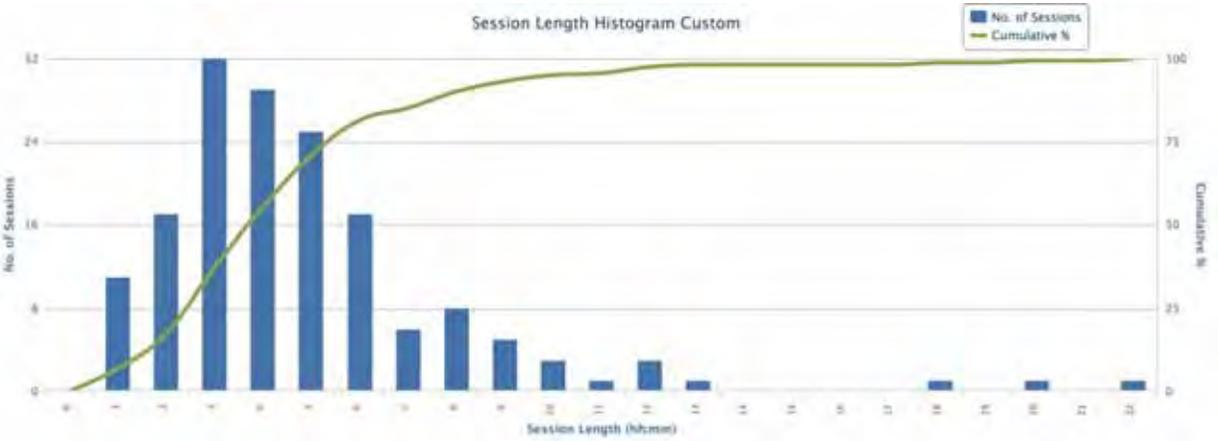
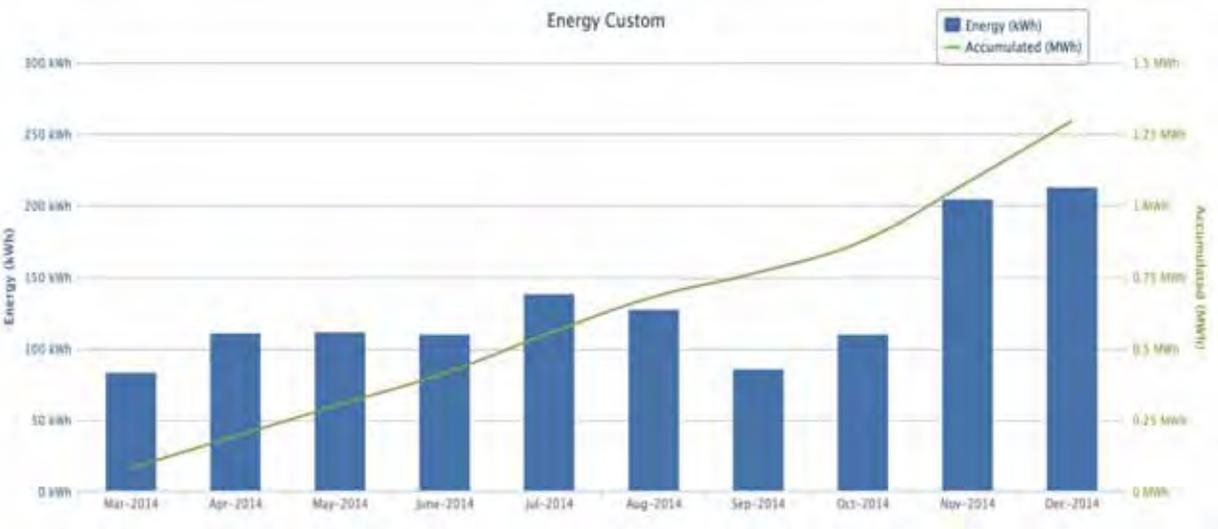
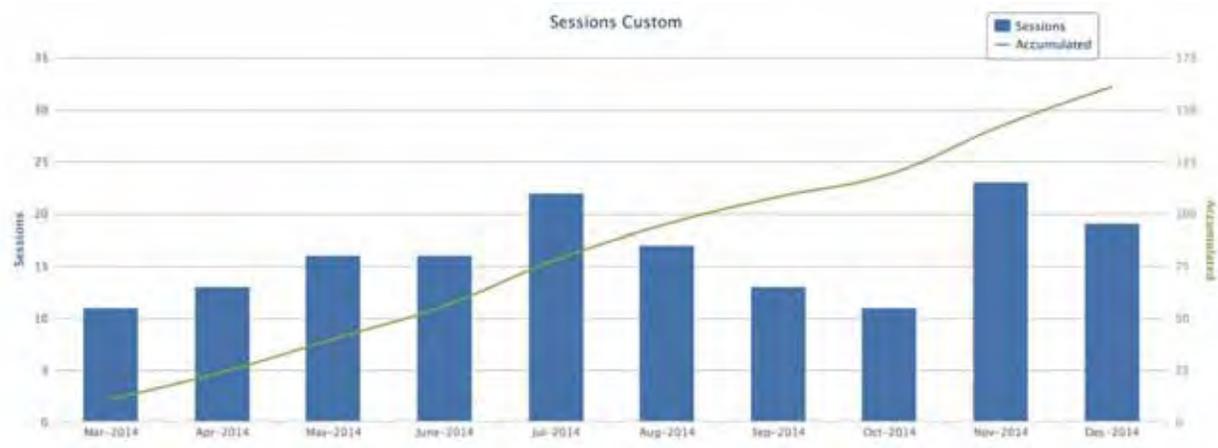
Total On/Call & Overtime Hours:	92.5
Total Paid Leave Hours:	253

Grand Total:	<i>Manhours:</i>	2117.5
	<i>OT/On-Call:</i>	92.5
	<i>Paid Leave:</i>	253
		2463

Total Hours from Timesheets:	2486.25
Total Unaccounted Hours:	23.25
Total Unaccounted Percent:	1%



Library Dual Port Electric Vehicle Charging Station 2014



Planning and Building Safety Activity Report December - 2014

Planning Activity

The list represents projects within the various stages of the City’s development approval, including: projects submitted to the Planning Division in referral; projects recommended by the Planning Commission; and those projects approved by City Council during the month. It is important to note approved projects may not be built. Approved Planned Unit Developments (PUDs) remain eligible for issuance of building permits for three years. Activity this month includes:

1. In Referral:

- 11 projects (417 residential units and 124,404sf of non-residential)

2. Recommended by Planning Commission:

- 3 projects (42 residential units; SRU – Yoga, and City WWTP Expansion)

3. Approved by City Council:

- 3 projects (42 residential units; SRU – Yoga, and City WWTP Expansion)

Planning Summary – December 2014					
Name	Description	Rezoning	Planned Unit Development		Special Review Use
			Preliminary	Final	
Downtown / Old Town					
Lawrence Enrietto Park SRU	LSAB Community Garden				S
Grain Elevator	PUD/SRU for 27,000 SF non-residential		CC	S	S
CTC					
Core Power Yoga	SRU for a Yoga Studio				S
Wastewater Plant	Final PUD for expansion of City facility			S	S
Howard Berry SRU	SRU Sludge beds for City’s south waterplant				S
South Boulder Road					
Alkonis Annexation	Annex / GDP for 231 units and 18,404 sf	S			
Centennial Valley					
Physicians Dv. Group	48 bed skilled nursing facility	S		S	
Revitalization District					
Coal Creek	51 TH/Dplx Units, 30,000 sf Retail	CC	CC	S-Hold	
DELO Phase 2	5 TH, 130 APT, and 26,000 SF Commerical	CC	CC	S	
DELO Plaza	23,000 sf Retail			S	
Via Appia					
AT&T Antenna	Cell phone antenna - Louisville Rec Center			S-Hold	
North End					
Blocks 12 and 15	6 TH and 36 APT		CC	PC/CC	

New; S – Submitted; PC – Planning Commission Recommendation; CC – City Council Approval

Development Activity

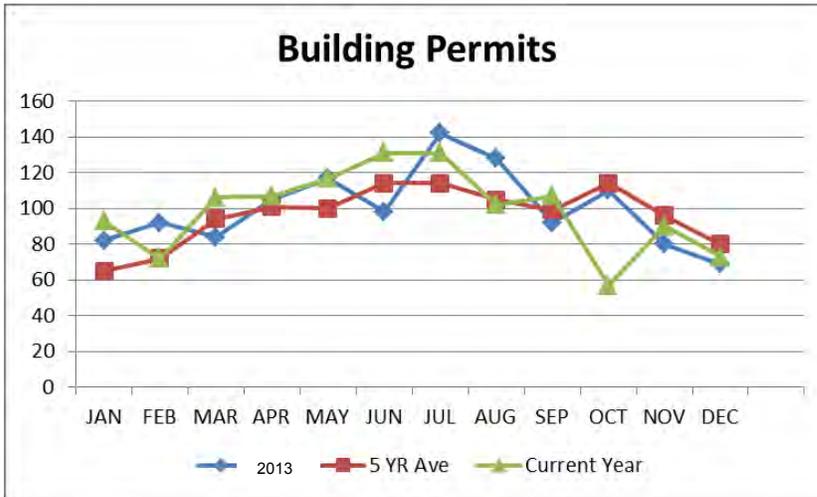
The status of approved projects is listed below.

Development Summary – December 2014									
Name	Approved			Permits Issued			Remaining		
	Res. (Units)	Non-Res.		Res. (Units)	Non-Res.		Res. (Units)	Non-Res.	
		SF	Use		SF	Use		SF	Use
ACTIVE (PERMITS ISSUED)									
North End									
Phase 2 – PA#2 / #3	122	-	-	2	-	-	92	-	-
South Boulder Road									
Center Court	111	32,000	Retail	-	-	-	111	-	-
Copper Hill Subdivision									
Copper Hill	9	-	-	-	-	-	1	-	-
Sub-Total	242	32,000	Retail	2	-	Flex	204	-	-
INACTIVE (NO PERMITS ISSUED)									
Colorado Tech Center									
1772 Praire	-	98,591	Flex	-	-	-	-	98,591	Flex
Boulder Amplifiers	-	23,000	Flex	-	-	-	-	23,000	Flex
1960 Cherry	-	59,137	Flex	-	-	-	-	59,137	Flex
North End									
Phase 1 - Block 10	85	-	-	-	-	-	85	-	-
Phase 2 - PA#1	21	65,000	Com	-	-	-	21	65,000	Com
Takoda/Steel Ranch									
The Market Place	-	11,375	Inst.	-	-	-	-	11,375	Inst.
Downtown / Old Town									
931 Main Street	-	2,200	Office	-	-	-	-	2,200	Office
927 Main Street	2	560	Office	-	-	-	2	560	Office
Hutchinson Corner	6	-	-	-	-	-	6	-	-
Redevelopment District									
Delo – Phase 1/1A	55	1,000	Office	-	-	-	55	1,000	Office
Sub-Total	169	260,863	Mix				169	260,863	Mix

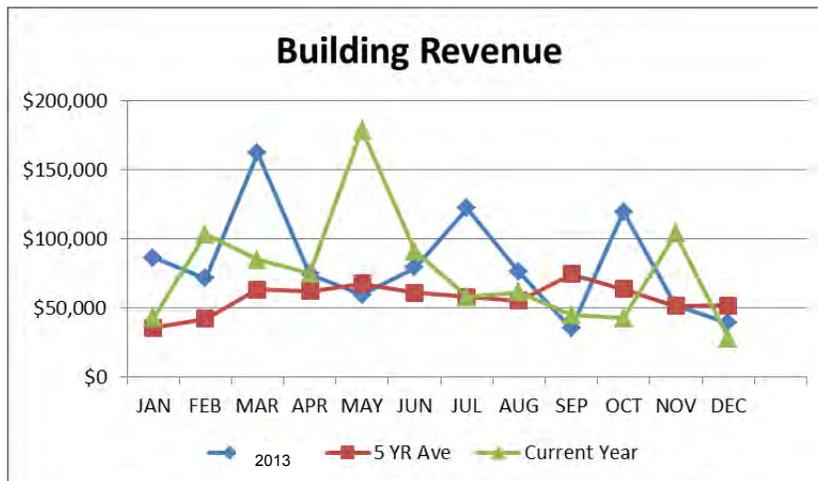
Res – Residential; Off-Office; Ind – Industrial; Inst-Institutional

Construction Activity

Current building revenues are illustrated with the following information. Monthly building permit and revenue data is presented three ways to provide the Planning and Building Safety Department information to better understand construction activity and economic trends in Louisville.



Summary by Month for Last 5 years		
5 Year Average thru 2013		
Month	Avg Permit	Avg Rev
JAN	65	\$35,557
FEB	72	\$42,262
MAR	94	\$63,410
APR	101	\$62,280
MAY	100	\$67,677
JUN	114	\$60,902
JUL	114	\$57,851
AUG	105	\$55,136
SEP	99	\$74,680
OCT	114	\$63,857
NOV	96	\$51,455
DEC	80	\$51,893



Summary by Month for Previous Year		
Previous Year 2013		
Month	Permits	Revenues
JAN	82	\$86,503
FEB	92	\$71,586
MAR	84	\$162,069
APR	105	\$74,681
MAY	117	\$59,544
JUN	98	\$79,135
JUL	142	\$122,400
AUG	128	\$76,105
SEP	92	\$35,429
OCT	110	\$119,645
NOV	80	\$51,929
DEC	69	\$39,017

BUILDING PERMITS – BY PERMIT TYPE

Dec-14	Monthly					
	Current Month		Last Year Month		5 year Avg for DEC	
	DEC 2014		DEC 2014			
Permits	Permits	Revenues	Permits	Revenues	Permits	Revenues
New Commercial	0	\$ -	1	\$ 12,900	0.2	\$ 2,614
Tenant Finish Comm	7	\$ 7,902	5	\$ 7,455	4	\$ 9,367
New Residential (SFD)	1	\$ 2,026	0	\$ -	3.6	\$ 9,541
Scrapes and Rebuilds	0	\$ -	0	\$ -	0	\$ -
Alteration/Addition to Res	9	\$ 10,264	6	\$ 9,595	8.6	\$ 5,852
Duplex	0	\$ -	0	\$ -	0	\$ -
Townhomes 3 & 4 units	0	\$ -	0	\$ -	0	\$ -
Townhomes 5 or more	0	\$ -	0	\$ -	0	\$ -
Multifamily (Apartments)	0	\$ -	0	\$ -	0.4	\$ 7,467
Demo Residential	3	\$ 150	2	\$ 100	2	\$ 100
Demo Commercial	0	\$ -	0	\$ -	0.4	\$ 20
Minor and Trade	53	\$ 7,564	55	\$ 9,854	60.8	\$ 9,431
TOTALS	73	\$ 27,906	69	\$ 39,904	80	\$ 44,392

BUILDING REVENUES – BY PERMIT TYPE

Dec-14	Yearly					
	Current YTD		Previous YTD		5 Year Avg YTD	
	DEC 2014		DEC 2013			
Permits	Permits	Revenues	Permits	Revenues	Permits	Revenues
New Commercial	4	\$ 107,018	10	\$ 187,878	2.4	\$ 44,669
Tenant Finish Comm	89	\$ 280,508	94	\$ 180,085	75	\$ 153,596
New Residential (SFD)	23	\$ 111,739	32	\$ 119,517	45.2	\$ 147,052
Scrapes and Rebuilds	7	\$ 40,569	2	\$ 16,000	1.8	\$ 10,975
Alteration/Addition to Res	143	\$ 165,624	152	\$ 134,504	135	\$ 109,663
Duplex	0	\$ -	2	\$ 5,379	2.6	\$ 8,194
Townhomes 3 & 4 units	4	\$ 10,088	10	\$ 28,593	2.2	\$ 7,687
Townhomes 5 or more	30	\$ 78,532	31	\$ 83,933	7.4	\$ 19,911
Multifamily (Apartments)	0	\$ -	5	\$ 81,483	1.4	\$ 23,764
Demo Residential	36	\$ 1,800	29	\$ 1,450	17.8	\$ 860
Demo Commercial	1	\$ 50	0	\$ -	2.8	\$ 130
Minor and Trade	912	\$ 139,588	832	\$ 140,106	1264.2	\$ 131,623
TOTALS	1249	\$ 935,516	1199	\$ 978,928	1557.8	\$ 658,124

Louisville Public Library Monthly Report

December 2014

LOUISVILLE PUBLIC LIBRARY: 2014 STATISTICS													
CATEGORY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
CIRCULATION													
Total Charges & Renewals	42,084	38,665	44,158	40,549	40,483	49,965	50,540	43,820	42,531	41,775	40,249	37,987	512,806
FLC Loans	3,455	2,970	3,145	3,001	2,701	2,766	3,066	2,687	2,932	2,971	2,202	2,269	34,165
Prospector Borrowed	1,265	1,008	1,002	956	869	830	832	1,018	795	848	798	695	10,916
Prospector Loaned	1,193	499	601	638	522	398	665	648	651	740	534	628	7,717
Hours Open	258	230	262	256	256	254	262	260	250	268	214	247	3,017
Average Transactions Per Hour	163	168	169	158	158	197	193	169	170	156	188	154	170
Registered Patrons	23,513	23,766	24,016	24,274	24,518	24,968	25,347	25,703	26,041	26,297	26,532	26,735	n/a
New Registrations	248	253	250	258	244	450	379	356	338	256	235	203	3,470
Attendance	20,431	17,627	21,825	20,868	20,872	23,908	24,553	21,400	20,615	21,117	19,155	17,050	249,421

CIRCULATION (CHECKOUT) STATISTICS		
lsv		
	Jan '14–Dec '14	
RESIDENCY	PERCENT	QTY
NONE	1.50%	7,906
ADAMS COUNTY	0.40%	2,090
ARAPAHOE CNTY	0.00%	45
AURORA	0.00%	28
BOULDER	6.90%	35,480
BOULDER COUNTY	2.80%	14,354
BROOMFIELD	3.60%	18,536
DENVER	0.20%	1,225
ERIE	0.50%	2,715
JEFFCO	0.30%	1,508
LAFAYETTE	8.80%	45,268
LONGMONT	0.50%	2,726
LOUISVILLE	52.40%	268,509
LYONS	0.00%	117
NEDERLAND	0.10%	368
NIWOT	0.00%	147
SUPERIOR	21.00%	107,496
WELD COUNTY	0.10%	410
WESTMINSTER	0.40%	2,054
OTHER	0.40%	1,824
Total	100.00%	512,806



For the past few years, Library staff has created a holiday tree made from donated and withdrawn books. The tree topper is also made from an altered book, which is a popular craft program at the Library.

LOUISVILLE MUNICIPAL COURT MONTHLY COURT REPORT 2014

TRAFFIC VIOLATIONS	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2014	YTD 2013
0 POINT VIOLATIONS	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 POINT VIOLATIONS	1	3	1	0	0	1	0	0	1	2	0	0	9	25
2 POINT VIOLATIONS	4	4	4	7	4	6	5	4	6	3	3	2	52	94
3 POINT VIOLATIONS	8	11	13	10	16	15	11	16	24	23	22	28	197	103
4 POINT VIOLATIONS	41	33	53	45	28	38	34	27	50	37	35	47	468	428
6 POINT VIOLATIONS	0	0	0	2	0	0	0	0	0	0	1	0	3	3
8 POINT VIOLATIONS	0	0	0	0	0	0	1	0	0	0	0	0	1	3
12 POINT VIOLATIONS	0	0	0	0	1	0	1	0	0	3	1	0	6	1
SUB TOTALS	54	51	71	64	49	60	52	47	81	68	62	77	736	658

SPEED VIOLATIONS	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2014	YTD 2013
1 POINT VIOLATIONS	4	5	0	0	2	0	0	0	2	2	10	3	28	56
4 POINT VIOLATIONS	53	30	48	49	41	48	43	30	37	50	66	61	556	419
6 POINT VIOLATIONS	5	10	7	1	7	5	3	3	2	2	5	3	53	66
12 POINT VIOLATIONS	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUB TOTALS	62	45	55	50	50	53	46	33	41	54	81	67	637	541

PARKING VIOLATIONS	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2014	YTD 2013
PARKING	6	7	11	11	6	18	53	58	34	43	30	39	316	153
PARKING/FIRE LANE	0	0	1	0	0	0	1	0	0	0	0	0	2	6
PARKING/HANDICAPPED	2	1	1	5	3	2	2	6	2	1	0	1	26	23
SUB TOTALS	8	8	13	16	9	20	56	64	36	44	30	40	344	182

CODE VIOLATIONS	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2014	YTD 2013
BARKING DOGS	1	3	1	1	0	2	0	1	0	0	1	1	11	4
DOG AT LARGE	0	1	0	0	0	2	1	0	1	2	2	1	10	18
WEEDS/SNOW REMOVAL	1	0	0	0	0	0	0	2	0	0	0	0	3	9
JUNK ACCUMULATION	0	0	0	0	0	0	0	0	3	0	0	0	3	6
FAILURE TO APPEAR	3	1	2	2	4	5	1	2	1	4	2	5	32	50
RESISTING AN OFFICER	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DISORDERLY CONDUCT	0	0	0	1	0	1	1	0	0	1	0	0	4	7
ASSAULT	0	0	0	1	0	0	0	0	0	0	0	0	1	0
DISTURBING THE PEACE	0	1	0	0	0	0	0	0	0	0	0	0	1	2
THEFT	0	0	1	0	1	0	0	3	0	0	1	0	6	5
SHOPLIFTING	1	1	2	1	0	2	0	0	0	0	3	2	12	18
TRESPASSING	0	1	0	0	0	0	0	0	0	0	0	0	1	2
HARASSMENT	1	0	0	0	0	0	0	1	0	0	0	1	3	0
MISC CODE VIOLATIONS	0	2	5	2	0	20	3	5	2	7	3	3	52	40
SUB TOTALS	4	10	11	8	5	32	6	14	7	14	12	13	136	161

TOTAL VIOLATIONS	128	114	150	138	113	165	160	158	165	180	185	197	1853	1542
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CASES HANDLED	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2014	YTD 2013
GUILTY PLEAS	17	20	21	23	16	42	70	70	43	63	44	66	495	389
CHARGES DISMISSED	14	16	19	16	13	33	10	20	19	14	20	15	209	237
*MAIL IN PLEA BARGAIN	79	58	73	76	45	72	58	45	85	81	78	81	831	615
AMD CHARGES IN COURT	19	21	28	20	36	13	22	22	17	21	39	33	291	276
DEF/SUSP SENTENCE	1	1	4	3	3	5	0	1	1	1	4	5	29	25

TOTAL FINES COLLECTED	\$ 12,950.00	\$ 11,790.00	\$ 16,005.00	\$ 13,735.00	\$ 13,090.00	\$ 12,420.00	\$ 14,030.00	\$ 12,610.00	\$ 11,765.00	\$ 16,615.00	\$ 16,165.00	\$ 18,094.00	\$ 169,269.00	\$ 139,400.50
COUNTY DUI FINES	\$ 559.69	\$1,616.54	\$ 1,035.56	\$ 1,224.76	\$ 1,962.23	\$ 735.17	\$ 1,356.82	\$ 1,672.40	\$ 1,785.78	\$ 1,814.43	\$ 2,190.72	\$ 1,195.35	\$ 17,149.45	\$ 21,864.87
TOTAL REVENUE	\$ 13,509.69	\$ 13,406.54	\$ 17,040.56	\$ 14,959.76	\$ 15,052.23	\$ 13,155.17	\$ 15,386.82	\$ 14,282.40	\$ 13,550.78	\$ 18,429.43	\$ 18,355.72	\$ 19,289.35	\$ 186,418.45	\$ 161,265.37

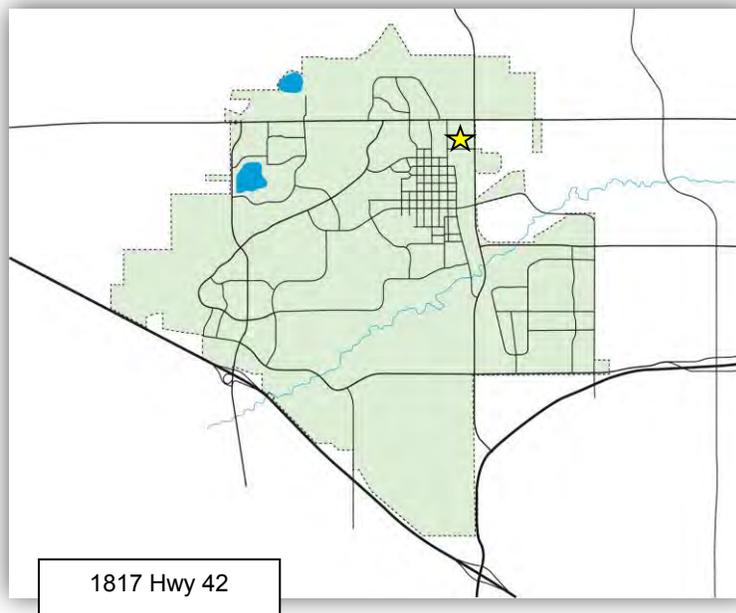
SUBJECT: RESOLUTION NO. 3, SERIES 2015 – A RESOLUTION APPROVING A SPECIAL REVIEW USE (SRU) TO ALLOW FOR THE OPERATION OF A PRIVATE FITNESS STUDIO WITH RETAIL SALES IN THE COMMERCIAL BUSINESS (CB) ZONE DISTRICT AT 1817 HWY 42

DATE: JANUARY 20, 2015

PRESENTED BY: LAUREN TRICE, PLANNER I

SUMMARY:

The applicant, Brandon Terry of Moov, LLC requests approval of a Special Review Use (SRU) to operate a private fitness studio with retail sales at 1817 Hwy 42. The proposed fitness studio would operate beside the recently approved CorePower Yoga. The existing building is located on the west side of Highway 42, north of the Wells Fargo Bank on South Boulder Road and directly south of the Boulder County Housing Authority property. Christopher Village Apartments and the North Main at Steel Ranch apartments are to the west, and Balfour Senior Living Center and Louisville Plaza are to the east.





The property is zoned Commercial Business (CB) on the official City of Louisville Zoning District Map. The Louisville Municipal Code (LMC) states private studios require an SRU in the CB Zone District. Retail is an allowed use in the CB Zone District. This request was not processed administratively because the property is adjacent to a residentially zoned property, Christopher Village to the west.

PROPOSAL:

The applicant proposes to operate a private fitness studio with retail sales in the existing building located at 1817 Hwy 42. According to the applicant's overview of the business, the building will serve as a fitness studio with classes throughout the week. The studio will include a gym area, restrooms, shower room, treatment rooms and a retail sales area. No exterior changes to the building are proposed.



View of 1817 Highway 42 from entrance off of Highway 42

The property's primary access point is from the Hwy 42 (east). The building is also accessible from South Boulder Road through Christopher Plaza or Christopher Village Apartments. The parking for the building has not changed since it was used as a bicycle store. Staff finds the existing parking supply adequate for the requested use.

There is no sign request associated with this application. As a result, the applicant will be required to follow the existing Planned Unit Development and the Commercial Design Standards and Guideline (CDDSG) for signs. The future commercial sign would be placed on the eastern elevation of the structure and not visible from Christopher Village.

SPECIAL REVIEW USE CRITERIA:

Louisville Municipal Code § 17.40.100.A lists five criteria to be considered by the Planning Commission in reviewing a Special Review Use application, which follow. The Planning Commission is authorized to place conditions on their recommendation of approval, if they believe those are necessary to comply with all of the criteria.

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

The private fitness studio with retail is similar to uses allowed by right in the CB Zone District. The proposal is consistent with the Comprehensive Plan and will not be

detrimental to the economic prosperity of the City or the immediate neighborhood. Staff finds this criterion has been met.

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

The proposed fitness studio will be located in an existing building that has been vacant since 2012. The private fitness studio will help lend economic stability to the area that is compatible with the existing residential and commercial areas within and surrounding the building. Staff finds this criterion has been met.

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

There is no new development associated with the proposed use. The private fitness studio will occupy the remaining space within the existing structure. Access will be provided through the existing circulation patterns. The existing 7,552 SF building has 36 parking spaces (2 handicap), meeting the CDDSG requirement of 4.5 parking spaces/1000 SF for a retail use. Moov fitness class sizes will be 15-20 people. For evening classes, there is ample overflow parking in the surrounding commercial areas. The parking lot will remain unchanged. The existing storm drainage facilities and sewage and water facilities on the site will be utilized. Staff finds this criterion has been met.

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

The private fitness studio and its expected class sizes, and sign placement would be compatible with the surrounding residential and commercial uses. The site will continue to be accessed from the existing entry off of Highway 42. No additional signs, lighting, or landscaping beyond the existing PUD are requested. Staff finds this criterion has been met.

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

SUBJECT: RESOLUTION NO. 3, SERIES 2015

DATE: JANUARY 20, 2015

PAGE 5 OF 5

The existing sidewalk and landscaping will serve the private fitness studio and retail. There is no need for changes or additions to the existing pedestrian access. Staff finds this criterion has been met.

FISCAL IMPACT:

Approving the proposed SRU will allow Moov LLC to open in an existing structure in the City of Louisville. As the business would be occupying an existing building, staff did not identify any negative fiscal impacts to the City.

PLANNING COMMISSION ACTION:

The Planning Commission reviewed the proposal at its January 8, 2015 meeting and unanimously recommended approval. Overall, Planning Commission comments were supportive of the project. No public comments were heard at the hearing.

RECOMMENDATION:

Staff finds that the proposed use is consistent with the criteria for approval of a special review use. The private fitness studio will fill a vacant commercial space, provide a community service to the Louisville citizenry with no foreseeable adverse effects on the surrounding neighborhood.

Staff recommends the approval of Resolution No. 3, Series 2015, a resolution approving a Special Review Use (SRU) to allow for the operation of a private fitness studio with retail sales in the Commercial Business (CB) zone district.

ATTACHMENTS:

1. Resolution No. 3, Series 2015
2. Planning Commission Resolution No. 01, Series 2015
3. Planning Commission January 8, 2014 Minutes
4. Complete Application Packet
5. PowerPoint Presentation

**RESOLUTION NO. 3
SERIES 2015**

A RESOLUTION APPROVING A SPECIAL REVIEW USE TO ALLOW FOR THE OPERATION OF A PRIVATE FITNESS STUDIO WITH RETAIL SALES IN THE COMMERCIAL BUSINESS (CB) ZONE DISTRICT AT 1817 HWY 42.

WHEREAS, there has been submitted to the Louisville City Council an application for approval of a Special Review Use (SRU) to allow for the operation of a private recreational facility in the Commercial Business (CB) zone district at 1817 Hwy 42; and

WHEREAS, the City Staff has reviewed the SRU application and found it to comply with Louisville zoning regulations, the special review use criteria as set forth in Section 17.40.100 of the Louisville Municipal Code, and other applicable requirements; and

WHEREAS, after a duly noticed public hearing on January 20, 2014, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated January 8, 2014, the Planning Commission recommends approval of the SRU to the City Council.

WHEREAS, City Council has reviewed the application, including the recommendation of the Planning Commission and desires to approve the request;

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Louisville, Colorado does hereby approve a Special Review Use (SRU) to allow for the operation of a private recreational facility in the Commercial Business (CB) zone district at 1817 Hwy 42.

PASSED AND ADOPTED this 20th day of January, 2015.

By: _____
Robert P. Muckle
Mayor

Attest: _____
Nancy Varra, City Clerk
City of Louisville, Colorado

**RESOLUTION NO. 1
SERIES 2015**

A RESOLUTION RECOMMENDING APPROVAL OF A SPECIAL REVIEW USE TO ALL FOR THE OPERATION OF A PRIVATE FITNESS STUDIO WITH RETAIL SALES IN THE COMMERCIAL BUSINESS (CB) ZONE DISTRICT AT 1817 HWY 42.

WHEREAS, there has been submitted to the Louisville Planning Commission an application for approval of a Special Review Use (SRU) to allow for the operation of a private fitness studio with retail sales in the Commercial Business (CB) zone district at 1817 Hwy 42 and

WHEREAS, the City Staff has reviewed the SRU application and found it to comply with Louisville zoning regulations, the special review use criteria as set forth in Section 17.40.100 of the Louisville Municipal Code, and other applicable requirements; and

WHEREAS, after a duly noticed public hearing on January 8, 2015, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated January 8, 2015, the Planning Commission recommends approval of the SRU to the City Council with one condition.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a Special Review Use (SRU) to allow for the operation of a private fitness studio in the Commercial Business (CB) zone district at 1817 Hwy 42.

PASSED AND ADOPTED this 8th day of January, 2015.

By: _____
Chris Pritchard, Chairman
Planning Commission

Attest: _____
Ann O'Connell, Secretary
Planning Commission

Planning Commission

Meeting Minutes

January 8, 2015
City Hall, Council Chambers
749 Main Street
6:30 PM

- **Moov Fitness Studio: Resolution No. 1, Series 2015** - A request for a Special Review Use (SRU) to allow for the operation of a private fitness studio with retail sales in the Commercial Business (CB) zone district at 1817 Hwy 42.
- Applicant, Owner and Representative: Brandon Terry
 - Case Manager: Lauren Trice, Planner I

Public Notice Certification:

Published in the Boulder Daily Camera on December 21, 2014 and posted in City Hall, Public Library, Recreation Center, Courts, and Police Building and mailed to surrounding property owners and property posted on December 19, 2014.

Conflict of Interest and Disclosure:

None stated.

Staff Report of Facts and Issues:

Trice presented from Power Point.

- Zoned Commercial Business (CB) and application is for a private fitness studio with primarily CrossFit classes and limited retail sales. It will be located in the former Trek building beside the recently approved CorePower Yoga.
- The SRU is required for private studios in the commercial zone business district. This is being presented because of the residential sensitive areas.
- Primary access is from Highway 42 and South Boulder Road.
- Louisville Municipal Code § 17.40.100.A lists five criteria to be considered by the Planning Commission in reviewing a Special Review Use application, which follow. The Planning Commission is authorized to place conditions on their recommendation of approval, if they believe those are necessary to comply with all of the criteria.
- Staff finds that the proposed use is consistent with the criteria for approval of a special review use. The private fitness studio will fill a vacant commercial space, provide a community service to the Louisville citizenry with no foreseeable adverse effects on the surrounding neighborhood.

Commission Questions of Staff:

None.

Applicant Presentation:

Brandon Terry, 2213 Park Lane, Louisville, CO 80027.

Class A finishes to include functional finished gym area, entry used as retail space and check-in area, installation of two treatment rooms for massage and acupuncture with an office, and a small kids play area.

Commission Questions of Applicant:

Pritchard asks about hours of operation.

Terry says hours are listed in packet and vary throughout the day. Open at 5:30 am to 8:30 am, then lunch class, and mostly afternoon operation between 4:00 pm to 8:00 pm.

Public Comment:

None.

Summary and request by Staff and Applicant:

Staff recommends approval.

Closed Public Hearing and discussion by Commission:

Tengler says it seems consistent with Yoga Studio approved last month and is in support.

Brauneis in support.

Moline in support.

O'Connell no comment.

Rice in support.

Russell in support.

Pritchard in support.

Motion by Moline to approve Moov Fitness Studio: Resolution No. 1, Series 2015 - A request for a Special Review Use (SRU) to allow for the operation of a private fitness studio with retail sales in the Commercial Business (CB) zone district at 1817 Hwy 42. Second by Russell. Roll call vote.

Name	Vote
Chris Pritchard	Yes
Cary Tengler	Yes
Steve Brauneis	Yes
Jeff Moline	Yes
Ann O'Connell	Yes
Tom Rice	Yes
Scott Russell	Yes
Motion passed/failed:	Pass

Motion passes 7-0.

Formal Written Response Requirements

Moov SRU Request – 1817 Highway 42

Formal written response to each of the following Special Review Use criteria:
(LMC Section 170.40.100 – Criteria and conditions for approval)

- 1) The proposed use is consistent in all respects with the spirit and intent of the comprehensive plan and of this chapter, and is not contrary to the general welfare and economic prosperity of the city or the immediate neighborhood;*

Our group functional fitness classes, retail use, and wellness treatments are very similar to uses allowed by right in the property's zoning, which coincides with the Comprehensive Plan.

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

The building has remained vacant since 2012. A new retail and class use will add new vibrancy to the area.

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

Our use as a functional fitness studio, retail, and wellness treatment facility does not affect any of the functions described in the question. The parking areas for the building are not connected to area residential uses, thus not impacting residents in that regard.

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

Our use of the building does not increase traffic above levels anticipated when the building was constructed. No additional signs or lighting devices above the approved PUD for the building are being proposed. Landscaping is not anticipated to change with our use.

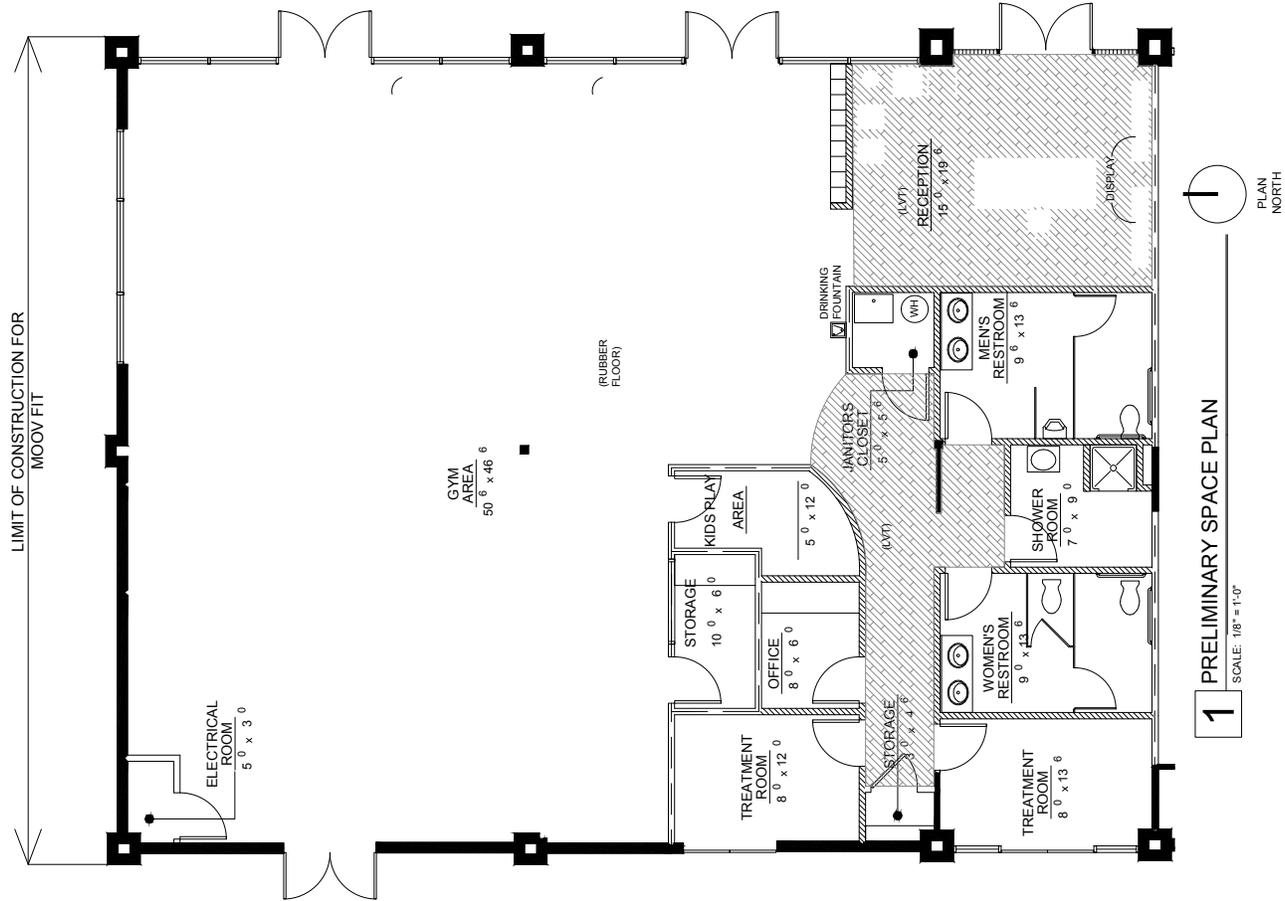
- 5) That the proposal provides for an adequate amount and proper location of pedestrian walks, malls and landscaped spaces to prevent pedestrian use of vehicular ways and parking spaces and to separate pedestrian walks, malls and public transportation loading places from general vehicular circulation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

Walks are already installed.

Other notes:

Moov is a new start-up venture incorporating functional fitness group classes, acupuncture, massage, and nutrition consultations, and has a retail area around the front desk / check-in room.

Our gym space allows 15-20 person classes. We also plan on having 2 treatment rooms (see attached preliminary space layout plan). We have ample parking around the building, with 22 parking spaces around the north half of which we are occupying (3,510 total square feet).



Moov: tentative gym schedule as of 12/12/14

Week of Dec 7, 2014

← Sun 12/7 → All Calendars List Week Month

	Sun 12/7/14	Mon 12/8/14	Tue 12/9/14	Wed 12/10/14	Thu 12/11/14	Fri 12/12/14	Sat 12/13/14
4 AM							
5 AM		CrossFit	CrossFit	CrossFit	CrossFit	CrossFit	
6 AM							
7 AM							
8 AM							
9 AM	Open Gym						CrossFit
10 AM	Mobility WOD						CrossFit: Foundations (0/15)
11 AM							
12 PM		CrossFit	CrossFit	CrossFit	CrossFit	CrossFit	
1 PM							
2 PM							
3 PM							
4 PM		Open Gym	Open Gym	Open Gym	Open Gym	Open Gym	
5 PM		CrossFit	CrossFit	CrossFit	CrossFit	CrossFit	
6 PM		CrossFit	CrossFit	CrossFit	CrossFit	CrossFit	
7 PM		Olympic Lifting (0/6)	CrossFit & Foundations (0/15)	Mobility WOD	Olympic Lifting (0/6)	CrossFit & Foundations (0/15)	Mobility WOD
8 PM							

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: Moov LLC
 Contact: Brandon Terry
 Address: 2213 Park Ln
Louisville, CO 80027
 Mailing Address: Same as above
 Telephone: 703.915.7224
 Fax: _____
 Email: brandon@moovvital.com

OWNER INFORMATION

Firm: Moov LLC
 Contact: Brandon Terry
 Address: 2213 Park Ln
Louisville, CO 80027
 Mailing Address: Same as above.
 Telephone: 703.915.7224
 Fax: _____
 Email: brandon@moovvital.com

REPRESENTATIVE INFORMATION

Firm: Same as owner/applicant
 Contact: _____
 Address: _____
 Mailing Address: _____
 Telephone: _____
 Fax: _____
 Email: _____

PROPERTY INFORMATION

Common Address: 1817 Hwy 42, Louisville, CO 80027
 Legal Description: Lot _____ Blk _____
 Subdivision _____
 Area: 3,510 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: Moov offers functional fitness group classes, acupuncture and massage treatments, nutrition consultations, and retail items. Our project only includes tenant improvements within the existing premises.

Current zoning: _____ Proposed zoning: _____

SIGNATURES & DATE

Applicant: Brandon Terry
 Print: Brandon Terry
 Owner: Brandon Terry
 Print: Brandon Terry
 Representative: same as above.
 Print: _____

CITY STAFF USE ONLY

- Fee paid: _____
- Check number: _____
- Date Received: _____

City Council– Public Hearing

1817 Hwy 42, Moov- SRU

Resolution No. 3, Series 2015



Dept. of Planning & Building Safety

Public Notice Certification

- Published in the Boulder Daily Camera – December 21, 2014
- Posted in City Hall, Public Library, Recreation Center, and the Courts and Police Building
- Mailed to surrounding property owners and property posted – December 19, 2014

Project Summary



- Zoned Commercial Business (CB)
- Private Fitness Studio, primarily CrossFit classes
- Limited retail sales
- To be located in Trek Building, beside recently approved CorePower Yoga
- SRU required for private studios in CB zone district

Access



- Primary access from Hwy 42 (east)
- Also accessible from South Boulder Road

Project Summary



- Fills a vacant commercial space
- Provides a community service to the Louisville citizenry
- No foreseeable adverse effects on the surrounding neighborhood

**Planning Commission Recommends approval of Resolution 3,
Series 2015**

**A RESOLUTION RECOMMENDING APPROVAL OF A
REQUEST FOR A SPECIAL REVIEW USE (SRU) TO
ALLOW FOR THE OPERATION OF A PRIVATE FITNESS
STUDIO WITH RETAIL SALES IN THE COMMERCIAL
BUSINESS (CB) ZONE DISTRICT AT 1817 HWY 42.**

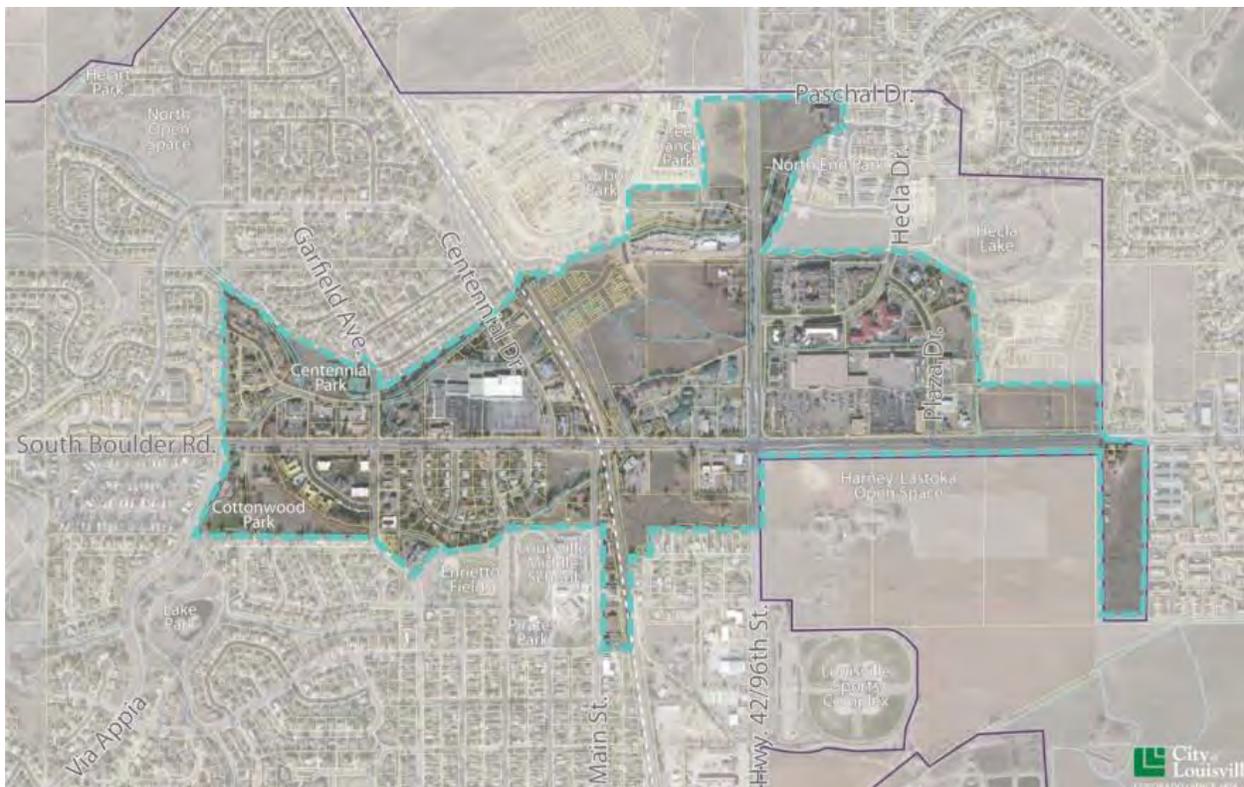
**SUBJECT: REVIEW AND ENDORSEMENT OF STRENGTHS,
WEAKNESSES, OPPORTUNITIES AND THREATS (SWOT)
ANALYSIS AND MEASURES OF SUCCESS FOR SOUTH
BOULDER ROAD SMALL AREA PLAN**

DATE: JANUARY 20, 2015

**PRESENTED BY: TROY P. RUSS, AICP, AND SCOTT ROBINSON, AICP,
PLANNING AND BUILDING SAFETY DEPARTMENT**

SUMMARY:

The City has begun work on the South Boulder Road Small Area Plan. The goal of the South Boulder Road Small Area Planning work is to develop a land use and public infrastructure plan that has community support and provides a reliable roadmap for both public and private investments in this important corridor. This work will use the Comprehensive Plan as a foundation on which to develop, through a very public process, specific zoning amendments and possible design requirements intended to preserve and promote what the community wants to see in the area. The City has partnered with Cuningham Group, Kimley-Horn Associates, ArtHouse Design, MindMixer, and the National Research Center to develop the plan.



The study area for the project is along South Boulder Road from Via Appia to the east City limits with Lafayette, and Highway 42/96th Street from Coal Creek Station to the north City limits at Paschal Drive. This planning effort is divided into five phases: *desire, discovery, design, discussion, and documentation.*

1. *Desire* – Use community outreach to solicit and document the community’s expectations for the corridor and identify specific measures of success (character traits, fiscal performance, transportation system effectiveness, etc.) that will be used ensure those expectations are met;
2. *Discover* – Analyze the corridor and document the existing performance (zoning build out, fiscal performance, transportation performance) of the corridor to establish a baseline for future comparisons;
3. *Design* – Outline, with community input, alternative land use and infrastructure scenarios for consideration by the community;
4. *Discussion* – Test and refine alternative land use and infrastructure scenarios with the community and develop a preferred land use and infrastructure scenario (the Small Area Plan);
5. *Documentation* – Translate the Small Area Plan into zoning amendments and potentially design overlays incorporated into the Louisville Municipal Code.

We are now at the conclusion of the “Desire” phase of the project, and staff is seeking City Council approval of the Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis and project measures of success that have been developed through the process. The SWOT analysis summarizes the community’s current understanding and opinions of the study area, as well as their goals and desires for the area. The measures of success convert the SWOT analysis into metrics which will be used to evaluate the alternative scenarios developed in the “Design” phase described above. The selected preferred alternative must satisfy the adopted measures of success.

Staff is requesting City Council review and revise the SWOT analysis and measures of success as needed, then endorse them. Planning Commission reviewed the SWOT analysis and measures of success at its December 11, 2014 and January 8, 2015 meetings, recommended modifications, and endorsed them as modified. The versions presented below reflect Planning Commission’s modifications. Staff is already underway with the “Discover” and “Design” phases, with the next public meeting scheduled for February 18. The City is also conducting a community survey, with results expected back in February, to gather more information on opinions and desires for the study area.

There were three main opportunities for public participation in the Desire phase: stakeholder interviews, the EnvisionLouisvilleCO.com website, and a public meeting held on October 8, 2014. Additional detail on each of these areas below.

Stakeholder Interviews

In late 2013, staff held interviews with various stakeholders in the South Boulder Road study area. The stakeholders included residents, property owners, and business owners. Their comments are summarized in attachment #1. Many of the comments from the stakeholders were specific to their property or area of interest, and these comments will be used in more detailed phases of the planning process. However, some general themes did emerge from the discussions. Those included a desire to revitalize the commercial areas, improve transportation connections, and make the corridor more inviting for visitors. There were also mixed feelings about more residential units in the study area.

EnvisionLouisvilleCO.com

The City has partnered with MindMixer to operate www.EnvisionLouisvilleCO.com, which allows the public to share and discuss ideas related to the corridor and the small area plan. In August, staff posed six questions on the site. They were:

- If you could change one thing about the corridor, what would it be?
- How does South Boulder Road contribute to Louisville and its small town character?
- What elements of the new developments in the corridor do you like? What elements do you not like? Please explain why?
- In which Core Community Values from the Comprehensive Plan do you believe the corridor falls short and needs to improve?
- Show us your favorite part of the corridor! Upload a photo.
- Do you have any additional questions, comments, or concerns about the corridor you would like to share?

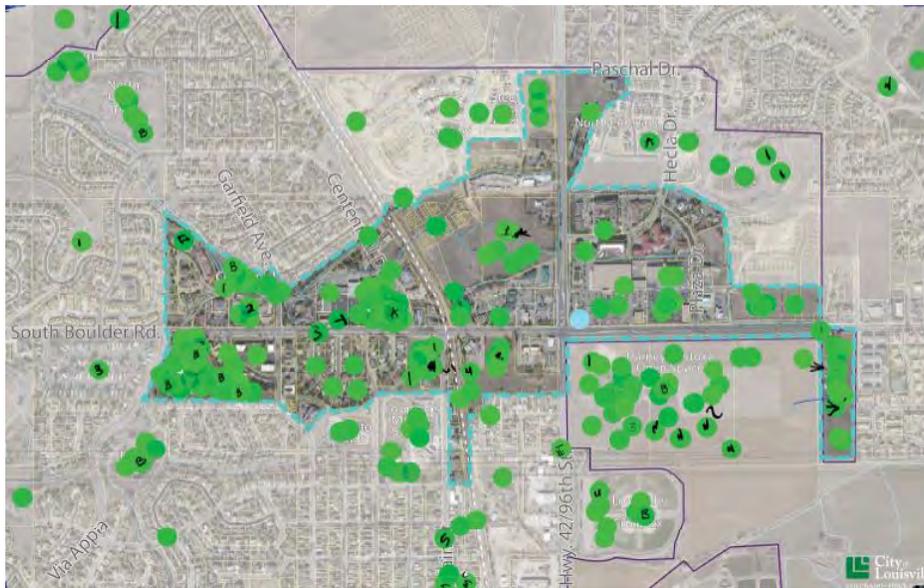
The comments received are included as attachment #2, and can be broadly summarized into several themes. The most common topic concerned transportation, particularly for cyclists and pedestrians. Commenters expressed dissatisfaction with the quality and quantity of bike and pedestrian connections and facilities. There were also concerns about automobile traffic and a sense that traffic had gotten worse in recent years.

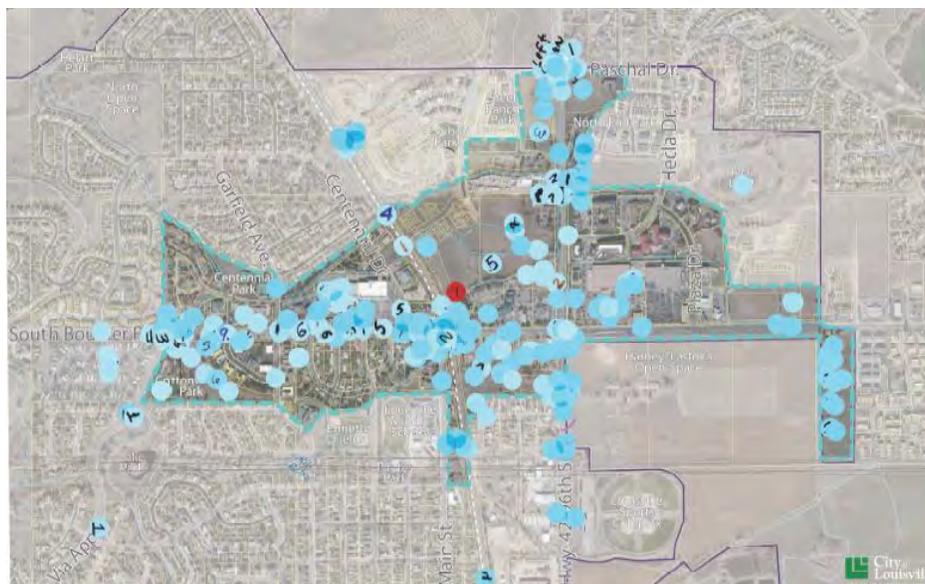
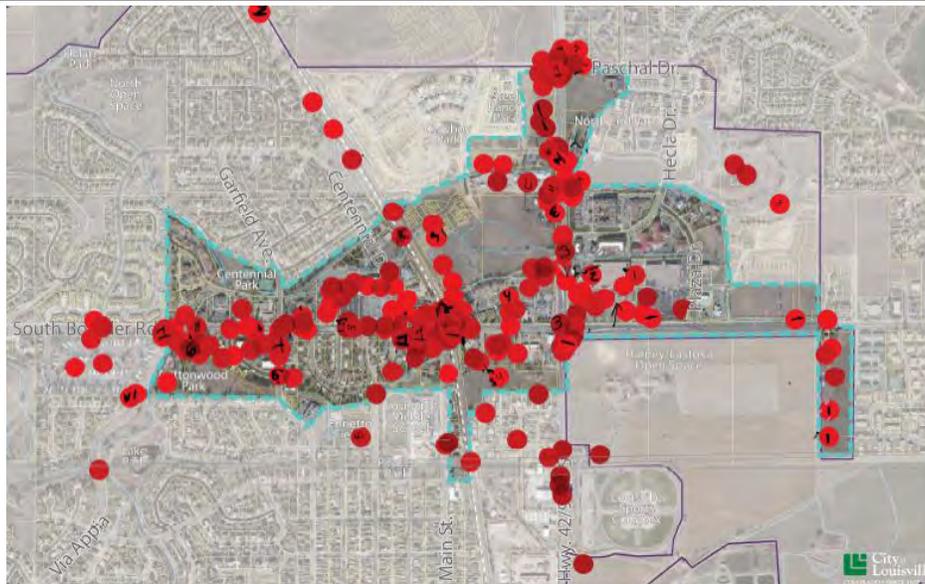
There were also many comments about development in the corridor, with some in favor of the recent development and expressing a desire for more like it in the future, and some not in favor of the recent development and preferring limited or no new development. In either case, there was a general opinion that the corridor was lacking Louisville's small town character and sense of community. Among other things, the remaining comments included requests for more park space, certain land uses in the corridor, and an overall improvement in the visual appearance of the area.

Public Meeting

On October 8, 2014, the City held a public kick-off meeting for the South Boulder Road Small Area Plan. Over 120 people attended, and the meeting included a general overview of the plan purpose and process (attachment #3), as well as several activities to elicit community input. The first activity asked participants to mark maps of the study area with things they liked (green dots), things they didn't like (red dots), and things they wanted to see changed (blue dots), included as attachment #4. The maps also included space for the participants to write notes.

Most of the green dots clustered on parks and open space in and around the corridor, as well as some popular businesses like Alfalfa's and King Sooper's. The red dots were most concentrated on South Boulder Road and Highway 42, particularly at intersections and crossings such as the Centennial/Main/railroad complex, Via Appia, and Paschal. The blue dots followed a similar pattern to the red dots, with many participants requesting improved crossings for bikes and pedestrians.





The second activity provided small groups with two questions and invited them to discuss and record their comments (attachment #5). The questions were:

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?
2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

In response to the first question, many groups said they used the area for its community-scale retail and services, including grocery stores and pharmacies as well

as doctors and other professional services. For the future, most wanted the corridor to continue to serve these community-oriented functions, while also providing more of a destination on the corridor, and making it somewhere people wanted to spend more time.

In response to the second question, many groups wanted better bike and pedestrian connections and a better sense of community and small town feel. They expressed an impression that the corridor was not well integrated into the rest of Louisville, and acted as a barrier between the neighborhoods on the north and south sides of it. They were also concerned about traffic and the impacts caused by the railroad, and looked for ways to mitigate those impacts.

SWOT Analysis

The SWOT analysis takes the comments received from the public and organizes them into strengths, weaknesses, opportunities, and threats. Strengths and weaknesses are positives and negatives of the area that are under the direct control of the City. Opportunities and threats are positives and negatives that may be influenced by the City, but are outside the City’s direct control. Staff organized the comments received through the methods above into broad ideas and produced the following SWOT table:

	Positive	Negative
Internal	<u>Strengths</u> <ul style="list-style-type: none">• Parks and open space near corridor• Physical form of the corridor (parcel sizes and rights-of-way)• Proximity to existing neighborhoods	<u>Weaknesses</u> <ul style="list-style-type: none">• Pedestrian and bike connections are lacking, uninviting, and perceived as unsafe• Conformity to community values• Aesthetic appearance of corridor• Connections to adjacent neighborhoods
External	<u>Opportunities</u> <ul style="list-style-type: none">• Corridor as transportation link• Shops, businesses, and services on corridor• Valuable mix of uses on corridor	<u>Threats</u> <ul style="list-style-type: none">• Impact of the market and regional competition on existing and desired land uses• Traffic• Train noise and impacts• Lack of community consensus on purpose of corridor• Upkeep of existing buildings

Measures of Success

The stated goal of the project 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, staff believes the four values in which the South Boulder Road area is deficient and most needs improvement are as follows:

- Integrated open space and trail networks
- Our livable small town feel
- A sense of community
- A balanced transportation system

To address these deficiencies, and based the SWOT analysis above, the following six project principles have been developed, with attendant measures of success for each. For the design and use related principles, measures of success will be further defined based on the results of the community survey.

Principle 1 - Provide for safer and more convenient connections across South Boulder Road and Highway 42 for bikes and pedestrians.

- 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?
- b) Design solutions that the City can realistically maintain over time
- c) Promote regional trail connectivity within the study area

Principle 2 - Use policy and design to encourage desired uses to locate in the corridor.

- a) Do allowed uses serve community needs as defined in the survey and elsewhere?
- b) Are allowed uses supported by the market?
 - i) To what extent are incentives needed to induce identified uses to locate in the study area?
- c) Does the land use mix demonstrate positive fiscal benefits?
- d) Is the process for approving desired uses and desired character simpler and more predictable?

Principle 3 - 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 community survey and elsewhere
- b) Allow flexibility to respond to changes in market requirements, design trends, and creativity in design

Principle 4 - Mitigate impacts of trains and improve safety of railroad crossings

- a) Address train noise
- b) Address traffic impacts from train

Principle 5 - Balance the regional traffic needs of South Boulder Road and Highway 42 with the community's desire for safety and accessibility.

- a) 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?
- b) Accommodate future regional transportation plans and maintain the area as a regional corridor
 - i) How does the corridor alternative adequately address future transportation needs?
 - ii) How does the corridor alternative accommodate adopted regional transit plans?
- c) Provide safe and efficient access and visibility in strategic locations for proposed land uses

Principle 6 - Provide for community gathering spaces and public infrastructure to encourage visitors to spend time in the corridor.

- a) Provide for community amenities identified in survey and elsewhere
- b) Provide programming to activate public spaces

FISCAL IMPACT:

None

PLANNING COMMISSION ACTION:

Planning Commission reviewed the SWOT analysis and measures of success at its December 11, 2014 and January 8, 2015 meetings. At the December meeting, Planning Commission discussed the recommended language and made several suggestions for modifications to be brought back at the January meeting. Most of the suggestions were about clarifying the language or adding more flexibility to the measures of success. Two members of the public spoke, mostly addressing traffic and pedestrian and bike safety. At the January meeting, Planning Commission made a few more minor modifications to clarify the language and endorsed the SWOT analysis and measures of success. Public comments at that meeting focused on ensuring a small town feel and gaining community consensus.

SUBJECT: SOUTH BOULDER ROAD SMALL AREA PLAN

DATE: JANUARY 20, 2015

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RECOMMENDATION:

Staff recommends City Council make any desired changes to the SWOT analysis and measures of success, then vote to endorse them.

ATTACHMENT(S):

1. Stakeholder comments
2. EnvisionLouisvilleCO.com comments
3. PowerPoint from Community Meeting
4. Public meeting maps
5. Public meeting comments
6. Planning Commission minutes
7. Public comments
8. PowerPoint

Stakeholder Meetings

December 5, 2013

9 a.m. – Bill and Wade Arnold

- Cannon Street signal and the extension of Kaylix is a good idea.
- Really likes the signal at Cannon Street
- Main Street realignment a great idea
- Common comments regarding SOBORO is tenants do not want building right up to right of way
- A retailer wants the front door at the public access
- They consider the street side area as their back door
- To help the residential, the bike lane should come through the property to buffer residential from commercial
- Would like more landscaping along SOBORO instead of the front of the building
- City would have an issue with parking along SOBORO
- Does not like trees with tree gates – would rather have a landscape buffer
- They would be concerned if the signal did not happen
- There is too much retail already – you would need more rooftops to bring in more retail
- The signal will help Christopher Plaza, otherwise they have problems renting out
- They liked the Main Street realignment and liked the idea of a park but then wondered how many parks does the city need?
- They felt residential along SOBORO would be tough unless it is high density and rentals
- They thought Safeway West was tired center hidden in the corner
- They thought it would do well with Alfalfa's
- In line space is a good thing and is still needed
- Re-skinning those stores might be all that is needed
- Louisville needs hands on uses, services, and affordable housing
- There should be flexibility of allowing both residential and retail together

Stakeholder Meetings

December 4, 2013

1 p.m. – Boulder County Housing Authority

- Discussed purchasing RV Boat Storage area (1.8 acres)
- Discussion ensued around Kaylix extension
- Liked the idea of signal at Cannon
- Discussed selling SE corner of property to TEBO for commercial
- Interested in creating a metro district
- City doesn't like them but they have been done

Stakeholder Meetings

December 3, 2013

4 p.m. Tim – Steel Ranch Resident

- Moved to Louisville 2 months ago because of family and Money Magazine article
- Believes highway 42 could be widened
- Signal is needed at Paschal and Highway 42
- Likes the spirit and character of Louisville
- Open Space and trails are important
 - Looks forward to underpass at Bullhead Gulch
 - Wants a trail connection to Downtown
- No problem with SOBORO
- Likes the idea of Main Street realignment
- Likes the character of downtown
- Like Steel Ranch and Patio home architecture
- Believes the new apartments in Steel Ranch South are too close to the SFR
- Does not mind mixed use as long as there is adequate parking
- Does not imagine being a pedestrian along SOBORO
- Likes the King Soopers shopping area, proximity to services
- Appears to be a disconnect between McCaslin and SOBORO – different atmosphere
- No identity between Lafayette and Louisville, appear the same
 - Gateway sign looks like a Rotary sign
- He would use the Kaylix/Cannon extension instead of Highway 42

David Blankenship

- Boulder County resident for 18 years
- Area needs a little work
- Need to incorporate Lafayette (north) to Downtown Louisville
- Need trail connections – Bullhead Gulch is a big deal
- Appreciates Steel Ranch South development for connection
- Crossing SOBORO is rather difficult due to width
- Train noise is not too bad but a quiet zone would be nice
- Need to repave the parking lot in King Soopers
- Likes the Boulder Creek architecture in Steel Ranch
- Is excited about the Art Underground construction – should fill the rest of the Marketplace with restaurants
- New commercial in Indian Peaks would be a good competition with Alfalfa's
- Need a nice bike Lane on SOBORO
- Bike lane on Baseline is a good width (4' to 5")

- Bike lane needs to be continuous without disruptions – wayfinding is an issue
- Believes there needs to be additional trail connections:
 - Davidson Mesa to Marshal Road
 - Davidson Mesa to Harper Lake
 - Hecla Trail has good future plans
- Kaylix extension would be a big deal but Hecla Drive would be more widely used
- Believes realignment of Main Street would be a good move and removing one signal on SOBORO would be effective
- Really wants a quiet zone at SOBORO and Main
- Does not feel as though there is a lack of services in Louisville – would like specific restaurants
- Excited to see how Alfalfa's works out – mixed use makes sense in that area
- Believes the Alfalfa's proposed architecture is consistent with Louisville
- Recommends more architectural improvement in the west side of Safeway
- Believes Steel Ranch and North End should feed to Coal Creek Elementary
- School quality is great and is the main reason why people are moving here
- BVSD is too varying within its district

Lou Dellacava, Stephen Tebo, James Dixon – 12/3/13

- Like Main Street move
- Willing to allow street through Christopher Plaza for light on South Boulder Road
- Ron Mack at Wells Fargo – maybe use north portion their lot to compensate for lost parking
- Like signal at Hecla with connection to Christopher Plaza
- Would prefer light on South Boulder closer to Hwy 42
- Office space is underperforming, would like to develop the market
- Christopher Village owned by other, may be going to condos
- Maybe remove Front Street connection at S Boulder if light goes at Cannon
- Large building in Christopher Plaza is full for retail, office is struggling
- Former Trek building is isolated, connection to north, abandoning ditch may help
- Goodhue lateral is a problem, not well maintained
- Would prefer on-street parking on Hecla
- Some interest in acquiring retail portion from BCHA
- Loss of head-in parking along new street a problem, might be ok with diagonal
- Look at moving road to between office building and Trek building

Stakeholder Meetings

December 4, 2013

9 a.m. – Jim Loftus, Developer

- Chose Safeway site because of infill – infrastructure is there, close to downtown, #1 Small Town
- Lives 3 miles from Safeway site
- Something should be done with the Cottonwood Property – should be residential
- Does not want to be involved in the redevelopment of Safeway West
- Believes King Soopers is a mixed use site
 - Plays well with Balfour/North End
 - Needs a few more restaurants
 - Stop light at blockbuster, road to Hecla
 - Residential use and height to building
 - Height should not be restricted to use
 - 4 stories is the max you can go with wood construction
 - 8 stories minimum for concrete
- Retail without mixed use, does not make sense here
- Can't just slap down retail anywhere, it makes sense if there is a destination use
- Office space is all about mass/multiple buildings for potential expansion

Judith Champion 12/10/13

- Concern about visibility at Garfield and South Boulder
- Signal needs turn arrows for the left onto Garfield
- Speeding on Cottonwood
- Storm drainage on Cottonwood pools and overflows onto private property
- Improve signal timing on Main Street at off-peak, maybe sensors or flashing yellow
- Permissive left at South Boulder and Hwy 42
- Car underpass at railroad
- Visibility and striping at Christopher Plaza
- Keep Walgreen's but upgrade it
- Like the existing buildings, would like to see a new skin tried before new buildings
- New buildings could make better use of space, particularly at the back of the lot
- Residential is possible if retail is kept
- Proposed new road through Village Square is a good idea
- On-street parking at Cottonwood and Garfield reduces visibility – paint curbs or bulb-outs
- Maybe remove acceleration lane on South Boulder at Garfield
- 228 going all the way to Plaza Drive/King Sooper's would be good

Stakeholder Meetings

December 4, 2013

10 a.m. – Melissa Malerba, property owner and resident since 1998

- Now lives in Steel Ranch
- Not necessarily interested in Main Street realignment going through her property (1565 Main Street)
- Likes having Main Street frontage – that is why she bought this property (134' of frontage)
- Good rental property/house built in 1981
- Wants to rezone the property to commercial/mixed use
- Rezone before the road gets pushed through
- Establish a zoning agreement
- She stated she does not like curved streets
- Would like quiet zone to happen
- Concerned about the impact on Louisville Elementary School due to new development
- Interested in seeing pedestrian underpass under SOBORO

Stakeholder Meetings

December 5, 2013

10 a.m. – Michael Shonbrun, Balfour

- He thought it would be nice to have more restaurants in the King Soopers shopping area.
- He thought a connecting road from Hecla to South Boulder Road would be a great idea.
- Would prefer to have the road narrow though to slow down traffic
- The area needs a 1st bank
- He very much needs a light at Hecla and Highway 42
- He is willing to give away the Hecla Mine Casino for free if someone would like to move it.
 - Hecla Mine was once located on the King Soopers pad site and was relocated for the construction of the grocery store
- He was interested in hearing what the Boulder County had to do but would not want to share uses with them.
- He wasn't worried about the Boulder County uses development because they are at different payment tiers
- He would like to be introduced to the Art Underground
- Too much street noise on Highway 42 – can there be road dampening
- Speed and traffic on Hecla are a concern
- The light at Hecla is the most important
- More good restaurants for tenants to visit, and a bank, within walking distance
- Interested in connection to Louisville Plaza
- There is not much pedestrian traffic between individual buildings

Nataly Erving 12/5/13

- High density makes sense in Cottonwood
- Transit service is concentrated there
- Traffic volumes are a concern
- Multimodal connectivity
- South Boulder Road not pleasant for walking
- Dash would benefit from Main Street move
- Use Cannon Circle for Dash, 228, new 42 route, and Call and Ride
- Pedestrian connection between neighborhoods
- 2-3 stories in Cottonwood
- Improve safety along South Boulder Road
- Shelters or benches for bus along 42, entice people to stops
- Mixed use at Big Lots corner
- Accessibility to daily needs – 20 minute neighborhoods

RMCS – Justin McClure, Rick Brew, David Waldner – 12/5/13

- Can't meet amount of retail if residential is added because of parking
- Live/work maybe
- Enough rooftops for coffee shop or small restaurant
- Subsidize retail with residential
- On-street parking on Kaylix to supplement private parking
- Suggest mixed use on new Main Street parking

Stakeholder Meetings

December 5, 2013

1 p.m. – Rob Lathrop, Resident and Property Owner since 1978

- Mixed feelings about the road extension across his property
- However he realizes he is being surrounded by new development
- Purchasing another property would be expensive
- But might be willing to sell if he found another comparable property
- Only thing keeping him from selling is he is concerned about where current RV storage users would go
- Likes the medians on SOBORO
- Believes apartment dwellers will walk to SOBORO
- Need to move guardrail along Goodhue, on Highway 42, because it is a hazard
- Hecla signal is highly necessary
- Believes Hecla should bend to Highway 42 and have a spur to Christopher Plaza
- Likes bike path connection south of his property
- Believes Christopher Plaza should redevelop – maybe remove the gas station.
- Remodel could be similar to Safeway
- Believes Safeway West should remodel – similar to Safeway East
- Likes the idea of Main Street Realignment
- Believes the remnant property should be developed otherwise it would be a very expensive park
- Union Jack should relocate
- Believes there needs to be more specialty retail, mom and pop businesses
- Thinks a hardware store would do good
- Louisville needs a furniture outlet like Woodley's
- Believes the Steel Ranch Marketplace is too far removed from downtown to work.

Stakeholder Meetings

December 3, 2013

10 a.m. Scott Adlfinger – Louisville Cyclery

General Statements:

- Lived in Louisville for 45 years
- Has operated Louisville Cyclery in Louisville for 34 years
- Believes the changes in Louisville have been great for business
- Traffic has increased
- Does not want to move from his current location but needs a more usable building
 - Ceiling height is his biggest issue due to the necessity of bike racks.
- Currently has favorable lease rates

South Boulder Road

- A lot has changed in the 34 years of business and the change has been good
- But road is very congested – Highway 42 is busy as well
- Access for business is a big deal - must have direct access to a roadway because customers won't do U-turns to come to your business
- Signage is very important along roadway
 - Believes banners are good for business
 - Doesn't believe sign clutter is effective
- Parking availability is a must

Buildings with zero lot lines and Street design

- Depends on where the signs are
- Believes having landscaping in front of the building is effective – gives noise buffer
- Parkways are nice but it does not have a Louisville feeling
- Parkways make cars go too fast – believes slower
- South Boulder is a regional road – he doesn't imagine SOBORO as a pedestrian road
- He believes he gets a lot of business from SOBORO travelers

Commercial Mix

- Commercial is important but you can overdo it – if you have too much commercial the buildings will remain vacant
- High fill rate is critical for commercial
- Believes the retail in the corridor is very strong primarily due to the traffic on the road

Louisville Identity

- Hates seeing the scrapes and rebuilds in Old Town
- Would like to see a park with public art to reflect coal mining heritage
- People are afraid of downtown Louisville because of the parking and the congestion in the restaurants

Main Street Realignment

- Believes the remnant property would be a great place for a heritage park
- Recommends eliminating the light at the RR crossing

Extension of Cannon/Kaylix

- Believes a signal at Cannon Street and SOBORO is necessary, especially with all of the new development
- Believes all development should be bike friendly
- Believes a street bike lane make more sense for commuters rather than having trails for commuters

Architecture

- Believes there should be a theme
 - Vaulted roofs. Not square roofs
 - § Keeps small town looks, makes entry's welcome
 - Appreciates the older looking buildings with false fronts

Steel Ranch / North End Commercial

- Small businesses in Steel Ranch will be difficult to operate
- Access will be very important
- Need an anchor type use

Second Story Residential above Retail

- Seems foreign and does not appeal to me
- Small town feel is a state of mind
 - Even New York and Chicago can have a small community
 - Keeping services in your community is what a small community is all about

Relationship between SOBORO and McCaslin

- Rock Creek development sort of encapsulated
- More people would shop downtown if there was more parking
- Downtown Lafayette is a good model to go by

Parking Structure Downtown

- Would be effective if it were free and located in close enough proximity to shopping and restaurants

Trail Connections

- Coal Creek Trail is nice
- Need more access along RR in Steel Ranch – need connection from SOBORO to Baseline

Bike Lane

- Serious commuters don't like bike trails
- 3' bike lane is adequate 90% of the time
- Test rides for his business are very important

Stakeholder Meetings

December 3, 2013

9 a.m. Suzannah Vandyke, Resident

General Statements:

- Does this have anything to do with the train coming through?
- She has been in Scenic Heights for 27 years
- Her husband is concerned with open space – she is concerned with aesthetics, parking and safety
- She would like uniform architecture and landscaping along South Boulder Road
- She likes the raised median in the center of South Boulder Road

South Boulder Road (SOBORO)

- She likes the plants in the article (?)
- Concerned about the beetle killing Ash trees
 - She believes we should spray for the beetle
- She believes trees give a softness and beauty
- She would like to see cohesive architecture
 - Troy mentioned how the commercial guidelines would help
- Discussion ensued regarding the Safeway site and the form of the buildings along the South Boulder Road.
- Staff asked if she would like to see other buildings with zero setback to SOBORO
 - She stated zero setback can't be avoided and she thought it would look like Canyon Street in Boulder, which she did not think was a bad idea.
 - She stated she likes having lofts above commercial uses.

Staff asked what she thought was appealing about Louisville.

- She stated she did not believe Louisville has a style
- She does not like the boxy look of a building and used the Louisville Police Department as an example.
- She likes the building the Fuzzy Antler is in (which is Koko Plaza)

Staff asked if she had any issues with Scenic Heights.

- She believes the zoning in her neighborhood (RE) is too restrictive and needs to be readjusted
- She stated she is concerned with the potential of flooding in Louisville and believes this should be looked at and studied
- She said the traffic in her neighborhood is fine

- She did mention there were some issues in her neighborhood (dilapidated fences and weeds) which need to be addressed by Code Enforcement
- She and her husband believe open space adds to the City

Staff then opened the Comprehensive Plan to Page 32, which is the SOBORO framework

- Troy explained the difference between urban and suburban – stating downtown was urban and McCaslin was suburban; SOBORO is right in between these two
- She believes buildings coming towards the street are inevitable
- She emphasized the importance of architecture
- She mentioned how important public safety was
- She added growth in Louisville is inevitable
 - She stated growth should be tied in to the existing and palatable

Staff mentioned the realigning of Main Street

- She believes the realignment could be a great transition to downtown
- She mentioned removal of the Main Street signal would help the traffic on SOBORO
- Staff asked if she would like to see a community park in this area or a commercial development?
- She stated a commercial development would be best
- She then added her neighborhood needed another access to the nearby open space and parks
- Staff mentioned there was talk about a trail along the goodhue ditch
- She thought that was a great idea and recommended having access from her neighborhood to that trail
- She then mentioned people drive too fast along Jefferson Avenue and believes it is a safety issue
 - She recommended traffic calming on this street

Staff mentioned the plans for Boulder County to build a mixed community/public housing on the Alkonis Property

- She stated she liked the idea of senior housing and recommended them to look at Heather Commons in Aurora.

Staff mentioned about Safeway West – what does this become?

- She likes having the conveniences provided in Safeway West, but the architecture needs to be better
- She recommended more height, maybe 2 stories to allow for residential lofts
- But the development needs to be nice
- Keep the same amount of retail
- Tie into Downtown (design)

Schools

- She is not impacted by schools
- But she mentioned there is a lot of traffic from the school and is concerned about the kids' safety on Jefferson



Topic Name: South Boulder Road Corridor: Desired Changes

If you could change one thing about the corridor, what would it be?

Idea Title: Improve passage for bicycles and pedestrians

Idea Detail: It's difficult for pedestrians to go east-west on South Boulder Road or to cross it going north-south. Need bike lanes and crosswalks. An underpass would be great. Very much needed is a way to go from trail on west side of railroad tracks to the North End development and trails to Waneka Lake.

Idea Author: Ken W

Number of Seconds 0

Number of Points 62

Number of Comments 2

Comment 1: I completely agree that it is terrifying to bike with kids anywhere near S Boulder Rd. It does not help that it is a slight downhill towards S Boulder as we leave our neighborhood... | By Amy B

Comment 2: Yes, the corridor is one of the main connections between Boulder, Louisville, and Lafayette and definitely needs to become more geared towards multi-modal transportation. The buses are fantastic, but biking (especially with kids) is terrifying. Wider detached sidewalks, or bike lanes at a very minimum will help the entire area feel safer, which could bring more folks from the surrounding communities to the pedestrian place they created between Alfalfas and the other new shops. If people feel they need to drive there, it doesn't lend itself to hanging out and mingling. It's about the journey, not just the destination (I know I've met a lot of neighbors walking to the street fair, and would love to meet more walking to those shopping areas along S. Boulder). | By Malia M

Idea Title: Widen sidewalks & add a buffer between the sidewalk & the road

Idea Detail: We need wide sidewalks with some kind of buffer between the road and the sidewalk - grass, rocks, xeriscaping - so it is safe to walk down this street. Many of our school children must walk down S. Boulder Rd to get to Middle School. Given the narrow sidewalks and lack of a buff between the road and the sidewalk, this is not safe.

Idea Author: maxine M

Number of Seconds 0



Number of Points 53

Number of Comments 0

Idea Title: Quiet Zone Railroad Crossing

Idea Detail: Louisville should apply to make all railroad crossings "Quiet Zones". This would replace the loud train horns (which have become louder and more frequent since 2005) with quieter railroad crossing signals.

<http://user.govoutreach.com/boulder/faq.php?cid=23324>

Idea Author: Markus G

Number of Seconds 0

Number of Points 47

Number of Comments 4

Comment 1: Maybe we could have horns during the day but not at night? Or does that sound more unsafe. We live near the tracks and I knew we would be able to hear the train, but I did not think about the horns. It's especially bothersome in the middle of the night. When kids aren't playing outside at all... | By D T

Comment 2: Yes, people know that horns come with trains...but they couldn't have known that the gov't would change the law in 2005, requiring louder and longer horns. That's when an annoyance became a big problem. That law also allowed quiet zones to be established, which Louisville will finally start taking advantage of, so residents can sleep better (which in turn reduces car wrecks).

I liked trains too as a kid - its' just one of many dangers that I was told to stay away from. And a train will blow it's horn if there are kids near the tracks, regardless of whether it's in a quiet zone.

Besides, cars kill way more people than trains. "More than 90% of pedestrian fatalities occurred in collisions with automobiles and light trucks." Sure, there are many more cars than trains, but still, let's focus on the bigger threats first.

| By Markus G



Comment 3: the horn is great! Front Street is right up on the tracks - the Library is right there. children are constantly playing in and around the Steinbaugh Pavilion year round. we all know that trains are really cool, especially to children who tend to run toward it rather than away from it. the horn alerts both children and parents that it is coming and to back away from the tracks. people knew when they moved in next to the tracks that horns came with the territory. | By Andy T

Comment 4: This is approved and in the Capital Improvements Projects (CIP) budget for the coming years. One a year at \$400,000 each. | By Michael M

Idea Title: Need underpass for South Boulder Road to safely connects parks/open space

Idea Detail: Centennial Park and Cottonwood park are across the street from each other but feel much farther away. There is not a safe, efficient way to access these parks together for children and residents of Louisville. The significant trail systems that exist should connect seamlessly and the existing crosswalks are out of the way and dangerous given how busy the South Boulder/Via Appia intersection is with cars. An underpass is vital for safety and connectivity of the City of Louisville for the future.

Idea Author: James W

Number of Seconds 0

Number of Points 47

Number of Comments 1

Address: 200 W South Boulder Rd 80027, United States

Comment 1: Where exactly would you put the underpass? By Via Appia where the parks are or by the Bear/train tracks where the new commuter station is being built? | By Eric D

Idea Title: Make the intersection of 42 and South Boulder more walkable!

Idea Detail: It is hard to be a pedestrian!

Idea Author: Lauren T

Number of Seconds 0



Number of Points 46

Number of Comments 0

Idea Title: Create a park or community garden on the corner of Main Street

Idea Detail: There is currently an empty lot on the corner of Main and S Boulder Road with a run down garage on it. As this is the main turn to downtown for many visitors, it would be great to make that space more appealing. Perhaps a park with a small playground, or a community garden, or just a winding sidewalk through landscaped green space.

Idea Author: Megan B

Number of Seconds 0

Number of Points 43

Number of Comments 3

Comment 1: I think this would be GREAT!
| By D T

Comment 2: Very good idea.... The city can purchase the property. | By Kip H

Comment 3: This is private property, so the city can't improve it - but I love the idea and would love to see a small park or city garden in the open space on the other side of the tracks. | By Amber S

Idea Title: Bike lanes needed on S. Boulder Rd. on either side of Garfield

Idea Detail: The bike lines along S. Boulder Rd. unfortunately disappear as you east from Via Appia towards Highway 42. It would be great if we could consider the importance of bike lines when the intersection of S. Boulder Rd. and Main St. is redone in the next several years.

Idea Author: David B

Number of Seconds 0

Number of Points 38

Number of Comments 1



Comment 1: I've been advocating bike lanes on S. Boulder Rd with the city for quite a while. They said they will do it with this current repaving project. | By Markus G

Idea Title: Underpass/improved trail crossing alignment east of Via Appia

Idea Detail: The trail that crosses South Boulder Road east of Via Appia is a significant North-South corridor. However, the alignment and crossing at the intersection is inefficient and encourages trail users to make unsafe crossings. This should be considered a high priority location for an underpass. At a minimum, trail alignment improvements should be done to provide a more efficient alignment to bypass the parking lot on the south side of South Boulder.

Idea Author: scott B

Number of Seconds 0

Number of Points 36

Number of Comments 1

Comment 1: This is very important improvement for safety and connectivity in Louisville. | By James W

Idea Title: Safe crossing at S Boulder and Main Street - underpass!

Idea Detail: Safely connect the N side of S Boulder Rd (Alfalfa's) with downtown for bikes and pedestrians.

Idea Author: Amy B

Number of Seconds 0

Number of Points 34

Number of Comments 2

Comment 1: There seems to be space between S. Boulder and the "Red park" and Via Appia for an over or underpass. There are two main bus stops on the corner of Via Appia and S. Boulder. Many people cross there. Also, it could be used for children crossing S. Boulder to go to middle school. I have seen many auto and auto/bike accidents at that intersection. It is



just a dangerous intersection. | By Heidi O

Comment 2: I agree! There is a lot of activity here including all of the middle school children that walk to school. If they were willing to put in the underpass for the trail and dog park under McCaslin it should be a no brainer at this intersection with 20 times the foot and bike traffic. |
By James G

Idea Title: A road underpass for the railroad tracks.

Idea Detail: It is inconceivable to me to consider additional development without addressing the elephant in the room. At some point in the future, every railroad crossing along the line is going to have to be addressed. Overpasses or underpasses at Pine, St, S. Boulder, Rd, Baseline, Arapahoe, Pearl, etc. Given the recent and projected population growth in the area and subsequent increase in traffic, it is irresponsible at best, nearly delusional at worst to think that we are not going to have to deal with this issue at some point. It will only get harder and more expensive over time.

Idea Author: maxine M

Number of Seconds 0

Number of Points 32

Number of Comments 1

Comment 1: Currently there are 5 scheduled freight trains a day through Louisville. Commuter rail will never happen. You're talking billions for a pretty minor problem. Quiet Zones, sure (at \$400K/ea) but underpasses? | By Michael M

Idea Title: Align Main St. and Centennial Drive

Idea Detail: originally proposed by Mayor Muckle during the comp plan conversations. Still a great idea.

Idea Author: Michael M

Number of Seconds 0

Number of Points 30

Number of Comments 3



Comment 1: I agree with this. The bike/ped accommodations are terrible with this alignment. Realigning of this would allow for much better bike/ped connection through this corridor and better connect the Alfalfas area with Old Town. This area needs to be re-envisioned. | By scott B

Comment 2: I would suggest that the new apartments behind Alfalfa's in combination with the new North Main units and soon to come Coal Creek Station really change the dynamics from years past. | By Michael M

Comment 3: Not sure if I agree...the money associated with doing this will be substantial and I believe it could be better spent on the other ideas. There really isn't a gain for the cost involved. This actually has been raised multiple times in the past (meaning it is an old idea that keeps surfacing) and from what I have been told by multiple longer term residents, that it has been shot down each time. I suggest we stop spending money evaluating it and move on. The charm of downtown is the straight streets and its originality. | By Melissa M

Idea Title: No more commercial buildings...park space instead...

Idea Detail: There are many empty buildings and storefronts in the corridor. Refurbish these instead...developers of North End and Steel Ranch do not need to build new doomed to be empty commercial properties...build parks instead and/or historic kiosks...e.g. At sites of importance like Hecla Hts...

Idea Author: Gladys P

Number of Seconds 0

Number of Points 29

Number of Comments 1

Comment 1: Yes, I've done an informal survey of vacant retail around the city and there is plenty. In fact, just adjacent to the new Steel Ranch apartments there are entire vacant retail buildings north of Wells Fargo bank. Why don't we redevelop vacant properties, or adjust tax incentives for businesses to move into available buildings instead of gobbling up the last open spaces with shopping centers? | By Cyndi L

Idea Title: Please get to work on the promised bike/ped underpass at Hecla.

Idea Detail: And while you're at it, push CDOT into putting traffic lights at Paschal. People



would really like to walk/bike from Steel Ranch and neighborhoods west of 95th to Hecla lake etc, and from North End and neighbor hoods east of 95th to Alfalfas, etc. without taking their lives in their hands.

Idea Author: Richard R

Number of Seconds 0

Number of Points 28

Number of Comments 6

Comment 1: I agree the sooner the better but underpasses are very expensive and this one can't get done until the county money is available. | By Bob M

Comment 2: 2017? That's pretty unfortunate because the housing density and traffic along that section of 95th is already extremely high and it's only going to get worse making travel by foot or bike increasingly dangerous. | By Richard R

Comment 3: The underpass under the tracks in Steele Ranch is waiting on BNSF but hopefully will get done next year. | By Bob M

Comment 4: The underpass under 95th is in the 2017 budget because most of it will be paid from the county transportation tax and that's when it's in the county budget. | By Bob M

Comment 5: Agree as well. CDOT did a traffic study at 95th & Paschal about 6-8 weeks ago as a way to gauge the need for a traffic light but I never did hear the results. Of course, one problem with measuring/using cross traffic counts to assess the need for a traffic light is that it cannot take into account those people who avoid the intersection altogether due to the amount of traffic during peak times (and the lack of a traffic light). | By Noah K

Comment 6: I completely agree! There should be an underpass beneath 95th that lines up with the concrete trail east of 95th (just north of Front Range Eye Clinic) and another one beneath the BNSF that is lined up with the trail crossing of Centennial just south of Fireside. This would provide an efficient bike and ped connection between Louisville and Old Town Lafayette.

The planned location for the "North Drainage Underpass" beneath the BNSF is too far to the north and should be moved to the south to better line up with the existing trails east of 95th. | By scott B



Idea Title: make it easy to move north to south across s. boulder road

Idea Detail: ...so that louisville feels less divided.

Idea Author: kristi G

Number of Seconds 0

Number of Points 27

Number of Comments 0

Idea Title: Redevelop the west end of the shopping center

Idea Detail: We need a plan to incentivize investment and redevelopment of the west end of the shopping center from Walgreens to Mudrocks to the South end of the strip. Way over due for a facelift at a minimum.

Idea Author: Michael M

Number of Seconds 0

Number of Points 26

Number of Comments 3

Comment 1: A coffee shop would be nice. A drive-through would be ideal to pull commuters in in the morning. Or a sit-down place would draw local residents and build community. A breakfast restaurant would do the same and get people in on the weekend.

| By Dani C

Comment 2: Of course, since that was Bart's back in the 80s. Kinda' grim during regular business hours though. | By Michael M

Comment 3: I am curious if you have tried to patronize Mudrocks on a weekend or game night. The parking lot is completely full. Their business appears to be doing well in status quo. | By Alicia M

Idea Title: Need creative ideas to improve the walking and biking experience

Idea Detail: Walking and biking experience on SBR Itself needs to improve. This could include



underpasses, overpasses, bike lanes, intersection improvements, boulevard strips etc. the width of the available ROW is a problem from Garfield east.

Idea Author: Bob M

Number of Seconds 0

Number of Points 26

Number of Comments 3

Comment 1: Although reducing traffic wouldn't hurt, I think that will only be done by making it prohibitively painful for commuters, including residents. Bike lanes would improve the situation drastically no matter the traffic. | By Dani C

Comment 2: I lived in Germany off and on growing up and loved that their sidewalks were divided for pedestrians and bikers... what I mean to say is it seemed much safer on a bike being on the other side of the curb, not just a line between you and the cars. | By Andrew K

Comment 3: One of the best ways to keep biking and walking pleasant and safe along South Boulder Road is to keep the traffic volume at lower levels. The more cars and congestion, the more likely that there will be incidents between cars and bicycles & cars and pedestrians. | By Cyndi L

Idea Title: Bike lanes please

Idea Detail: The s. Boulder bike lanes disappear.

Idea Author: Cris B

Number of Seconds 0

Number of Points 26

Number of Comments 0

Address: 889 E South Boulder Rd 80027, United States

Idea Title: Repave Via Appia

Idea Detail: What is wrong with Muckle? They did McCaslin and S.Boulder Road when they



were still good but ignored Via Appia, the worst road in Louisville! I mean get your head out of your butt and look at the road that our fire department and our police department and our community center are on and tell me how in the heck do you justify that?

So, it looks like Bob M. is our Mayor Muckle. And as usual, he has pointed out that there is a process in place. Considering that they may re-develop Via Appia it's a good plan. I apologize for sounding rude, but after 8 years of driving over it, I have worn out two pair of shocks and now I just drive around it. We even started to refer to it as Kosovo Road!

Idea Author: Eric D

Number of Seconds 0

Number of Points 24

Number of Comments 1

Comment 1: The order of what gets paved is largely determined by public works and what will be the long term most efficient way to keep the highest percentage of roads in good condition. Public works (and their road maintenance software) felt that repairs to McCaslin and SBR now would be much more cost effective than waiting for them to break down more and then having to do much more expensive repairs later. Via Appia is on next years paving schedule. Also in the comprehensive plan there was discussion of some redesign of Via Appia and if we do that it didn't make sense to repave and then redo the road. | By Bob M

Idea Title: Over pass -

Idea Detail: Are there still plans to do an overpass by the tracks over South Boulder road towards Main st.? With Steel Ranch, condos, LMS and Alfalfa's in the corner I see this as a must needed solution.

Idea Author: William L

Number of Seconds 0

Number of Points 23

Number of Comments 0

Address: 1021 E South Boulder Rd 80027, United States



Idea Title: Underpasses on Hwy 42 near Hecla and S. Boulder West of Hwy 42

Idea Detail: These underpasses are needed for safety for all the people recently added to this area to access downtown and they could help reduce parking issues in downtown.

Idea Author: Scott B

Number of Seconds 0

Number of Points 23

Number of Comments 0

Idea Title: improve safety for crosswalk at South Boulder Rd and Eisenhower

Idea Detail: No one ever stops at the crosswalk for pedestrians crossing the street here. It is very dangerous and it is a connector for the paths in louisville. There needs to be either an underpass or a flashing light at the least.

Idea Author: Sharon G

Number of Seconds 0

Number of Points 23

Number of Comments 1

Comment 1: I agree. I run this area frequently and start on North Open Space then use the underpass near the Gaiam to access the trails south of South Boulder Road. If I run down Coyote Trail, I feel I need to go all the way to Via Appia to cross. The crosswalk at Eisenhower is too dangerous. Even with a stroller and dog, drivers will not stop for you. | By Alicia M

Idea Title: Downtown Louisville Gateway Sign (Main/S.Bldr)

Idea Detail: It would be great to have a simple but nice "gateway" sign noting "Downtown Louisville" over Main street at South Boulder Rd. An nice arch or pillars on either side of the road.

Idea Author: Melissa M

Number of Seconds 0



Number of Points 23

Number of Comments 0

Idea Title: flashing light pedestrian crossing at S. Boulder and Eisenhower.

Idea Detail: Many walkers, runners, cyclists use the connecting trails to get around town. This is a very popular crossing. Cars don't slow down or allow people to cross safely even with signage and white stripes on road.

Idea Author: Heidi O

Number of Seconds 0

Number of Points 21

Number of Comments 1

Comment 1: I want walkers, runners and cyclists to be able to connect safely, but those flashing lights are so dangerous. I would want to see the accident reports from Boulder before we add that here.... | By D T

Idea Title: Improved soft-surface rec trails in the North Open Space

Idea Detail: The existing social trails in the North Open Space should be improved and expanded to provide sustainable and fun recreational single track trails for walking and biking. This trail system should also be expanded into the adjacent Callahan Open Space and the City of Boulder O'Connor-Hagman and Steinbach Open Space parcels.

Idea Author: scott B

Number of Seconds 0

Number of Points 20

Number of Comments 2

Comment 1: There is so much concern about the volume of traffic on South Boulder Road.



Let's develop some good quality recreational trails that can bike to and NOT load up our bikes and drive to via South Boulder Road! | By scott B

Comment 2: This is great and these trails could even become a part of a "Trail Around Louisville" that I have pitched to a few people with the city. | By David B

Idea Title: S. Boulder Rd. tunnel w/ walk, bike, wildlife corridor above

Idea Detail: Have S. Boulder Rd. go underground for a short distance just west or east of Main St. and above it have one or more pedestrian walkways, a bike path, a wildlife corridor, a gathering space, open space, art installations, etc. Something somewhat similar was done in Derwood, Maryland with the Intercounty Connector (Route 200) under Olde Mill Run (to see that tunnel, paste the following into a map website: 39.137714, -77.134118). A traffic circle could be put in to the west or east of the tunnel with a crosswalk with warning lights activated by pedestrians. If there was a traffic circle at Main St., I think it would get more people to visit, and spend money in, downtown Louisville, in addition to slowing S. Boulder Rd. traffic, making it safer for bikes and pedestrians.

Idea Author: Don P

Number of Seconds 0

Number of Points 20

Number of Comments 0

Idea Title: Demolish rundown apartments at Garfield & S.Boulder RD

Idea Detail: They are an eyesore and house many characters that emit a persona of that which we would find undesirable in the New Louisville with all of it's new luxury housing.

Idea Author: Eric D

Number of Seconds 0

Number of Points 17

Number of Comments 4

Comment 1: The biggest thing missing from Louisville is diversity. | By Dani C



Comment 2: People live in these apartments - these apartments are their homes. A more reasonable option is to encourage the owner of the building to fix it up. Louisville is a wonderful small town that has options for everyone regardless of economic prosperity. It should remain this way. | By Andy T

Comment 3: Totally agree with Cyndi L. If affordable housing is removed, affordable housing should replace it. | By Alex B

Comment 4: I don't think we should tear down our existing affordable housing to make way for ugly new mega luxury apartment blocks. | By Cyndi L

Idea Title: Create a Soccer Field Complex

Idea Detail: Louisville has no decent soccer fields for children and adults alike to practice, play games, and learn the sport on. Instead we are forced to use sub-par local elementary school fields and public parks. All areas around us have elaborate complexes to grow athletes, we only have baseball fields. There are a lot of other athletes out there that deserve quality playing spaces (soccer, lacrosse, etc). It would allow local clubs to grow and bring tournaments local, which brings people from outside Louisville to our great community.

Idea Author: Ellen T

Number of Seconds 0

Number of Points 13

Number of Comments 0

Idea Title: Limit or code enforce supplemental buildings in mobile home park

Idea Detail: There seems to be an increasing number of supplemental buildings (i.e. Sheds, etc) going up within the Mobile Home Park. A number of supplemental buildings are poorly designed, built, and unpainted.

Idea Author: Kip H

Number of Seconds 0

Number of Points 11

Number of Comments 0



Idea Title: Safer entrance and exit at Cottonwood Park

Idea Detail: Turning onto S. Bldr Rd. from Via Appia to make a right turn into Cottonwood Park is dangerous. The area is very short and have almost been rammed by cars behind me when I am signaling right turn to go into the park.

Exiting is just as bad between the cars roaring down S. Bldr. Rd. and the cars waiting to turn from Via Appia onto S. Bldr. Rd. It is Russian Roulette to get out. What happens when the park is enlarged?

Idea Author: EN P

Number of Seconds 0

Number of Points 10

Number of Comments 1

Address: 200 W South Boulder Rd 80027, United States

Comment 1: It is also unpleasant to get to by bike with small children from the north side of S Boulder rd, | By Dani C

Idea Title: Just say no.....

Idea Detail: Just say no to more traffic, more high density residential, more large retail brick buildings. The South Boulder Road corridor is maxed out with new development with the addition of the Steel Ranch "Main Street" apartment block, the 350 houses going in behind King Soopers, and the upcoming apartments behind Safeway. Progress does not always mean change that permanently destroys the charm and quality of life in a small town. Progress can be the courage to just say no.....and preserve our quality of life. People who desire to live in an urban environment are free to move to places like Arvada, Broomfield, Denver.....The citizens of Louisville want their charming, small city with a pedestrian scale and uncongested, easily navigable roadways.

Idea Author: Cyndi L

Number of Seconds 0

Number of Points 9



Number of Comments 1

Comment 1: Couldn't possibly agree more. | By Nate C

Idea Title: NO MORE DEVELOPMENT that feeds into South Boulder Road !

Idea Detail: No commercial in this area especially. Traffic is a nightmare !

Place development along McCaslin, which is suitable for retail that would contribute to our tax base.and can handle the increased traffic.

Idea Author: Suzanne B

Number of Seconds 0

Number of Points 9

Number of Comments 5

Comment 1: Just add retail to any empty stores and restaurants. Stop there with the retail. Totally stop with the rooftops. Too much traffic | By Regina M

Comment 2: Enough is enough. I agree, this corridor is maxed out with new development! Let's save a shred of our sanity. | By Cyndi L

Comment 3: I agree with both Dave H. and D.T. I drive South Boulder Road multiple times per day. Yes, there is traffic and it can be somewhat busy during rush hour but I do not at all feel like it is anywhere near problematic at this point and feel like more development can be added without a nightmare scenario. | By scott B

Comment 4: I agree with Dave. The traffic has been bad during rush hour for years if there is snow, and for the past several years as Arapahoe and other E-W roads have been under construction, but it still can't compare to the "nightmare" in other places (including Boulder!) that I have lived. I agree that a new bigger retail store might not be well suited to SoBoRoad, but I don't think that is under consideration, anyway. | By D T

Comment 5: I live on South Boulder Road, and commute on it daily. It seems to me traffic is fine. It does get busier at rush hour, but I haven't notice that it takes any longer to get through Louisville on South Boulder Road during rush hour. That said, future development of course needs to take traffic into account, but it seems like there is some more room for growth without it causing any significant traffic problems. | By Dave H



Idea Title: Trail underpass beneath the BNSF located in the RIGHT location

Idea Detail: A trail underpass beneath the BNSF would provide a vital bike and ped connection between Louisville and Lafayette. This would take get people out of the South Boulder Road corridor and provide a much more safe and pleasant experience for trail users.

I know that there is already an underpass planned beneath the BNSF at Bullhead Gulch (aka the North Drainage Underpass). This project has stalled in part due to issues with approval by the BNSF.

I hope the city takes this opportunity to reconsider the location and move it further south, near Fireside St, to line up with the proposed underpass beneath 96th St at north of Helca. This would be a far better location for this structure. Trail users, especially the adjacent residents, will be far more likely to use the underpass and avoid South Boulder Road if it is located further south. These structures are expensive. Let's put it in a location that will get the most use! We won't get a second chance to get it right.

Idea Author: scott B

Number of Seconds 0

Number of Points 7

Number of Comments 0

Idea Title: TOO many stoplights on S. Bldr Rd Btween 42 and Centennial!

Idea Detail: Coordinate them so that you aren't always starting and stopping.

Idea Author: Liana P

Number of Seconds 0

Number of Points 6

Number of Comments 0

Idea Title: A Community Theater space



Idea Detail: We have many talented individuals in our town who would greatly benefit from having a local theater space. I have seen many excellent productions over the years by various local theater groups. It would be a great addition to our city to have our own performing space.

Idea Author: Deborah D

Number of Seconds 0

Number of Points 6

Number of Comments 1

Comment 1: Aren't they building a theater in Steel Ranch? What happened to that? I thought Art Underground was all over that! | By D T

Idea Title: Create Community Fiber Network

Idea Detail: The benefits of creating and offering a community internet fiber network have been well-documented, and many other cities and locals are starting to offer such a service.

I'm sure many of us are frustrated with lack of options (and quality and high cost) in regards to internet providers. We could offer a fiber network that is 50x faster and significantly cheaper than what is being currently offered on the market.

Other progressive cities are taking this step and I think Louisville would benefit tremendously. If anyone wants to read up further on the benefits here's a quick link on it:
<http://gizmodo.com/why-you-should-set-up-your-own-community-fiber-network-1614458541>.

Idea Author: Justin Y

Number of Seconds 0

Number of Points 6

Number of Comments 1

Comment 1: Excellent idea, and not that difficult to do these days . . . | By Robert E

Idea Title: Watch Our Politicians Like a Hawk! Follow the Money Trail



Idea Detail: Any time a bunch of politicians get together to start "planning" changes to a community, their motives need to be scrutinized regularly by the public.

*Are the politicians truly trustworthy or are they vulnerable to the very human temptation of money and greed? Will their pockets stay clean or will they get lined with kick back money from over zealous, out-of-state, developers who are trying to make a quick buck?

*Will the redevelopment projects be funded by private sources of capital or will new tax levies be raised to subsidize private ventures that are already profitable ventures WITHOUT feeding at the public trough. (Most Boulder County residents probably forget that we were included in the taxing district to pay for the construction of the new Broncos stadium. I like pro football as much as the next guy, but why on earth did we need to spend public money to enrich Mr. Bowlen and his family?)

*How will developer contracts be awarded, what process will be used, and who will monitor this process to ensure that there is no corruption or illegal activities?

*Exactly how would S. Boulder Rd handle all the additional traffic, especially during rush hour, from new developments. Hasn't anyone noticed how much worse it has gotten now with the completion of the new apartments near the railroad tracks?

*Will the politicians and developers really commit to maintaining adequate low income housing or will the Yuppie elitist element in our county see this as a golden opportunity to demolish the trailer park?

*Again, I caution my fellow citizens, all of our politicians should be judged guilty until proven innocent. Even if they don't start out this way, they have a great knack for power grabbing, greed, and stuffing their pockets with as much \$\$\$ as possible.

Idea Author: Larry Y

Number of Seconds 0

Number of Points 5

Number of Comments 1

Comment 1: Rather than just making your anxiety known to all, a better idea might be to get involved with city government if you have such a strong feeling about 'watching politicians'. This is a venue for people interested in problem solving and idea generation. | By James R



Idea Title: Speed humps near the pedestrian pathways that cross Centennial

Idea Detail: Speed humps and crosswalk markings near the pedestrian pathways that cross Centennial Dr.

Idea Author: Dave T

Number of Seconds 0

Number of Points 5

Number of Comments 0

Idea Title: When is something going to happen?

Idea Detail: It seems like the planning phase of the public changes (bike access, traffic mitigation, etc) has been going on for quite a few years. Meanwhile, the corridor gets more and more congested -- less and less desirable -- as a result of the very heavy development on the east and west sides of 95th north of S Boulder Rd. When is the DOING phase going to start?

Idea Author: Richard R

Number of Seconds 0

Number of Points 3

Number of Comments 1

Comment 1: What are your ideas? | By James R

Idea Title: Reduce traffic congestion between 42 and Garfield.

Idea Detail: Traffic congestion on this stretch has increased and will continue to increase as planned developments are completed. This congestion increases frustration with travelling through this corridor.

Idea Author: sherri H

Number of Seconds 0

Number of Points 3



Number of Comments 0

Idea Title: Stop public access at S. Boulder Rd. and Via Capri

Idea Detail: Parco Dello Zingar Mobile home park is private property yet Via Capri is a public access st. How can that be? It's either private or public but not both.

City traffic zooms in and through the park at 35-40 mph. Small children play in the street.

When this first became a public access st. Louisville did not have the traffic it does now and Via Appia only went as far as Lafayette St.

I have lived here almost 33 years and am dismayed at

the speed in which non-residents come rushing through. No other mobile park has two exits/entrances. This is supposed to be private for residents only.

For the safety of our children and pets, it should not be a through street.

Idea Author: EN P

Number of Seconds 0

Number of Points 2

Number of Comments 0

Address: 400 W South Boulder Rd 80027, United States



Topic Name: South Boulder Road Corridor: Small Town Character

How does South Boulder Road contribute to Louisville and its small town character?

Idea Title: Keep it small and non urbanized

Idea Detail: South Boulder Road is a gateway to Louisville. It used to be pretty. The old setbacks and design standards with trees in between the sidewalks and street, tasteful signage, and pedestrian sized buildings were good. Most citizens do not want this corridor urbanized with tall, 3 story brick buildings built right to the sidewalk and big neon signs. The new developments are horrendous and the traffic is already increasing. Just say "no" to urbanization of this corridor!

Idea Author: Cyndi L

Number of Seconds 0

Number of Points 21

Number of Comments 2

Comment 1: I don't think there are many (any?) more places to add housing but I agree that the density of the new apartments is intense.

| By D T

Comment 2: I not only say no to urbanization, but to any further residential development. Our community "leaders" need to actually start representing the constituents instead of building this town until there's nothing left. | By Nate C

Idea Title: Coordinate stoplights between Alfalfa's and Hwy 42.

Idea Detail: There are three stoplights between Alfalfa's and 42. Please coordinate these. Also, the wait at 0545, when there is barely any traffic, for the light to change at Centennial and S Bldr road is nuts. Thanks.

Idea Author: Liana P

Number of Seconds 0

Number of Points 9

Number of Comments 0



Topic Name: South Boulder Road Corridor: Recent Development

What elements of the new developments in the corridor do you like? What elements do you not like? Please explain why.

Idea Title: No More Residential Development, PLEASE!!!!

Idea Detail: The rampant residential development has drastically harmed the small-town character of Louisville, particularly the Steel Ranch metropolis. Adding more residential housing does absolutely nothing beneficial for the community, only making it a less desirable place to live. The town is starting to become a second Broomfield.

Idea Author: Nate C

Number of Seconds 0

Number of Points 24

Number of Comments 2

Comment 1: I agree. Louisville offered a small town , peaceful, quality of life before the new developments. There are many studies that show growth does not pay it's own way. The infrastructure to support the new development , such as schools, fire and police services, roads, etc., typically become a burden for the taxpaying residents of the community. Already, Louisville elementary school is at capacity.

| By Cyndi L

Comment 2: The reason city hall want's to see more development is because they see it as the PROGRESSIVE plan for a natural evolution to annexment with Boulder and the only recourse to create more revenue through property taxes. | By Eric D

Idea Title: Centennial and South Boulder Road Intersection

Idea Detail: Since the construction and opening of Alfalfas, the intersection of Centennial and South Boulder road has become very congested . If you are on Centennial and attempting to turn east/left on S. Boulder you can be waiting a long time especially if it is rush hour, there is road construction or a passing train. Additionally, the cars parked on the west side of Centennial near this intersection make it difficult to see vehicles pulling out of Alfalfa's. I have lived in this neighborhood 10 years and have had to add time to my work commute to accommodate this new traffic flow. I expect the problem to become worse once the apartments are built out.

Idea Author: Alicia M



Number of Seconds 0

Number of Points 18

Number of Comments 10

Comment 1: I agree that it is hard to get out of that parking lot and it seems like cars coming out of it can't see if there are cars on Centennial. | By D T

Comment 2: We have had the same experience. I watched one car wait for two light cycles simply to make a right turn. I've also noticed that many of the cars are parked here for long periods of time. It might improve the situation if it was 2 hour limited. | By Amber S

Comment 3: Yes, DRCOG is as tainted as the politicians we elected because they influence the studies. Also, I don't live in Denver and I don't think Denver Regional Council of Governments can evaluate a suburb like they do a inner city/urban areas. Also Denver Regional Council of Governments has not responded to several of my requests to see where they get their funds from despite the Colorado Open Records Act which makes me wonder who's got them in their back pocket. | By Eric D

Comment 4: Page 18 of the Comp Plan and from a DRCOG study. Are you saying DRCOG is corrupt? | By Michael M

Comment 5: Oh please Michael, that was "study" was sponsored by developers, so don't feed us that crap. | By Nate C

Comment 6: Of interest, the Comp Plan notes that before too long 2/3rds of the traffic on So. Boulder Rd and Via Appia and fully half the traffic on McCaslin will neither start nor end in Louisville. In other words it is not our traffic. It's coming from somewhere else and going somewhere else. Food for thought. | By Michael M

Comment 7: Aligning Main and Centennial is a substantial and costly project with not much benefit (we get rid of one light, but an intersection remains due to the train). Timing the lights will be cheap and provide a greater impact. I agree with others posted, I would much rather see other projects tackled by the city. The congestion seen recently on S.Bldr was primarily due to road construction. With that complete, we should see S.Bldr freeing up again. The real congestion issue for the city will be Hwy 42 between S.Bldr and Pine. Higher density projects result in more people driving between Lafayette / Louisville to Hwy 36 for work. | By Melissa M

Comment 8: Aligning Main St and Centennial would eliminate the light at Main/S. Bldr. That



would become right-in-right out. Lefts would be at the new Main/Centennial intersection. | By Michael M

Comment 9: There are lights in both of those intersections already, it would be congested until the light turns green. How would aligning Main and Centennial keep the "Small Town Character" mentioned in this site? I believe there are other projects that would have a priority like an over pass over that same intersection(over S. Boulder road), that will alleviate traffic and access to downtown. | By William L

Comment 10: Would aligning Main with Centennial help? That would make it one real intersection instead of two 3 way intersections.

That idea has been suggested in the Comprehensive plan. | By Markus G

Idea Title: Likes: new housing. Dislikes: Stagnation

Idea Detail: Delighted with the North Main apartments, soon to be built apartments behind Alfalfa's and duplexes coming at Coal Creek Station. Not only does it provide much needed housing for younger people, it should give a boost to both corridor and downtown business.

Frustrated by the stagnation in the west end of the old Safeway shopping center (it's an eyesore) and the asphalt wasteland surrounding Burger King, the thrift store and really everything west of King Soopers in the center at Highway 42. Hope new owners will bring new ideas and plans to this center.

Idea Author: Michael M

Number of Seconds 0

Number of Points 16

Number of Comments 8

Comment 1: Amber, so lucky to be able to live and work in Louisville. I always had to commute. For historical perspective, when the mines closed in the early 50s, pretty much everyone had to commute. When we moved here in '88, there were very few jobs in Louisville. At least now we have the CTC and Centennial Valley. The more local jobs the better for all of us. | By Michael M

Comment 2: Amber, so luck to be able to live and work in Louisville. I always had to commute. For historical perspective, after the mines closed in '52 or so, everyone here had to commute to a job. We were a bedroom community for sure then. I support our efforts to bring more



primary employers here. The more jobs here, the better. | By Michael M

Comment 3: I'm not opposed to a 'facelift' per se, but we live in the neighborhood behind this shopping center and frequent many of the stores. I would hope that any updates do not displace these local businesses.

Personally, we are frustrated with the burst of housing and hope to see it sharply decline. We have had to adjust our morning commute after 10 years in Louisville due to the sudden uptick in traffic, and expect that it will only get worse as more high-density housing is created.

At some point, citizens like ourselves who were drawn to the small town character will leave because it is too congested. We do not want to live in a bedroom community.

| By Amber S

Comment 4: Eric D. average rents at North Main are above \$1600. Most tenants are late 20s to early/mid-30s. Require 30% of rent as proven income to lease. Hardly Sec. 8 | By Michael M

Comment 5: New apartments for the young? Seriously, they were suppose to be luxury apartments, or was that a lie too? Soon they will be riddled by section 8 housing and sex offenders like the rest of the apartments on South Boulder. Keep all this in mind when you vote next month!!!!!!!!!! | By Eric D

Comment 6: For the record, I own only the home I've lived in for 27 years and have been retired from my own business for 11 years. I work for no one. | By Michael M

Comment 7: Yuck, I haven't read a worse post over the past year. You must work for a developer or are paid deeply by them. This sort of building is ruining this community. | By Nate C

Comment 8: What is your idea? | By James R

Idea Title: North End off the Deep End

Idea Detail: The new high density residential development, especially the Steel Ranch mega apartments, are terrible. What is this? Broomfield? Inner City Chicago? Also I do not like the Alfalfa's footprint taking the building right to the sidewalk with no setbacks.

Idea Author: Cyndi L

Number of Seconds 0



Number of Points 15

Number of Comments 4

Comment 1: I often have to wait through multiple light cycles to access South Boulder Road, and the location of the new Alfafas poses visibility issues on busy days. | By Amber S

Comment 2: It benefits city hall and tax revenu. | By Eric D

Comment 3: James, her idea is to cease this endless development, seems pretty obvious to me, it benefits NO ONE! | By Nate C

Comment 4: What is your idea? | By James R

Idea Title: I do not like that the traffic is only going to increase...

Idea Detail: The traffic on South Boulder Road is only going to get much much worse with the additional units being built in such a small area. Coal Creek Station will add 51 more units, the Alfalfa apartments 111 units. And now the affordable housing property could have 316 units. That is 478 units that all funnel into a 2-3 block area. In addition, the affordable housing development is proposed to have a road that will connect Steel Ranch with South Boulder Road. This would make an additional stop light between 42 and the light at Main Street. I can't imagine how that would work with traffic already backing up. Traffic and pedestrian safety was a big issue at the Small Area Plan kick-off meeting. We have a problem now. I can't imagine what it will be like if we have even more high density housing on South Boulder Road.

Idea Author: Alex B

Number of Seconds 0

Number of Points 10

Number of Comments 2

Comment 1: So much feedback about this town becoming too large; the question is if the elected leaders will listen. I unfortunately believe they'll choose to ignore us instead. | By Nate C

Comment 2: I agree! Too much, too fast. Hold the presses on those new building plans, please!! | By Cyndi L



Idea Title: urban portion of the city

Idea Detail: I like the basic plan of creating a more urban portion of the city that includes the new developments. I like the plans to include retail in the new developments as these sorts of neighborhoods with small businesses integrated seem to work well in places like Prospect and Stapleton and I don't love some of the huge chain businesses along South Boulder road. I hope the new developments will mean that some smaller businesses can do well in the corridor.

Some form of new development seems useful to keep Louisville prices from skyrocketing. Strict growth caps in places like Boulder and San Francisco have made the cost of living in those places very high. Louisville's proximity to Boulder and Denver make it desirable so some growth is inevitable. Yes, there is a nice small town feel to Louisville that should be retained but that doesn't mean completely shutting down new development.

Idea Author: Julie V

Number of Seconds 0

Number of Points 9

Number of Comments 7

Comment 1: Oh Cyndi,

4th of July was cancelled once due to extreme fire danger and once due to flooding.

"Massive growth?" - we LOST 1,000 residents from 2000 to 2010 and are still under 20,000.

Your property taxes are up because your house is worth more...and the City gets very little of that money.

Water rates are going up due to ever increasing EPA requirements (and that's probably a good thing)

Benefits? -- look no further than Main St. 7 short years ago it was a ghost town. Both the Empire and Waterloo were vacant shells. Now look...

The purchase of Cottonwood Park for \$1.25 million, the underpass at McCaslin/Washington at \$1.6 million, the new, full-time, arts coordinator -- all have nothing to do with growth.

On the other hand, King Soopers has remodeled, Alfalfa's is here, downtown is thriving, many parks have been refurbished, the library is adding programs, the list goes on and on...we're doing pretty well. (and, we have free CURBSIDE recycling now) | By Michael M

Comment 2: I can appreciate your points and appreciate your willingness to have a respectful discussion about them. It is strange that amenities have decreased -- I don't know why that is although I would hope/guess it is not a direct result of the growth? I thought the 4th of July



event just didn't happen this year because of flood damage -- but maybe there was another event that was cancelled? I don't think growth should be allowed to go on unchecked, but I just don't agree with the idea of no new growth at all. Louisville is already too pricey to buy into for many of my friends who want single family homes, although you are right that people who bought earlier probably aren't affected by this. | By Julie V

Comment 3: And prior to all the new growth...property taxes were lower, water, sewer, and trash bills were lower, and we had a 4th of July Fireworks event. I'd like to know how the citizens of Louisville have benefited specifically from the new growth? My bills have increased and the amenities have decreased. | By Cyndi L

Comment 4: Well, it's always good to have a respectful discussion about differences of opinion. There are many middle class professionals living here in Louisville. Perhaps we all bought our houses years ago, before prices started to go up, but I've never agreed with the argument that every meadow should be paved in a desirable community to create affordable housing. That is a very simplistic argument. For one thing, that type of massive growth destroys the very community it purports to improve. Secondly, growth does not pay it's way. So with massive development, quality of life decreases and community residents end up footing the bill for the new roads, schools, police and fire protection. We actually had more amenities before all the new growth. The Louisville Rec Center was open until 10:00 p.m. (currently 9:00 p.m.), we had a local recycling center off of 42, the tree drop off was open to residents all the time instead of one weekend a month.... | By Cyndi L

Comment 5: Cyndi: It sounds like we will have to agree to disagree. Allowing no more new growth would mean housing prices increasing as there is no new inventory. Boulder has had this problem and many people in Louisville could probably not afford homes there. This creates a dynamic where only very well off people can afford to live there. There has been discussion in Boulder that people like teachers and police officers often can't afford to live in the city that they work in, which creates a strange dynamic.

Yes, urbanization increases traffic but Lafayette is growing which also adds to increased traffic on South Boulder road and some recreation spaces as the recent developments are adjacent to Lafayette on both sides. For some, there are quality of life benefits to urbanization -- small restaurants downtown can survive, residents can enjoy a few more diverse businesses and don't have to go to Boulder for a good meal, and bike and pedestrian connections across South Boulder will improve, allowing for widening recreation paths. Also, while I think that old town Louisville does have a nice small town feel, McCaslin and some of the other outlying areas have more of a suburban feel. The new development plans for South Boulder are more appealing to me than McCaslin. | By Julie V

Comment 6: I disagree. Louisville was just fine before changing the comprehensive plan and adding new urbanization corridors. Utilizing quality of life as an indicator, urbanization will



decrease quality of life for residents by increasing traffic, create more competition for open space and recreation, and take away the view sheds and small town scale. | By Cyndi L

Comment 7: Agree. I do hope you will participate in the Small Area Plan process and make your views known at Planning Commission and City Council. | By Michael M

Idea Title: I do not like the new developments in the corridor.

Idea Detail: Louisville was a small a town with open spaces and a pedestrian scale. Adding tall brick buildings to the sidewalk with reduced landscaping setbacks and adding high density residential development completely changed the corridor.

Idea Author: Cyndi L

Number of Seconds 0

Number of Points 8

Number of Comments 2

Comment 1: I think that there is a way to satisfy both sides.... | By Alex B

Comment 2: Better than a vacant, abandoned grocery store that sat empty for over 4 years in my view. Much better. | By Michael M

Idea Title: Mixed materials and building styles

Idea Detail: I like that the building for Alfalfas and the building for the other 3 or 4 new shops are made of different materials and in different styles. One thing I dislike about the new buildings in Pearl Street area is they all look the same and may ALL look dated, sooner. It seems more organic to me and less industrial.

Idea Author: D T

Number of Seconds 0

Number of Points 4

Number of Comments 0

Idea Title: Steel Ranch railroad underpass removed from '15 city budget



Idea Detail: Please note that we need to hold the city accountable with what comes out of the South Boulder Rd. small area plan process. For example, the Steel Ranch railroad underpass that has been in the planning stages for over 2 years has now been removed from the city's 2015 budget. Show up at the city council meeting tomorrow to share your opinion on this topic.

Idea Author: David B

Number of Seconds 0

Number of Points 3

Number of Comments 0

Idea Title: I like higher density housing

Idea Detail: Hopefully higher density housing will lead to greater diversity.

Idea Author: Colleen A

Number of Seconds 0

Number of Points 3

Number of Comments 2

Comment 1: I agree. We do not need more apartment, especially not upscale, luxury ones. You can go to New York City for that. | By EN P

Comment 2: I disagree. I do not like the idea of higher density housing , increased traffic, and increased competition for open space and recreation use. Louisville has been a small town surrounded by some open space, close to other more urban centers. If folks want an urban lifestyle in high density housing, this option is available in the Boulder, Broomfield, and Denver metro areas. | By Cyndi L

Idea Title: The area is already over-developed . . .

Idea Detail: And that's before anything else is built.

What I'd like to see is a freeze - say for five years - so that we can assess the impacts of what



has already been approved. Put plainly, there is no need to rush into approving any of the projects under consideration. Once we've seen the impact of the projects already under construction or approved, we'll have a much more informed perspective from which to judge any other proposed projects.

I also think it would benefit us to have more time and effort invested in rescuing the McCaslin corridor, which is dying before our eyes. As the major gateway to Louisville, McCaslin needs more urgent attention than South Boulder Road.

Idea Author: Robert E

Number of Seconds 0

Number of Comments 0



Survey: South Boulder Road Corridor: Core Community Values

In which Community Values from the Comprehensive Plan do you believe the corridor falls short and needs to improve?

Question: Community Values

A Sense of Community : 16

Our Livable Small Town Feel : 17

A Healthy, Vibrant, and Sustainable Economy : 7

A Connection to the City's Heritage : 10

Sustainable Practices for the Economy, Community, and the Environment : 8

Unique Commercial Areas and Distinctive Neighborhoods : 7

A Balanced Transportation System : 16

Families and Individuals : 7

Integrated Open Space and Trail Networks : 18

Safe Neighborhoods : 9

Ecological Diversity : 4

Excellence in Education and Lifelong Learning : 6

Civic Participation and Volunteerism : 4

Open, Efficient, and Fiscally Responsible Government : 7

Comments

Number of Comments 2

Comment 1: The planners have stated that they intend to change zoning in this area in order to implement their "vision". This should set off alarm bells in everyone's mind ! Need I remind all that Louisville has been awarded "Best Small Town to Live In" for several of the last 5 years? So is this a case of "It's great! Now lets change It." ? Whenever developers get



involved in the planning department and want zoning changed, this usually means insider deals are happening and not necessarily in the public interest. If a zoning change is made from residential to commercial, what usually follows is a "taking" or forced sale of residences (and not at the new commercial prices). How does forcing people out of their homes fit into Louisville's values? This town was built by miners and farmers, blue collar folks. It would be a pity to sacrifice our values to make some developers or investors wealthy. | By Suzanne B

Comment 2: Safe connection between neighborhoods to the north and south of South Boulder Road Corridor. Crossing South Boulder is dangerous near Via Appia and Garfield, especially for children who are using the parks and trails. Need underpass to generate safe access and integrate the great open space trails on both the north and south. | By James W



Topic Name: South Boulder Road Corridor: Favorite Places

Show us your favorite part of the corridor! Upload your photo here.

Idea Title: Our soccer coaches (in the background) are residents of "new developments". They add value, "character", and spend \$.

Number of Seconds 0

Number of Comments 0



Idea Title: The beginning of my walk to work in the morning!

Number of Seconds 0

Number of Comments 1

Comment 1: Proud | By Lauren T



Idea Title: What it should look like.

Number of Seconds 0

Number of Comments 1

Comment 1: Happy | By Andy T





Topic Name: South Boulder Road Corridor: Other Thoughts

Do you have any additional questions, comments, or concerns about the corridor you would like to share?

Idea Title: Create a Public Garden on S Boulder Road

Idea Detail: South Boulder Road and Main street is one of the most important entrances to our downtown area. Enhance this area by creating a public garden in a very visible area. This could be a park-like garden, a vegetable/community garden, a teaching garden or a sculpture garden.

Idea Author: Robyn Churchill R

Number of Seconds 0

Number of Points 14

Number of Comments 0

Idea Title: Include East-West bike transport

Idea Detail: Improve and expand bike transport options, preferably bike lanes on S. Boulder road.

Idea Author: Tom D

Number of Seconds 0

Number of Points 13

Number of Comments 3

Comment 1: Bike lanes were just added to S Boulder Rd literally a few days ago. (It wasn't easy to convince them, but they did it).

Plenty of east west biking routes to the south (downtown) exist - try Lafayette/Griffith, Pine/Empire, or Bella Vista/Coal creek trail (being rebuilt).

What is really missing is a railroad crossing on the north side. Please connect the bike path along Centennial over to Paschal.

| By Markus G

Comment 2: I would much rather have an east-west bike route that is not right along such a busy road. And I also would prefer the east-west route to go through downtown, instead of along South Boulder Rd | By Kurt J



Comment 3: Agreed! While there are some bike lanes along S.Boulder Rd., they seem to start and stop at relatively random places. Confusing and dangerous. | By Noah K

Idea Title: Develop long term plan for mobile home park

Idea Detail: Mobile homes have a limited lifespan and have approached it or will within the next 10-15 years. We should continue to focus on affordable housing in this area, but the format should change.

If kept, then require homes to be replaced with new mobile homes and code enforcement to be consistent with the look and values of Louisville.

Idea Author: Kip H

Number of Seconds 0

Number of Points 10

Number of Comments 2

Comment 1: How do you propose these new mobile homes are to be paid for? Don't you think these residents would love to have new ones, however they are where they are because they cannot afford new housing. | By EN P

Comment 2: I agree, but there is a big difference between affordable housing and the kind of riff raff Section 8 housing brings. | By Eric D

Idea Title: Decrease speed to 35 mph between Hwy 42 to McCaslin

Idea Detail: Cars travel close to 50 mph consistently making it very difficult for pedestrians to cross at designated crosswalks safely. Also, at the lights/ crosswalks the pedestrian flashing light does not always work. Specifically between S. Boulder and Via Appia, and S. Boulder and Garfield.

Idea Author: Heidi O

Number of Seconds 0

Number of Points 9



Number of Comments 2

Comment 1: It's 35 mph now to Via Appia and only 40 mph to McCaslin from there. | By Michael M

Comment 2: Reducing the posted speed isn't going to stop me or anybody else from going 50 on South Boulder. All painted cross walks on South Boulder road have stop lights, so what's your point? | By Eric D

Idea Title: You are putting 5lbs of flour in a 4lb sack

Idea Detail: Getting too much traffic

Idea Author: Ron L

Number of Seconds 0

Number of Points 8

Number of Comments 0

Idea Title: too many new housing developments

Idea Detail: South Boulder Road is already too crowded and traffic can be much worse than it should be for Louisville. There are too many new housing developments packing more people into the area. How about the City not approving every developer's scheme?

Idea Author: Michael K

Number of Seconds 0

Number of Points 3

Number of Comments 1

Comment 1: Amen, if only the Planning department would listen to the majority of the town, which is fed up with the growth! | By Nate C

Idea Title: Please build it if you taxed us to build it...

Idea Detail: Steele Ranch Railroad Underpass Removed from 2015 Budget:



Per direction of the City Council, the underpass that would connect the Steele Ranch neighborhood with the City's trail system has been removed from the 2015 budget. The Steele Ranch underpass would provide a gateway for residents to walk or bike to such places as Davidson Mesa, Harper Lake and Old Town.

There are two underpasses slated to go under the railroad track, one by Steele Ranch and other is downtown at the end of South Street. The downtown underpass is a large "gateway" that would connect the not yet built high-density neighborhood DELO with downtown. At this point, the railroad has stated that only one underpass can be built at a time. The City has prioritized the completion of the downtown gateway over the Steele Ranch underpass.

Idea Author: Tony G

Number of Seconds 0

Number of Points 3

Number of Comments 1

Comment 1: There is a lot of momentum to build the South Street Gateway in 2014 but the City Council can choose to change direction and build the Steele Ranch connection first if that is the priority of the community. Please let the City Council know what you see as the priority.

The City Council will be finalizing the 2015 Budget at a Special Meeting starting at 8:00 PM, Tuesday, October 28, 2014. The meeting will be at City Hall in the Council Chambers. Please come and be heard or email the City Council at: CityCouncil@LouisvilleCO.gov

Additional Information:

There is currently \$500,000 in the 2016 Capital Improvement Plan (per the October 28th budget document) (paid by - 75% Storm Water Improvements and 25% Capital Improvements) to build the connection for Steele Ranch. The Takoda Metro District has contributed \$250K to the project. This is a "suggested" plan and is not in the 2015 budget. The comments also state that the underpass is not a viable option per the railroad and a bridge will need to be built instead which will be higher in cost then the underpass. The South Street underpass is budgeted for 2.6 million in the 2015 Capital Projects Fund as part of the 2015 budget. | By Tony G

Idea Title: What additional developomnts are planned?

Idea Detail: Wondering what, if any, new developments are planned along S.Boulder Rd. Specifically, wondering the status of the land immediately south of S. Boulder Rd. and east of



Hwy 42/Courtesy Rd.

Idea Author: Noah K

Number of Seconds 0

Number of Comments 10

Comment 1: That sounds TERRIBLE.

| By D T

Comment 2: Heaven help us! Sounds like Boulder to me. | By EN P

Comment 3: This may be out of date as it has been a few months since I have checked in with the Planning Department....

There was a proposal in for a new development called Coal Creek Station that would be off of South Boulder Road, east of Main Street where the bike shop is now from the train tracks up to the car wash. It was in for 51 duplex/triplex type homes.

Then there is DELO that has started that is just east of the middle school. Phase 1 is about 60 units (my number may be off!) and Phase 2 could have as many as 134 units (again my numbers may not be accurate).

Alkonis (Affordable housing located east of the North Main apartments) is still working out the plan in terms of senior vs. family housing. They could have up to 225 units. They were really hoping to fast track the process and get building soon because of folks needing housing after the flood.

There had been rumors of at least one other area a few months back near DELO....

Oh, and Lanterns is approved with 21 attached patio homes (south side of Steel Ranch north of the RV storage place), and North End, Phase 1, Block 10 (north of Balfour) is for 85 units (13 single family, 12 Duplex/Triplex, and 60 apartments). North End, Phase 2 Part 1 (off of South Boulder Road, east of 42 by carwash) has 21 apartments. Phase 2 and 3 (under construction) has 122 units total (80 single family and 42 duplex/triplex). Apartments at Alfalfa's will have 111 apartments....

In total we are looking at as many as 833 more units coming into the corridor. | By Alex B

Comment 4: I am only guessing, but BHA often builds multi-family. It will be quite awhile before we see a plan. There will be a long public process. | By Michael M



Comment 5: The property is just east of my apartment at North Main. Is the plan for single-family housing or apartments? | By Jim T

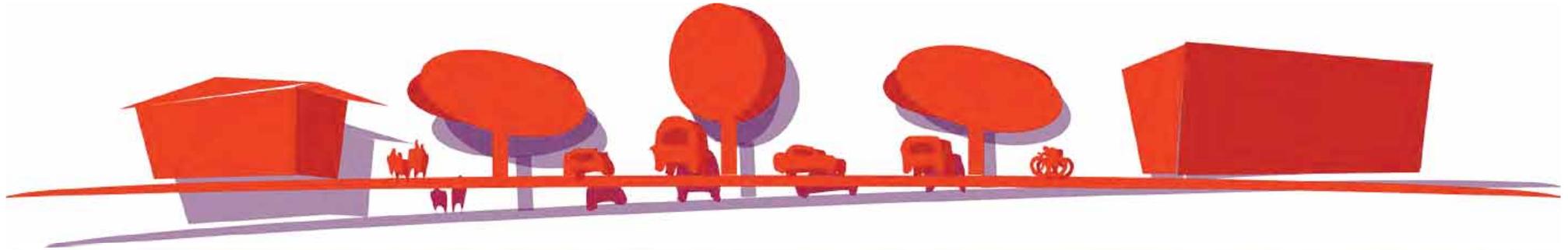
Comment 6: I think you are referring to the property purchased by the Boulder Housing Authority. If I've correctly identified the parcel, then the plan is for subsidized, low-income housing. | By Michael M

Comment 7: What's planned for the property just south of The Divine Canine on Hwy 42? Engineers have been drilling samples on the property the past two days. | By Jim T

Comment 8: There is development planned for the south west corner. | By Bob M

Comment 9: Just for what it's worth that's open space owned jointly by us, Lafayette and the county. | By Bob M

Comment 10: That's County Open Space | By Michael M



South Boulder Road

SMALL AREA PLAN | VIA APPIA TO CITY LIMITS

Kick-off Meeting

October 8, 2014

CONTINUE THE PROCESS



Attend public meetings



Share your ideas on
www.envisionlouisvilleco.com



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For more information visit www.envisionlouisvilleco.com or
contact [Scott Robinson](mailto:scottr@louisvilleco.gov), Project Manager, [303-335-4596](tel:303-335-4596) or scottr@louisvilleco.gov





What is a Small Area Plan?



What is a Small Area Plan?

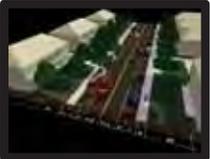
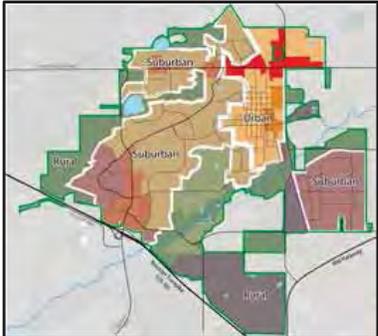
1st Step to Implementing the Comprehensive Plan

COMPREHENSIVE
PLAN

*SMALL AREA &
NEIGHBORHOOD
PLANS*

ZONING
&
DESIGN
GUIDELINES

STREETS,
BUILDINGS,
&
PUBLIC
SPACES

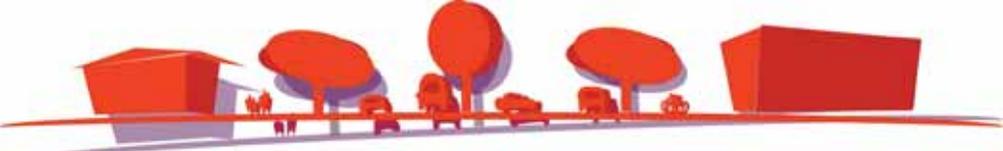


Policy



Place

South Boulder Road



- Illustrates a community-based vision:
The “Framework” – City wide, not parcel specific
- Defines policy for functioning of the vision:
“Vision Statement & Core Values” – City wide, not parcel specific
- Outlines implementation and monitoring of the vision:



Louisville's Vision Statement & Core Values





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 that 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 ensures an open and responsive government that integrates regional cooperation and citizen volunteerism with a broad range of high-quality and cost-effective services.



We Value:

A Sense of Community ...

Our Livable Small Town Feel ...

A Healthy, Vibrant, and Sustainable Economy ...

A Connection to the City's Heritage ...

Sustainable Practices for the Economy, Community, and the Environment ...

Unique Commercial Areas and Distinctive Neighborhoods ...

A Balanced Transportation System ...

Families and Individuals ...

Integrated Open Space and Trail Networks ...

Safe Neighborhoods ...

Ecological Diversity ...

Excellence in Education and Lifelong learning ...

Civic Participation and Volunteerism ...

Open, Efficient and Fiscally Responsible Government ...

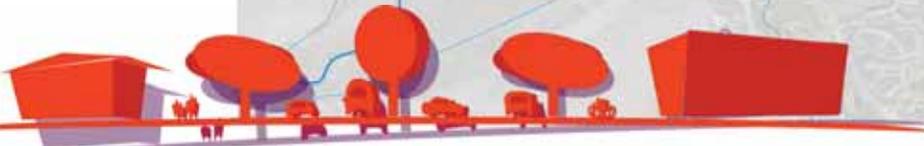
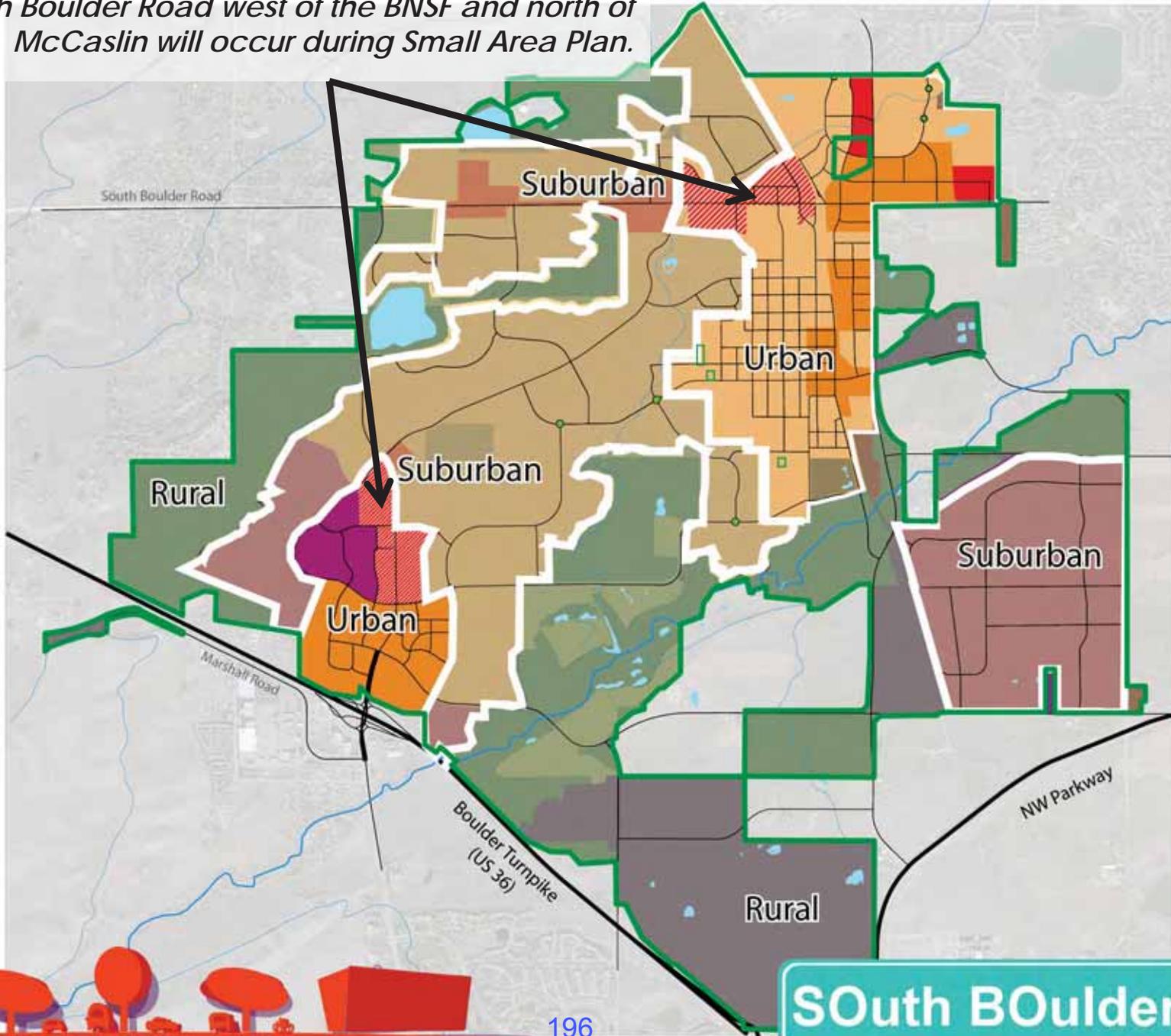


Louisville's

Character Framework



The "Urban" or "Suburban" designation of properties along South Boulder Road west of the BNSF and north of McCaslin will occur during Small Area Plan.



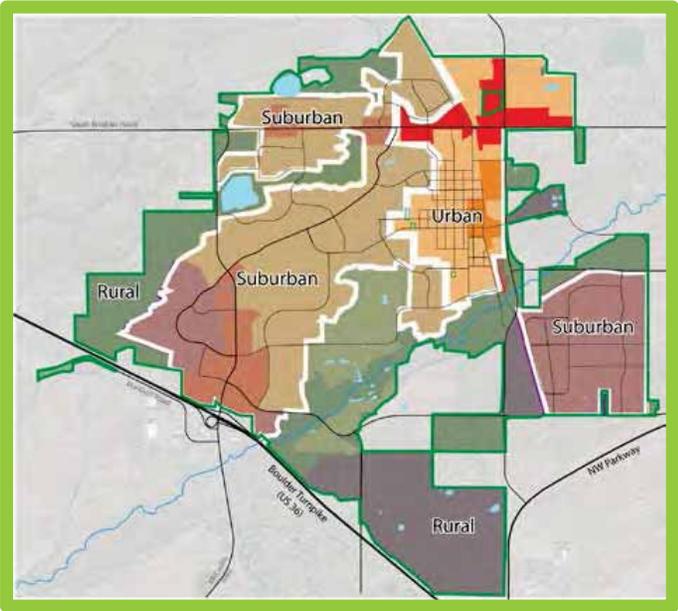


What is a Small Area Plan ... Again?



What is a Small Area Plan?

Comprehensive Plan



Small Area & Neighborhood Plans

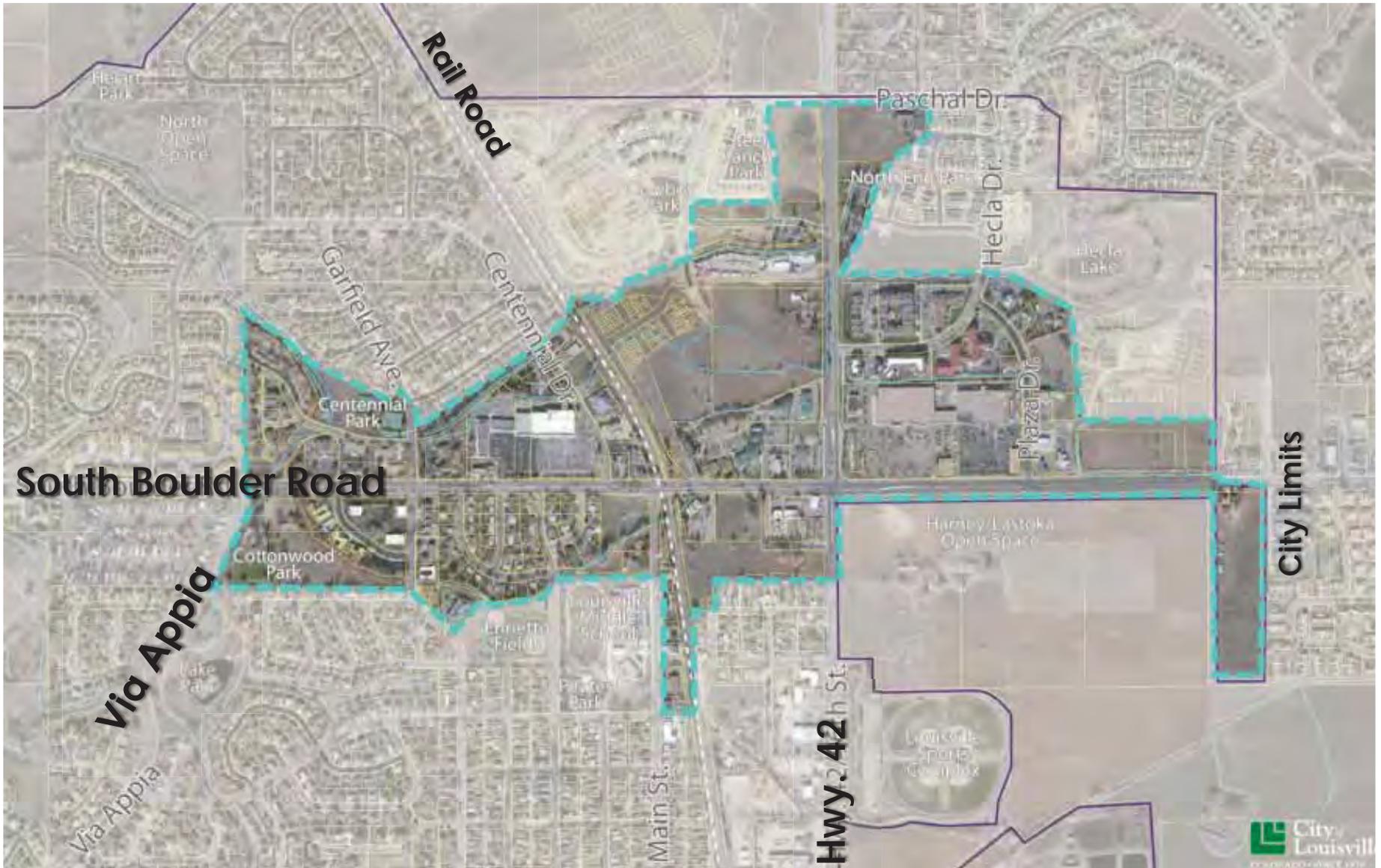


Zoning & Design Guidelines

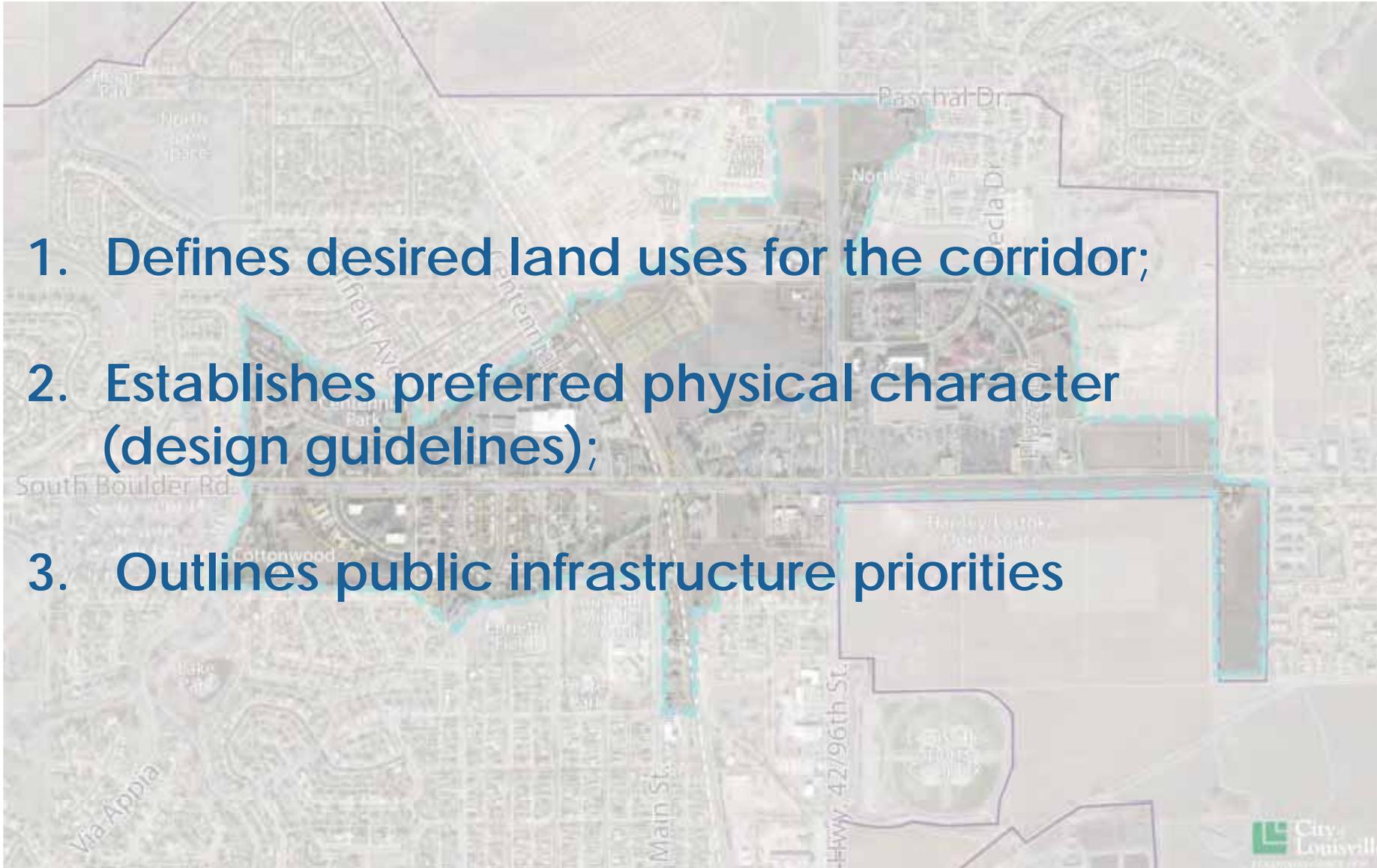


Translate

South Boulder Road



1. Defines desired land uses for the corridor;
2. Establishes preferred physical character (design guidelines);
3. Outlines public infrastructure priorities



Process

- Phase 1 – Desire: Set goals
- Phase 2 – Discovery: Corridor analysis
- Phase 3 – Design: Develop alternatives
- Phase 4 – Discussion: Select preferred alternative
- Phase 5 – Documentation: Codify results



Team

- Cuningham Group
- Kimley-Horn
- ArtHouse Design
- MindMixer
- National Research Center



Goals for Tonight

- Define the community's overall vision for the corridor
- Translate Core Community Values onto the corridor
- Identify likes, dislikes, and desired changes



Agenda

- Welcome and introduction
- Project overview and shedule
- Dot exercise
- Cuningham Group presentation
- Table exercise
- Report results
- Kids design workshop presentation



Tentative Schedule

- October 8 – Kick-off meeting
- November 13 – Planning Commission review
- December 2 – City Council endorsement
- January – Public meeting #2 – develop alternatives
- March – Public meeting #3 – review alternatives
- April/May – Plan adoption



Other Items

- Survey – mailed in November
- Wayfinding – at the January meeting
- McCaslin Blvd plan – Kick-off in January



CONTINUE THE PROCESS



Attend public meetings



Share your ideas on
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For more information visit www.envisionlouisvilleco.com or contact Scott Robinson, Project Manager, 303-335-4596 or scottr@louisvilleco.gov.



AGENDA

6:30 to 6:40 (10 minutes)

Introductions

→ 6:40 to 6:55 (15 minutes)

Activity #1: Dotmocracy

6:55 to 7:10 (15 minutes)

Presentation: Community Building

7:10 to 7:30 (20 minutes)

Activity #2: Table Discussions

7:30 to 7:50 (20 minutes)

Report out from tables

7:50 to 8:00 (10 minutes)

Kids workshop presentation

Dotmocracy



SOUTH BOULDER RD AREA - DOT EXERCISE

1. Put dots on map - ONE COLOR PER MAP!
2. Write a number on each dot.
3. Write what each dot represents in the space below.

USE THIS AREA
FOR NOTES

- Study Area Boundary
- - - Louisville City Limits
- Parcel boundaries
- Aerial image from 2010

- Red=Weaknesses....places that are not so great
- Green=Strengths...places that are great
- Blue=Priorities...places that should change soon!

AGENDA

6:30 to 6:40 (10 minutes)

Introductions

6:40 to 6:55 (15 minutes)

Activity #1: Dotmocracy

→ 6:55 to 7:10 (15 minutes)

Presentation: Community Building

7:10 to 7:30 (20 minutes)

Activity #2: Table Discussions

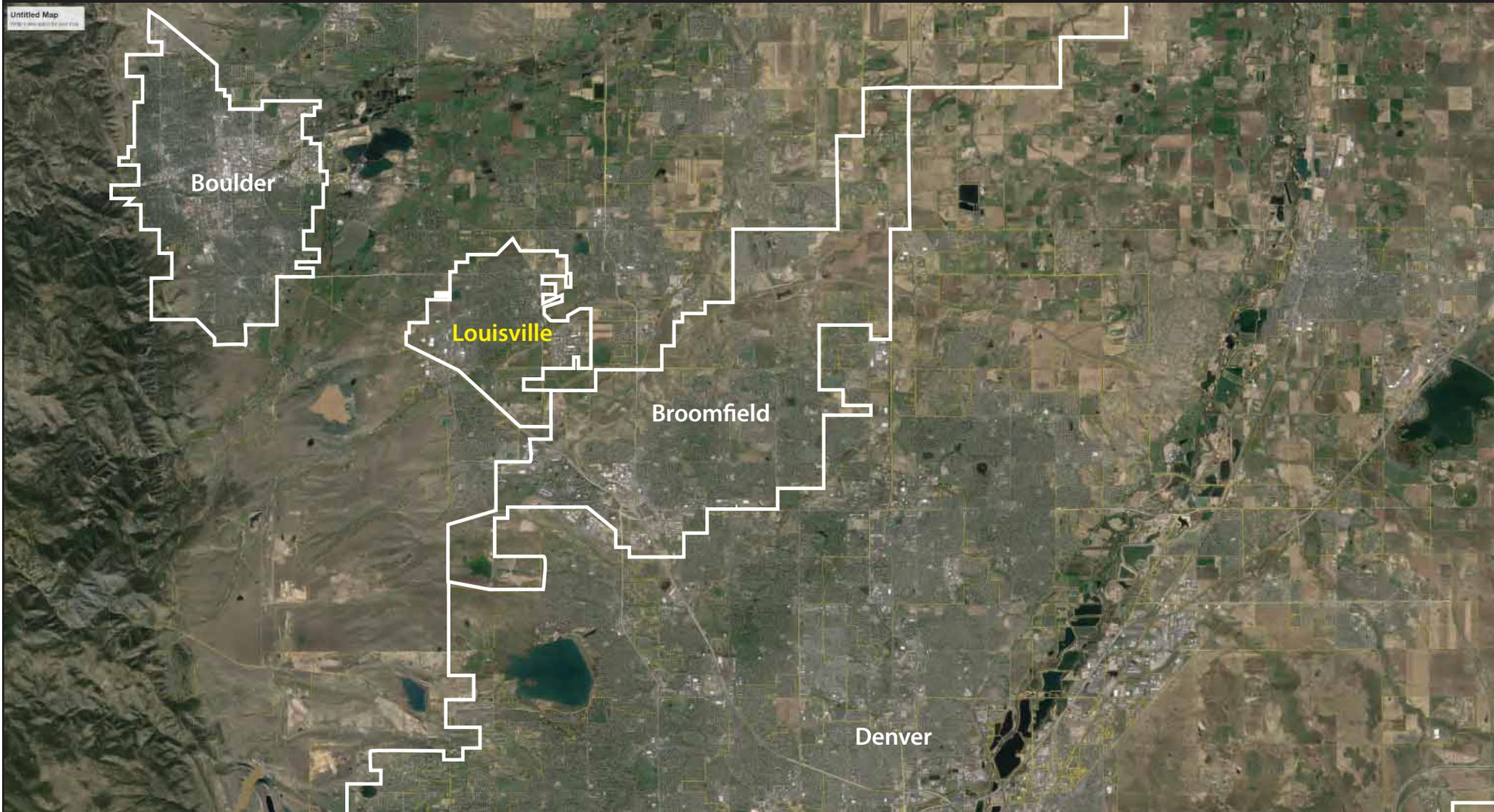
7:30 to 7:50 (20 minutes)

Report out from tables

7:50 to 8:00 (10 minutes)

Kids workshop presentation

Louisville in the Region



between Boulder and Broomfield; but not like either

“From the beginning, Louisville was different..”

- Proud of small town character
- Connected to its past and aware of future challenges
- Award-winning community
- High rate of citizen satisfaction
- Dedicated to high quality of life
- Beginning to focus inwardly -> reinvestment



Community Building

*all environments are intentional
all environments are designed
nothing is truly “natural” anymore
we live in a built environment*



Community Building:

what are the ways inhabitants of towns and cities interact with each other and with the built environment?



Some elements of the built environment



Streets

Buildings

Open Spaces

Some elements of the built environment



Streets

Buildings

Open Spaces

Elements of the built environment can be assembled in a number of ways



Community Building:

what are the ways inhabitants of towns and cities interact with each other and with the built environment?

Small Towns



Quiet with areas of buzz

Predictable with occasional surprises

Familiarity and recognition

A Place to Stay

Casual

Big Cities



Lively with areas of serenity

Constantly changing with a few holdouts

Anonymity and cosmopolitan

A Place to Try Out

Urbane

New York

what are the ways inhabitants of towns and cities interact with each other and with the built environment?



Squares



Central Park



Minneapolis

what are the ways inhabitants of towns and cities interact with each other and with the built environment?



City of Lakes



Inhospitable Downtown Streets



Winter Neighbors



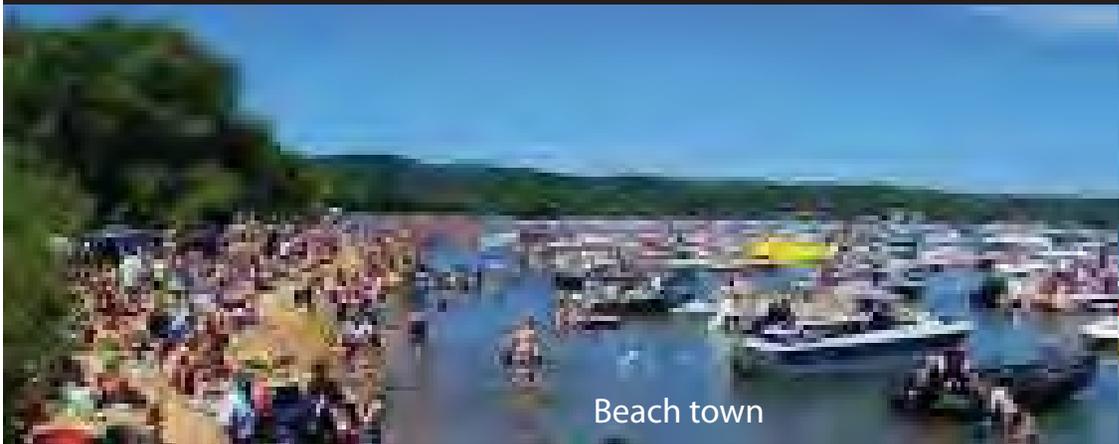
Summer Neighbors



Rooftop escapes

Traverse City, Michigan

what are the ways inhabitants of towns and cities interact with each other and with the built environment?



Beach town



Fishing town



lively main street



deep casual porches



Winter celebrations

Louisville Urbanism

*what are the ways **you** aspire to interact with each other and the built environment of **Louisville**?*

?

?

?

?

?

AGENDA

6:30 to 6:40 (10 minutes)

Introductions

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Activity #1: Dotmocracy

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Activity #2: Table Discussions

7:30 to 7:50 (20 minutes)

Report out from tables

7:50 to 8:00 (10 minutes)

Kids workshop presentation

Small Group Discussions: 20 minutes, 10 minutes each

How do you use South Boulder Road and its surrounding properties and amenities and how would you like to use it in the future?

What do you think the core community values identified in the Comprehensive Plan mean along the corridor and as the corridor evolves how do you think these values should be incorporated into it?

Select/appoint a person to take notes

CONTINUE THE PROCESS



Attend public meetings



Share your ideas on
www.envisionlouisvilleco.com



Follow the
Planning Dept
@Plan4LoCo

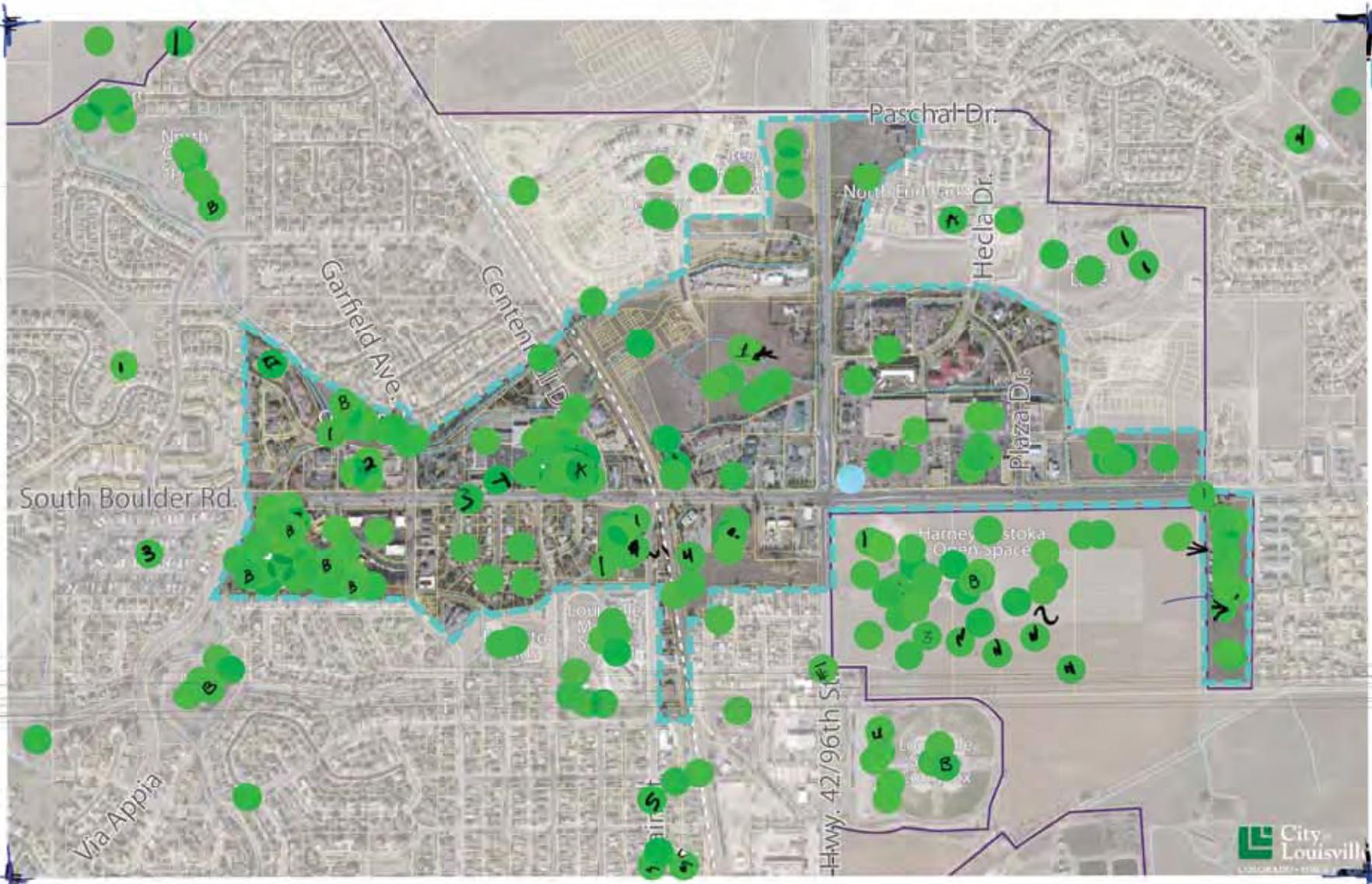


For more information visit www.envisionlouisvilleco.com or contact Scott Robinson, Project Manager, 303-335-4596 or scottr@louisvilleco.gov.



Thank you!

South Boulder Road
Small Area Plan



 Study Area
 City Limits
1" = 300'
 N

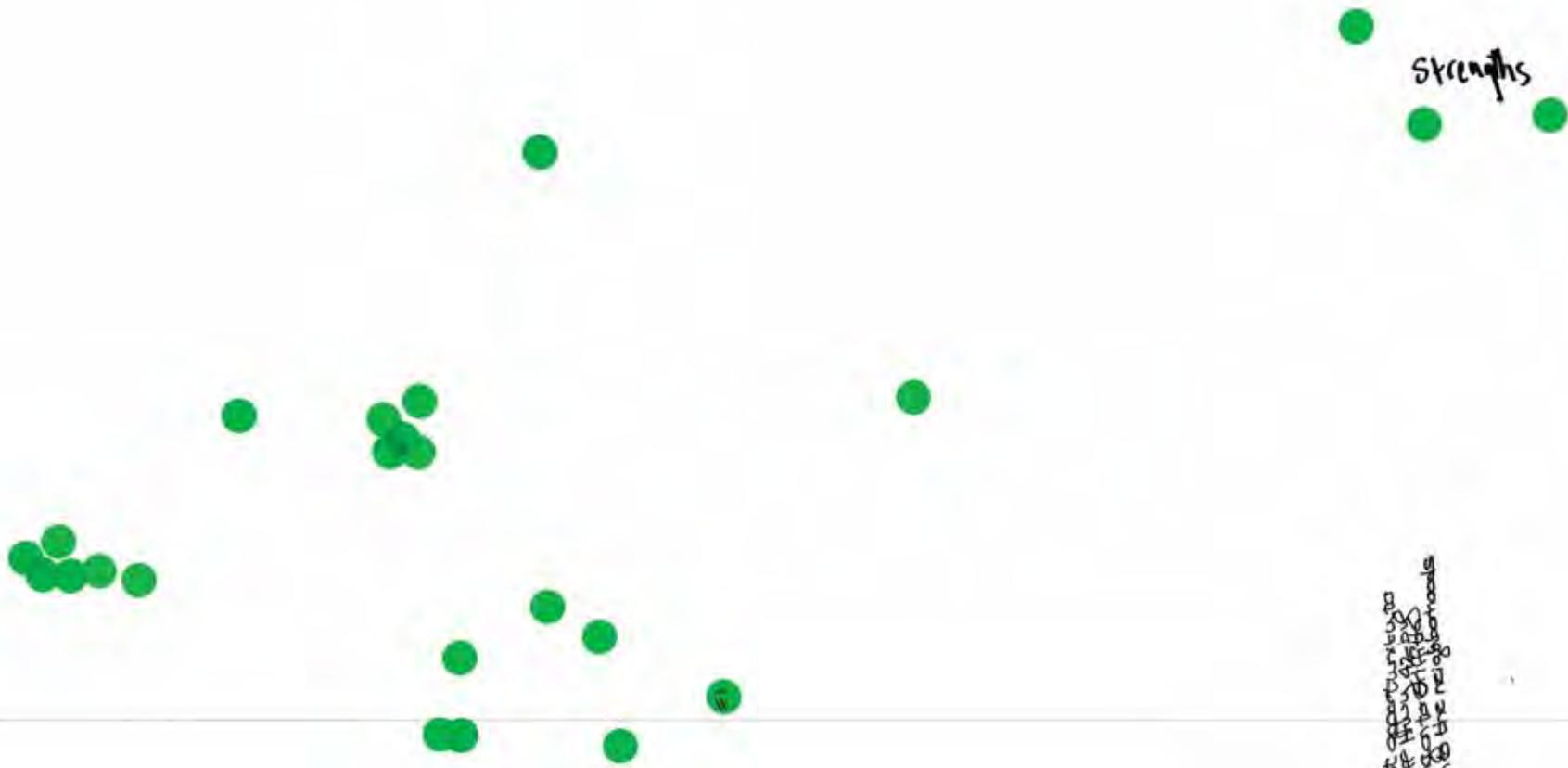


Strengths

- ●
- 1. Al fuel Gas corner - a biging
- 2. medical park
- 3 King Soppus
- 4 Sports complex
- 5 Downtown
(want to see more @ downtown type elsewhere)

6

4



Strengths

1. Greatest opportunity to
Get off this way for the
turning to the right
and into the megalomaniacs



Strengths



1 = perks

2 = City purchase
church +
dedicate as
park!



3 parks

3 alfalfas

1 home
sweet
home



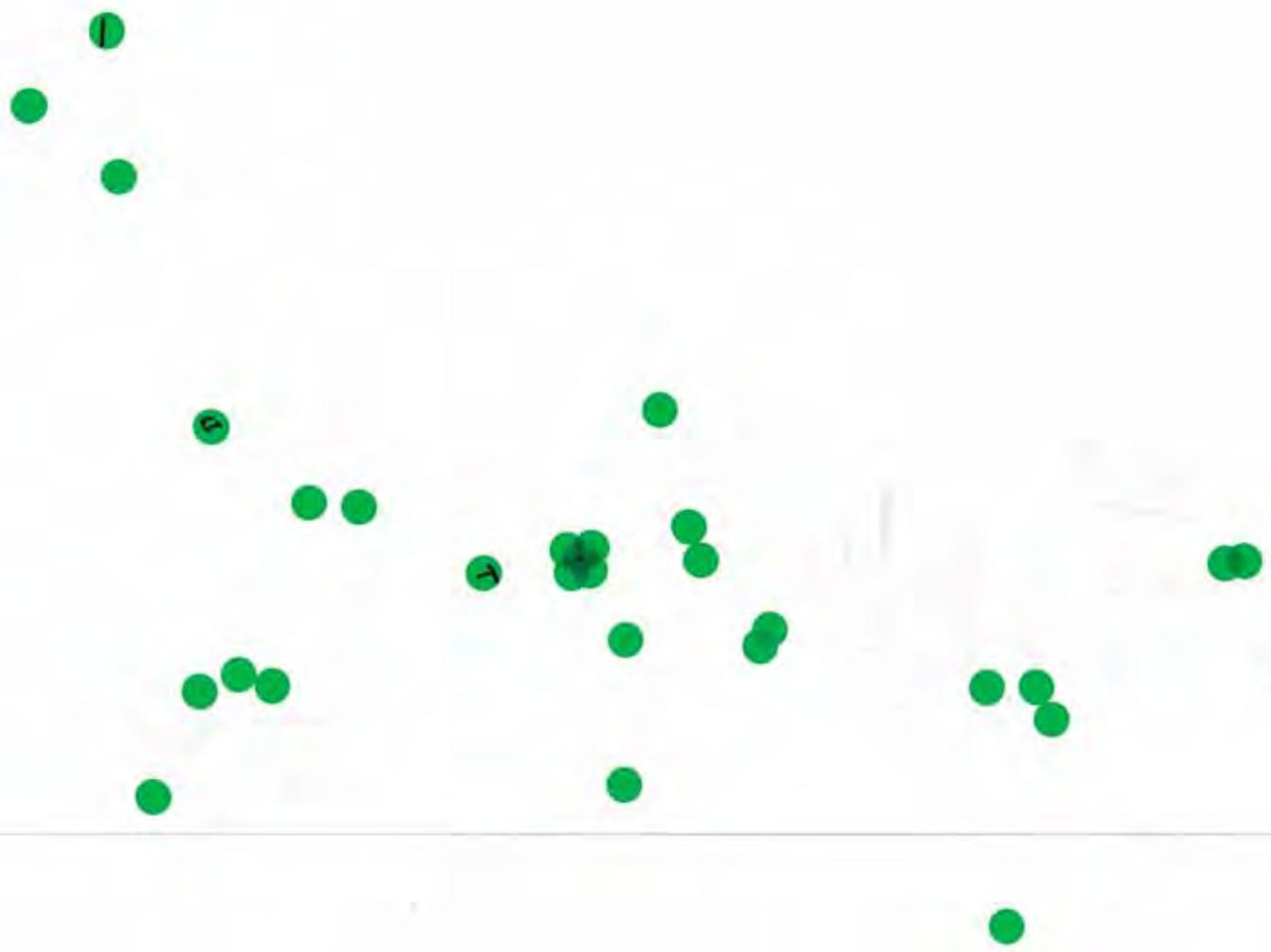
5 OPEN Space
yay

2 Strengths



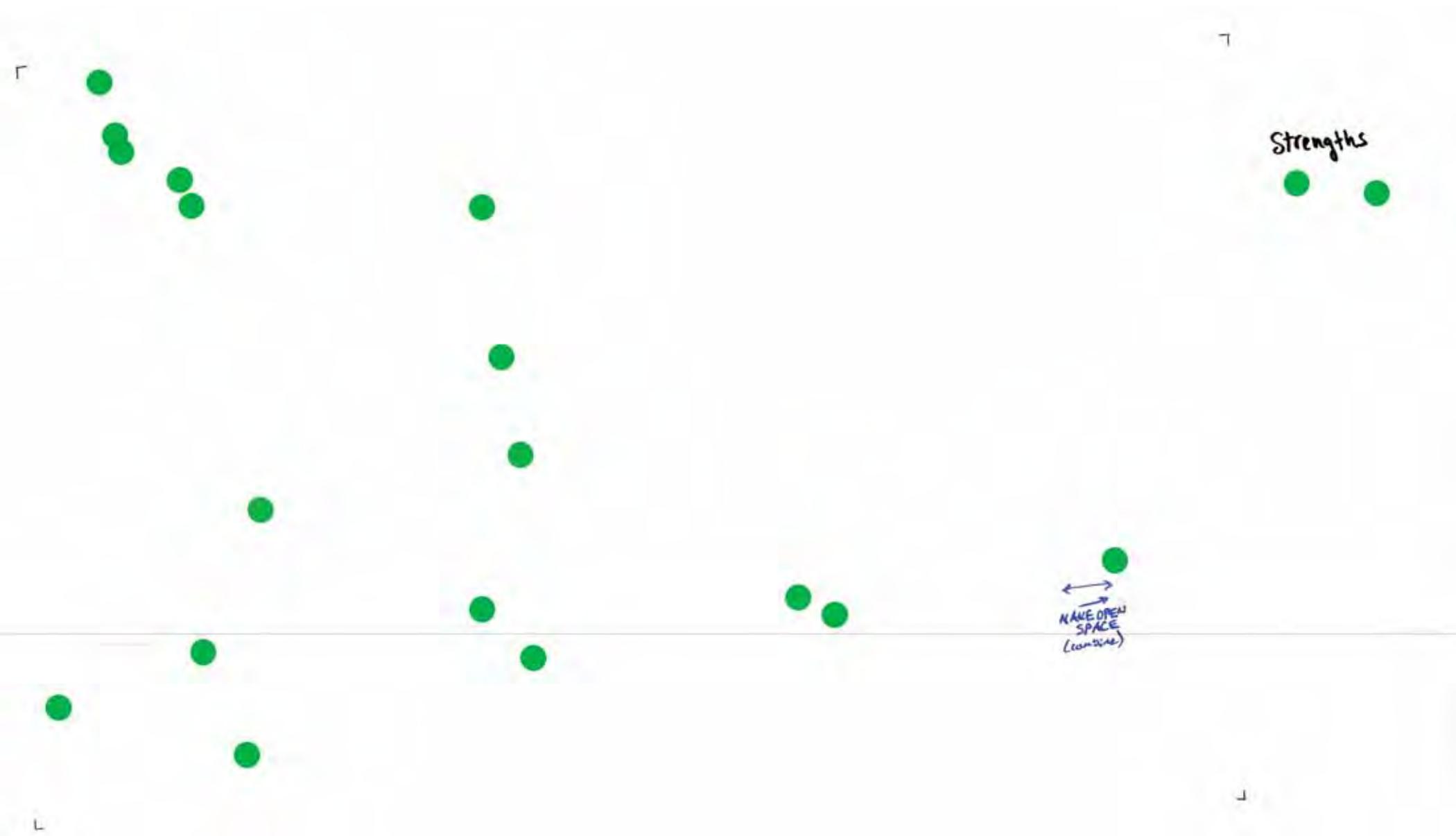
1 downtown

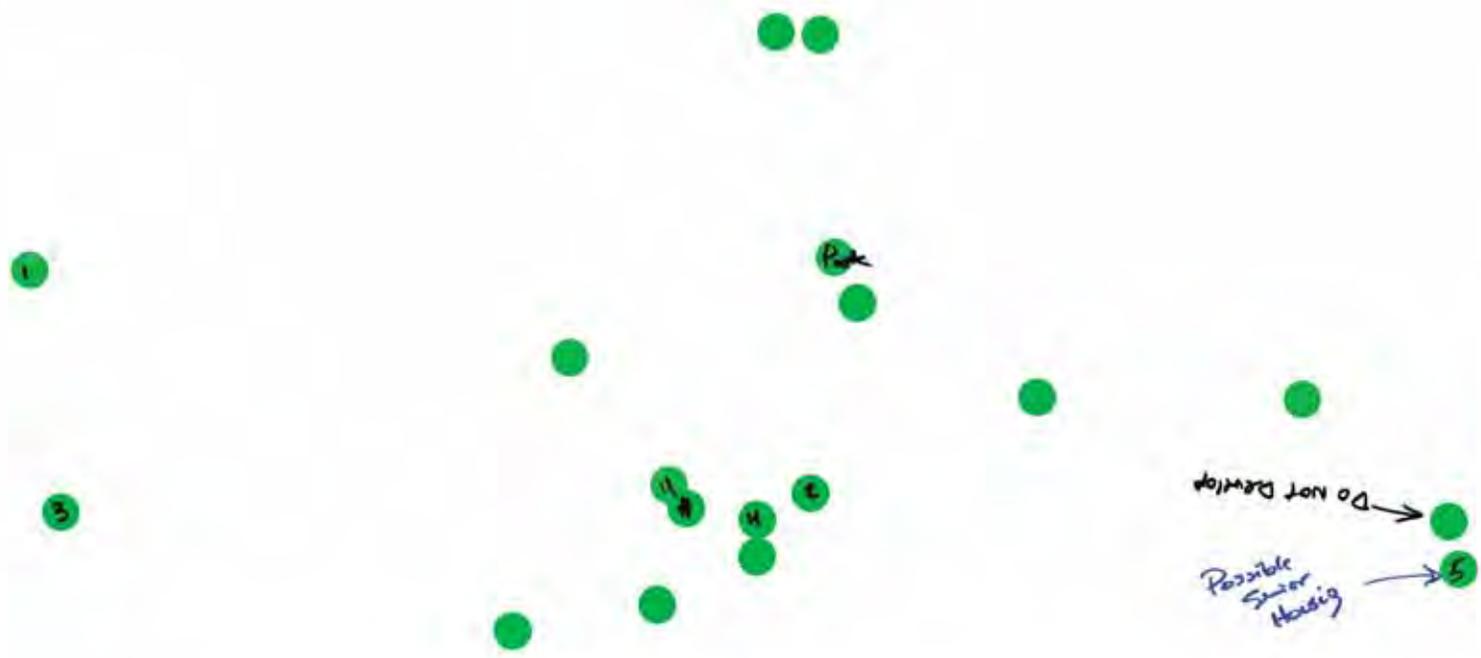
T-trees



Strengths
● ●
/ BIKE PATH
COMMUTER!
LOTS OF BIKES
NEED BIKE PATH
TO E. COUNTY TRAIL
ON NORTH

T-trees
LI-Low Income Apts





Strengths

- 1. Extend bike path
- 2. Coal Creek Station will BE GREAT
- 3. Mobile Homes ARE VALUABLE TO COMMUNITY
- 4. * Gateway opportunity
- 5. Alternative Housing opportunity

Do not Develop →

Possible Senior Housing →

7

● Strengths

- 1. Air Village
- 2. Community gardens
- 3. Open Space
- 4. Increased housing options



7

1st part

grad to all year

Strengths

Bike-rafts great!

Combine with open space

r

+

Strengths



+

+

Strengths

A - Architectural form
B - Parks + open space

A

A

B

A

B

B

B

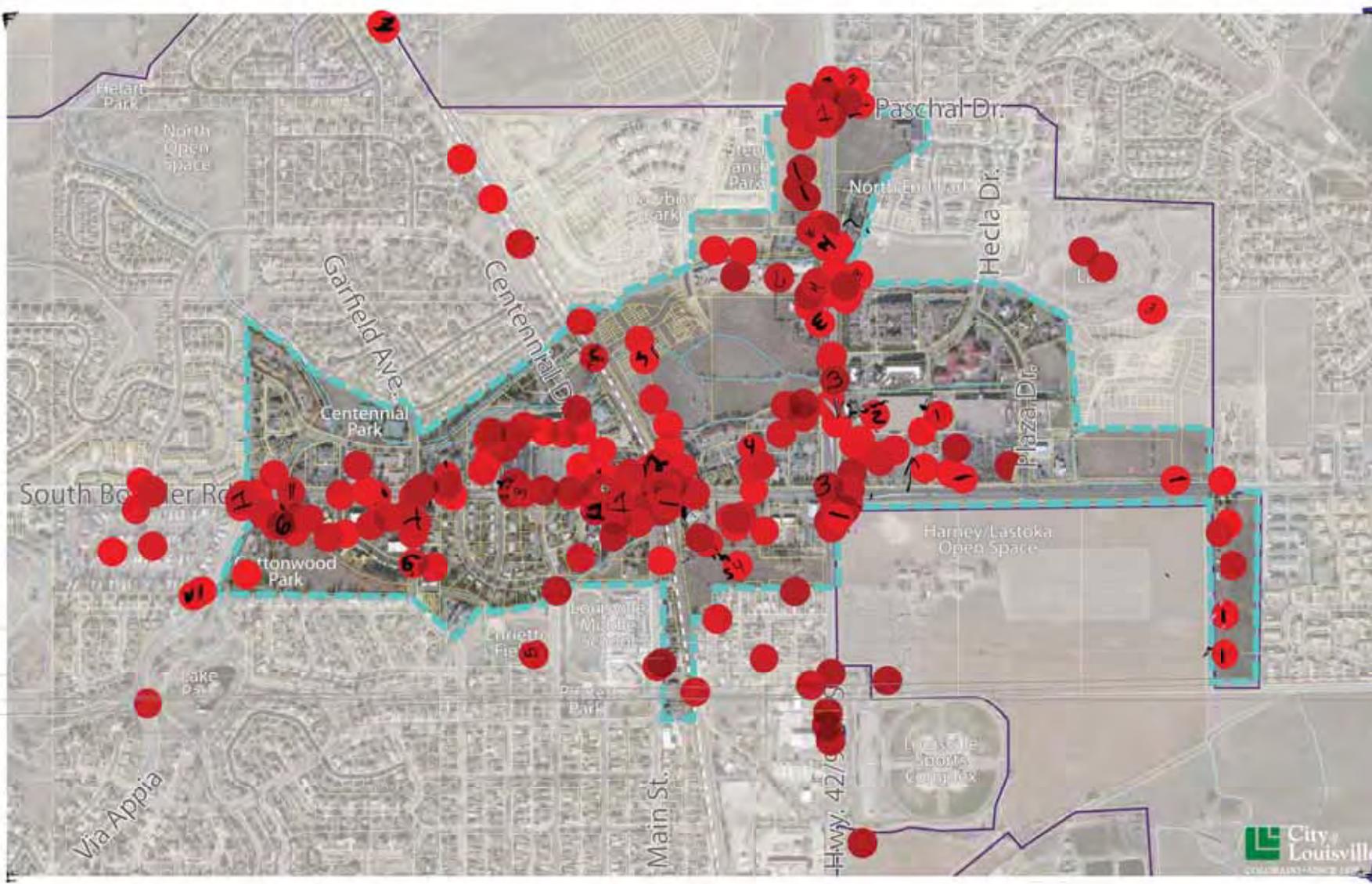
B

B

B

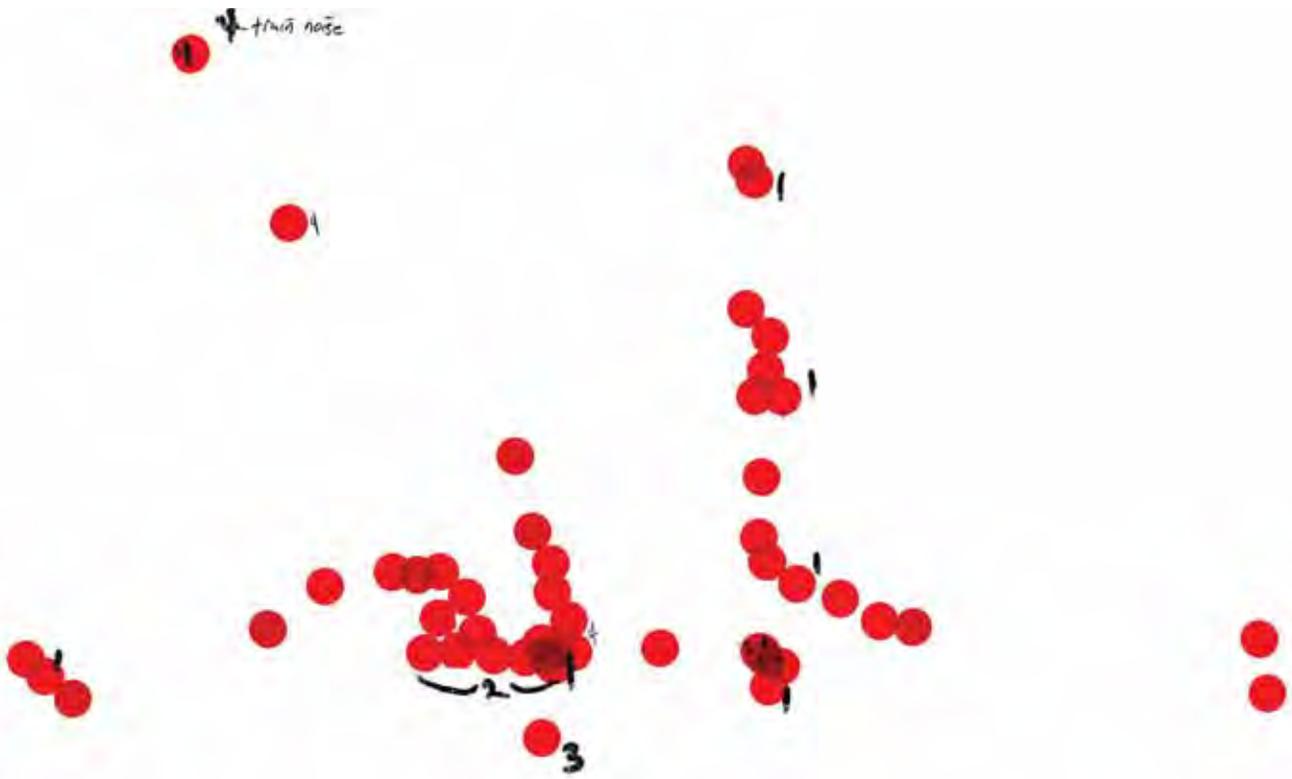
B

**South Boulder Road
Small Area Plan**



 Study Area
 City Limits
1" = 300'
 N





7

- Weaknorses
- 1- Ped crossing or underpass
- 2- Traffic
- 3- Bike Lane
- 4- Train noise

L

L

Weaknesses
 #1 Need traffic signal
 #2 Need needed side walk + cross-walk

3. Fix R.R. crossing

4. Left turn arrows
 Needed for each direction

1. Dangerous for crosswalk

5. Visibility across median is poor
 6. Parked cars make for poor vis. when turning from Fall Cottonwood to Grand



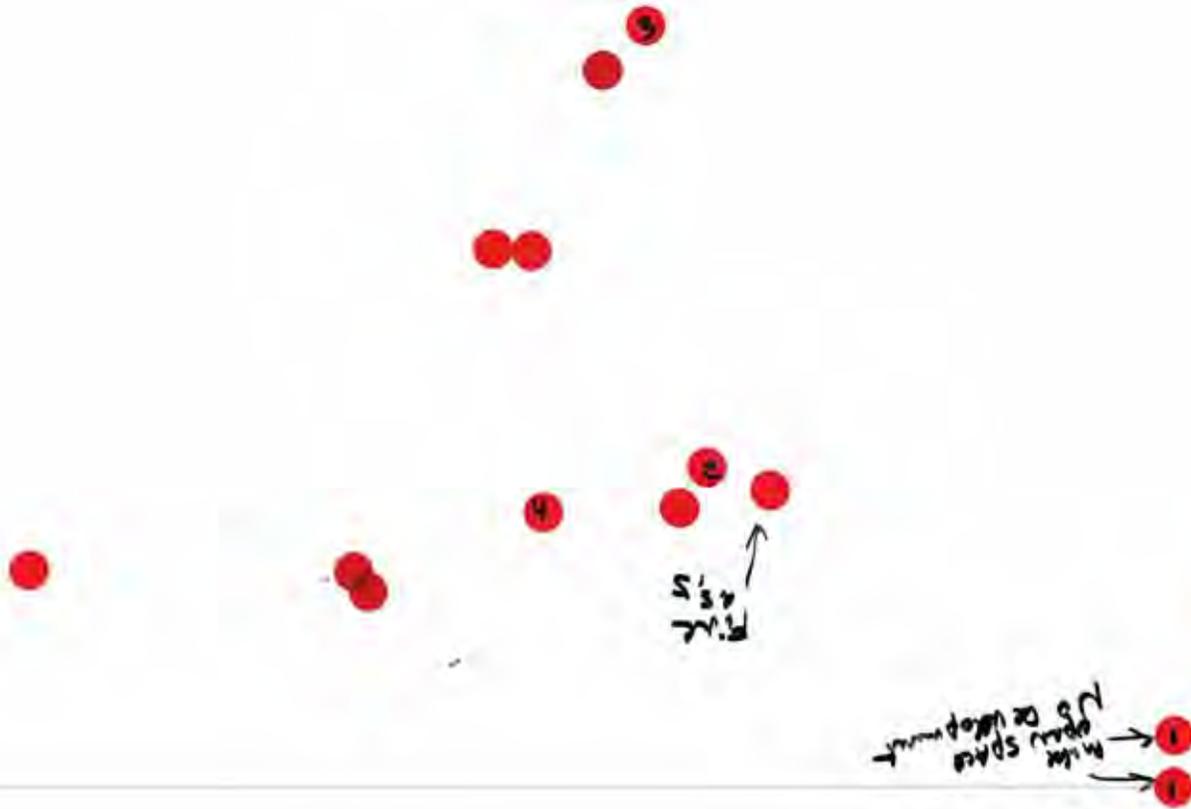
Weaknesses



1. Run down/automated stopping decac
2. needs traffic light
3. underpass to connect North End to station
4. run down neighborhood

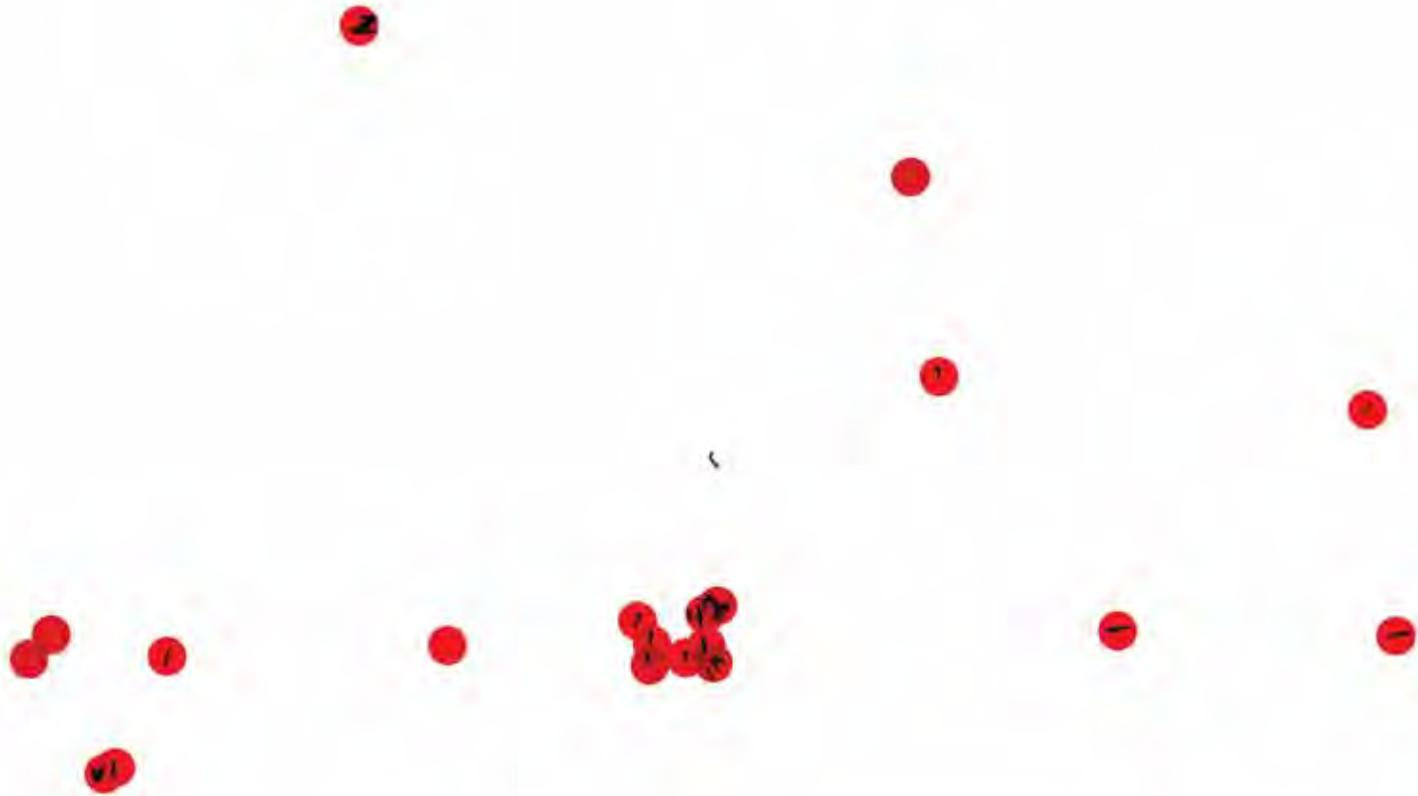
Weaknesses

- 1. TRAPPIC
- 2. TURN CORNER into gardens (pub. g)
- 3. UGLY

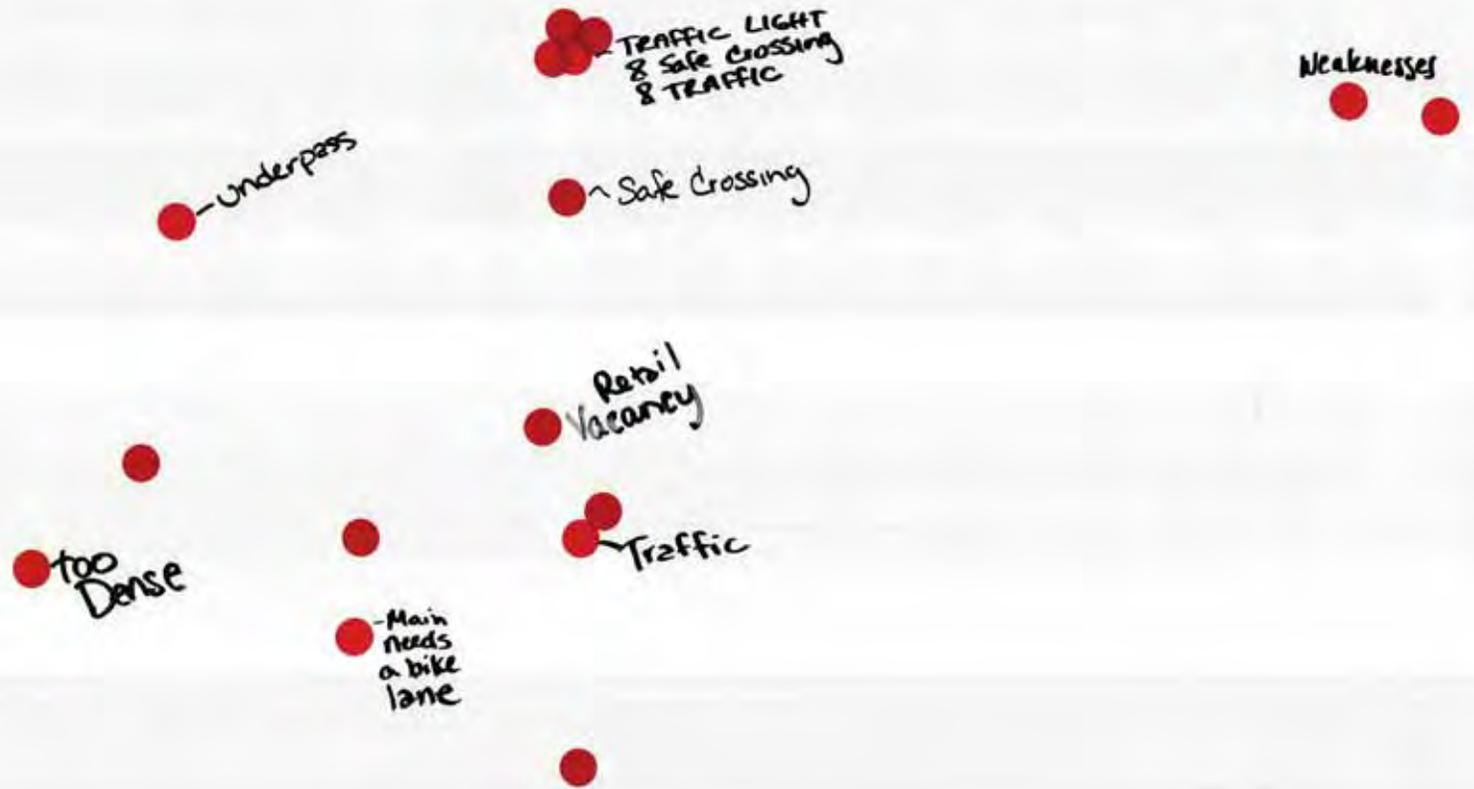


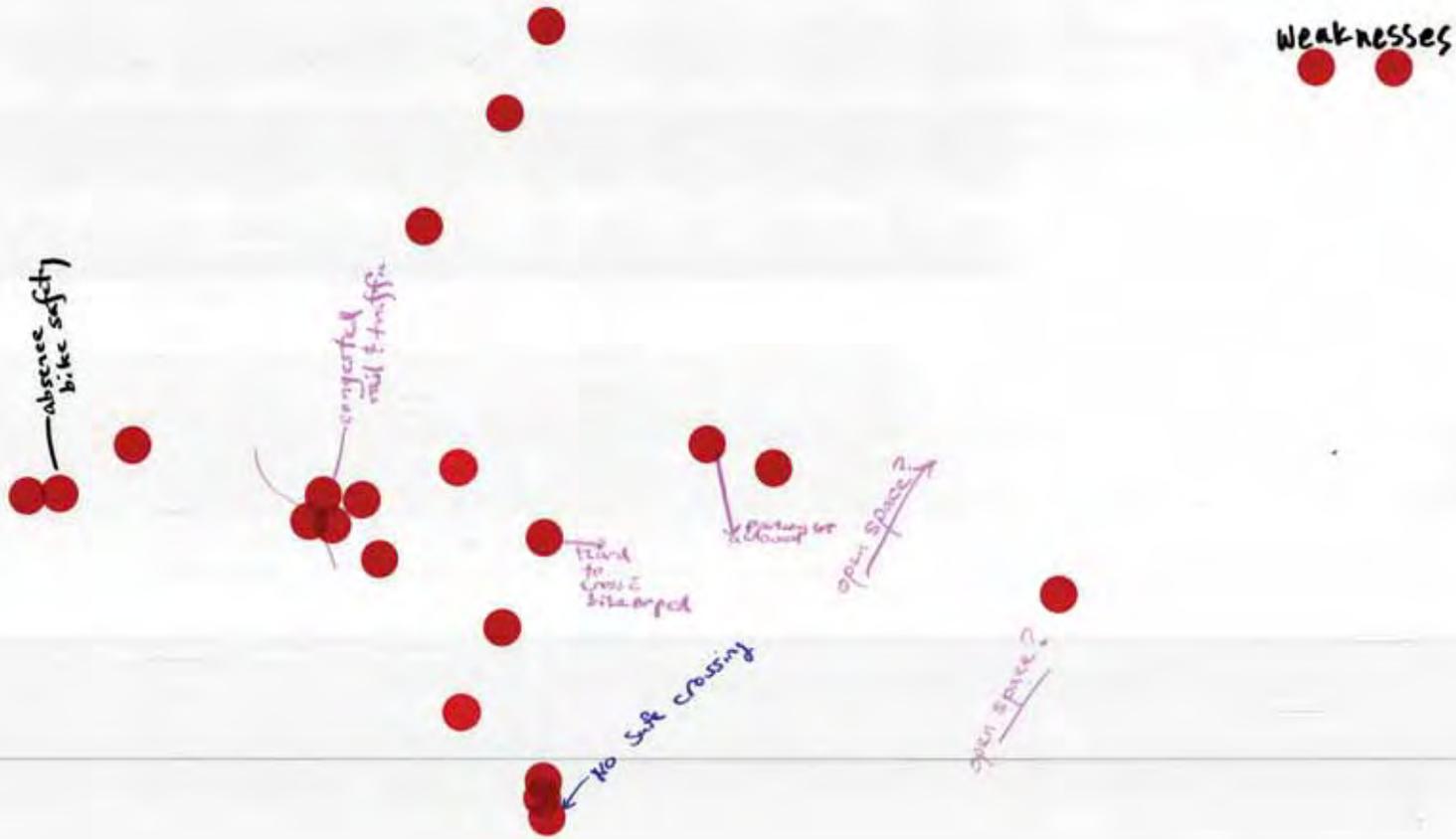
Weaknesses

- 1. city gateway
 - keep space between cities
 - discourages to Louisville (poor planning)
 - open space
 - join & make into open space
- diff. elements, affordable housing & senior housing
- 2- WASTED A LOT OF SPACE
- 3 - LIST 2 PASCA
- 4. CHRISTOPHER D. ...



Weaknesses
● ●
1A - Pedestrian-Crosswalk
1 = Traffic
2 = Train Horn
3 Noiseline
quiet area disturbance



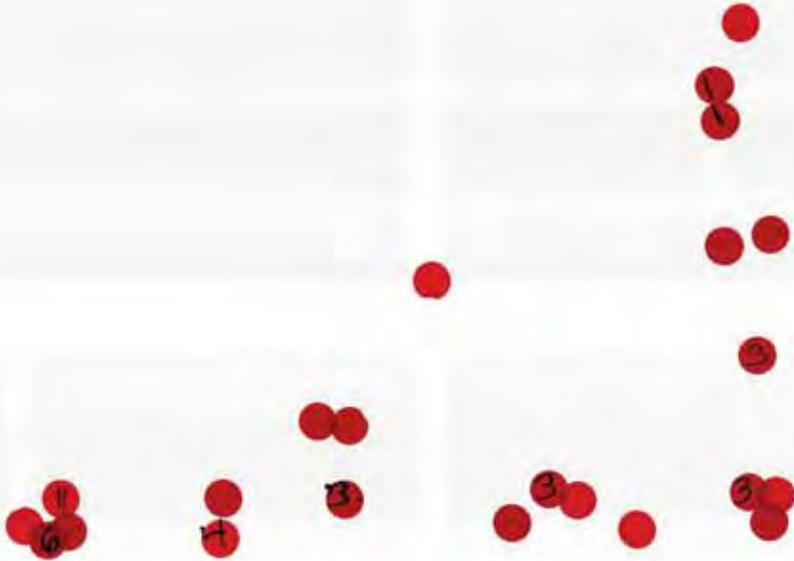


+

Weaknesses



+



Weaknesses



3 - ^{SAFE} Bike /
 Ped Access
 Routes 24
 211 along S Blvd /
 47
 4. dumpsters on
 sidewalks

Weaknesses

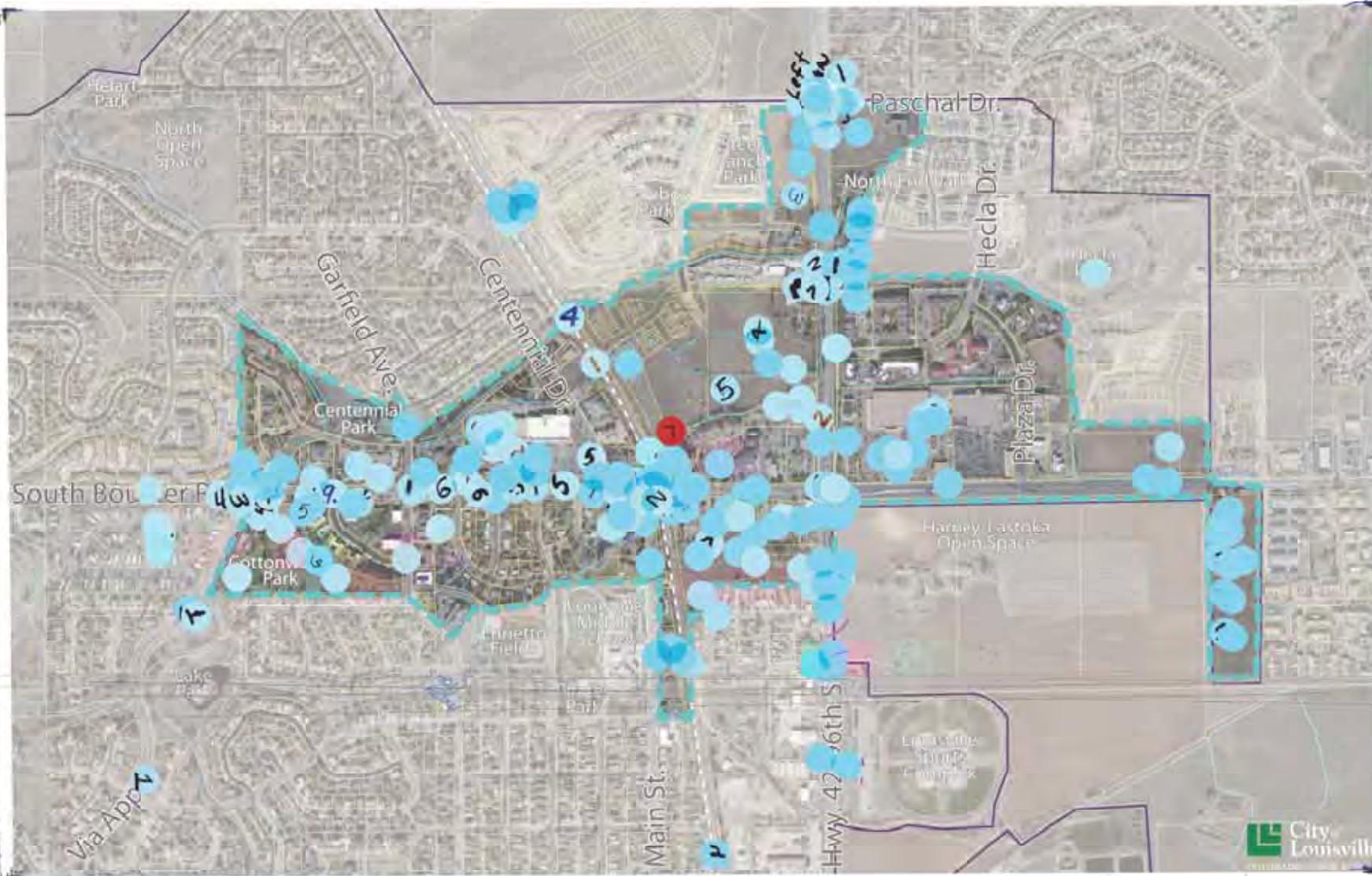
1. TRAFFIC SIGNAL @ DENTON/MLC NOT 4 G-BE BEATS
2. Tunnel under IER Tracks to steel bench.
3. Tunnel under RR on S Blvd Rd
- 3 sidewalks on S Blvd Rd NOT SAFE FOR Pedestrians especially school kids
4. Mid-st. pass - to open up path - eye INTER. pass?
- 5 - Excessive hand held devices
6. access for transit not designed for the correct vehicle
7. Riv lot is an eyesore - unattractive

Weaknesses
1 = traffic



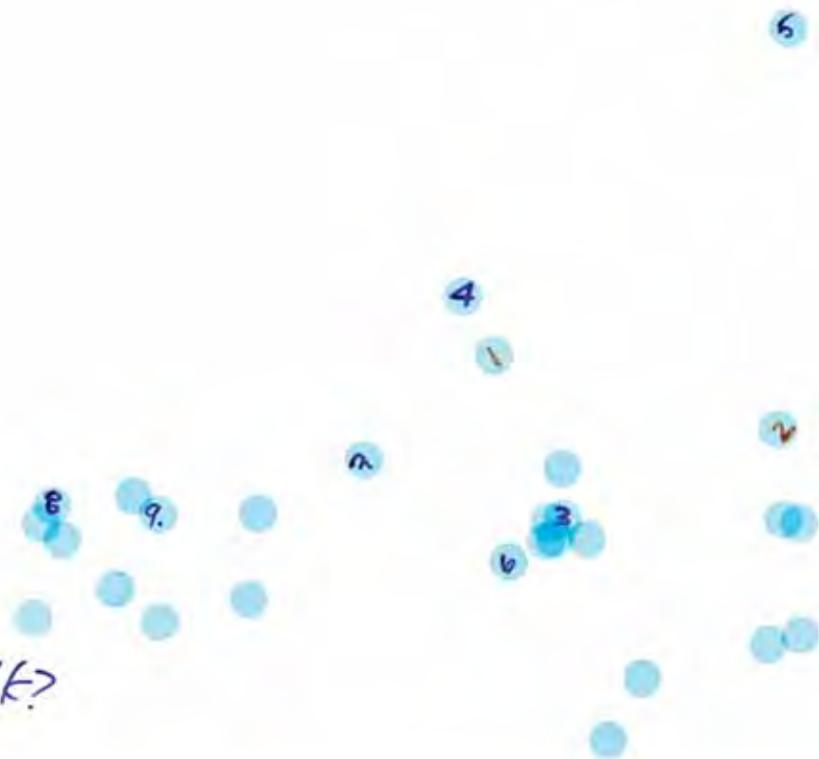
South Boulder Road

Small Area Plan



Study Area
City Limits
1" = 300'





9. Ped crosswalk?

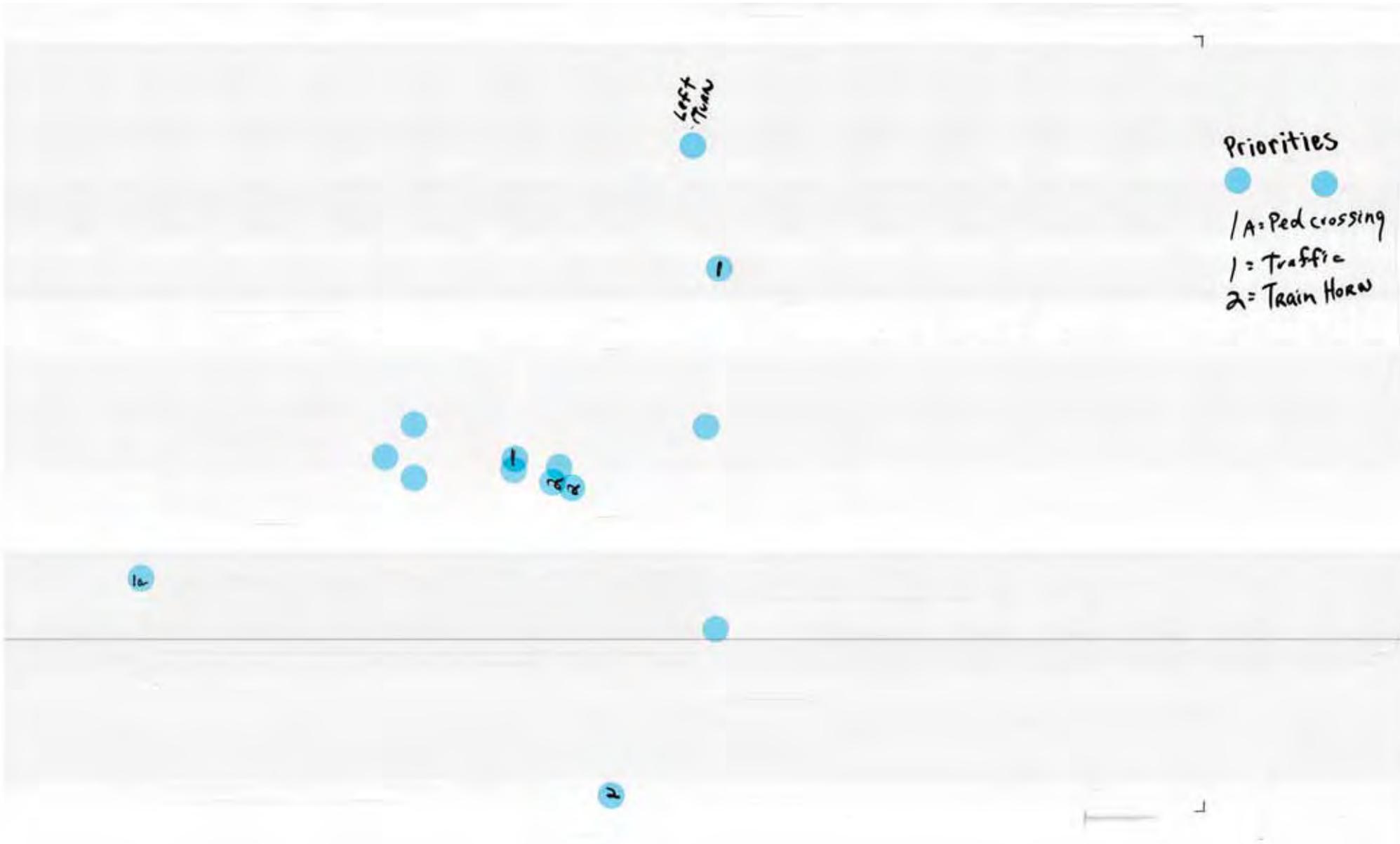
Priorities

- #1 Crossing to Alfalfa from residential
- #2 Sidewalk to King Scoopers
- #3 PED CROSSING IMPROVEMENTS INTERSECTION REALIGNMENT
- #4 PED UNDERPASS AT RR TRACKS
- #5 LIGHT/UNDERPASS
- #6 DEVELOPED AREA
- #7 DEVELOPED AREA
- #8 TRAIL REALIGNMENT CROSSING IMPROVEMENT



Opportunities
(Priorities)

1. Traffic Light
2. underpass
3. Shopping areas
4. Stop light NO RT on Red
5. Blind polling out either way
6. Mgmt clean up train park
7. Old TRAIN dilapidated





Priorities

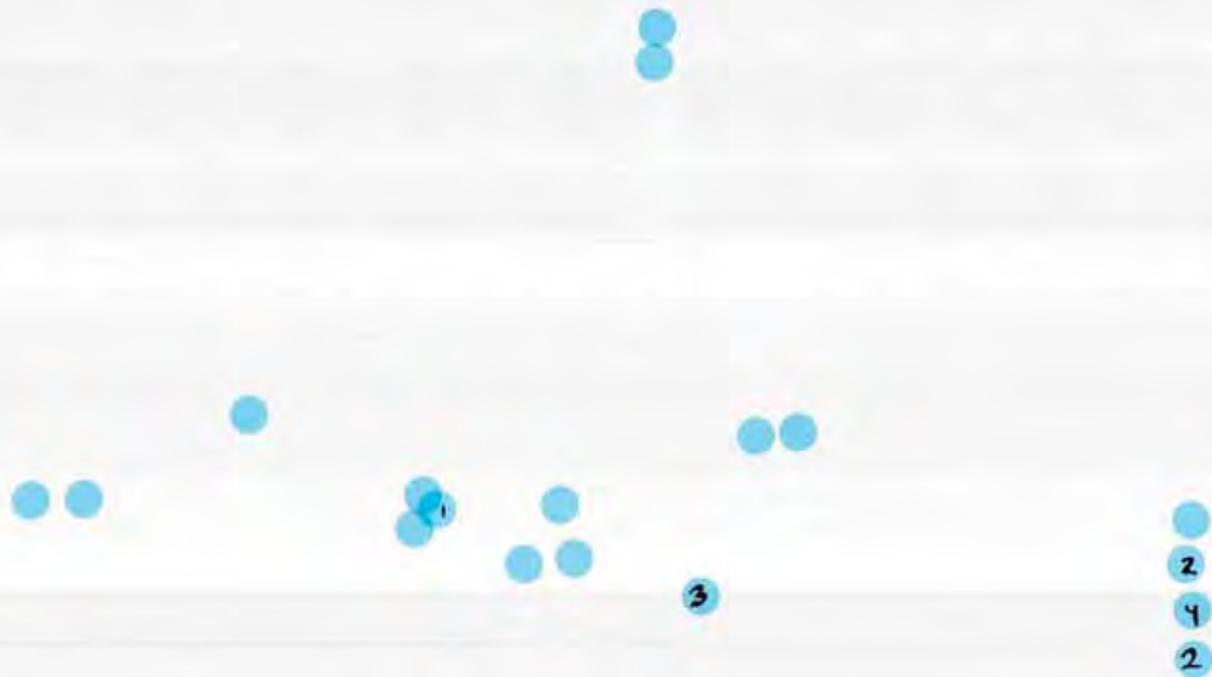
- 1 = Traffic (less)
 fix/lessen
- 2 = path/journeys
 not more costs - not longer roads
- 3 Need Pedestrian Under pass
- 4

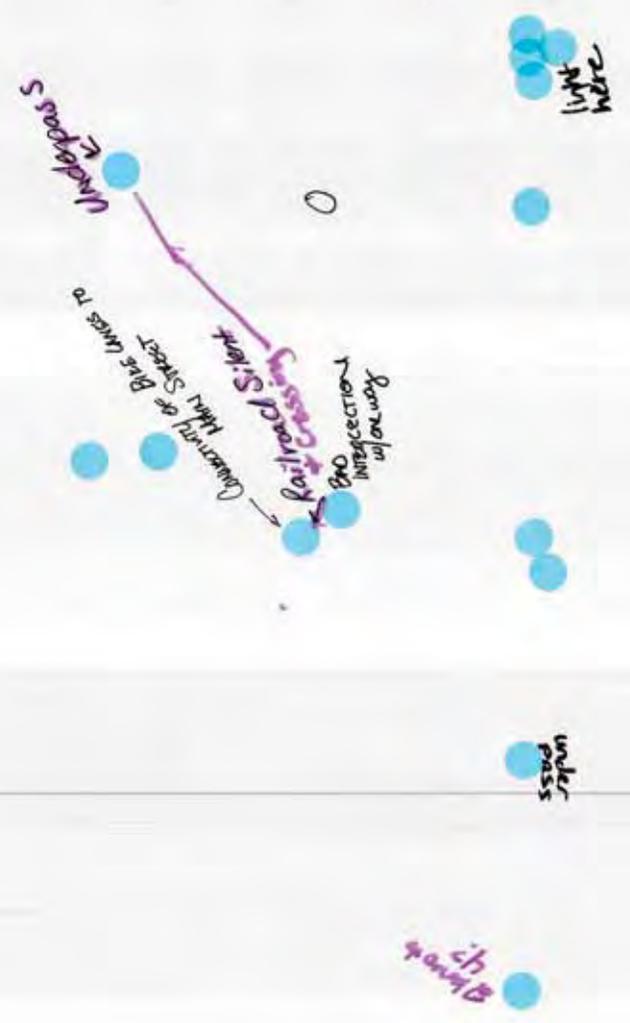
6) terrible, narrow sidewalks dangerous for small kids on busy street

Priorities



- 1) WRAK ENTRANCE TO DOWNTOWN
- 2 Open space
- 3 Safe crossing for bikes/peds
- 4. Possible Atlanta Housing (sewer)





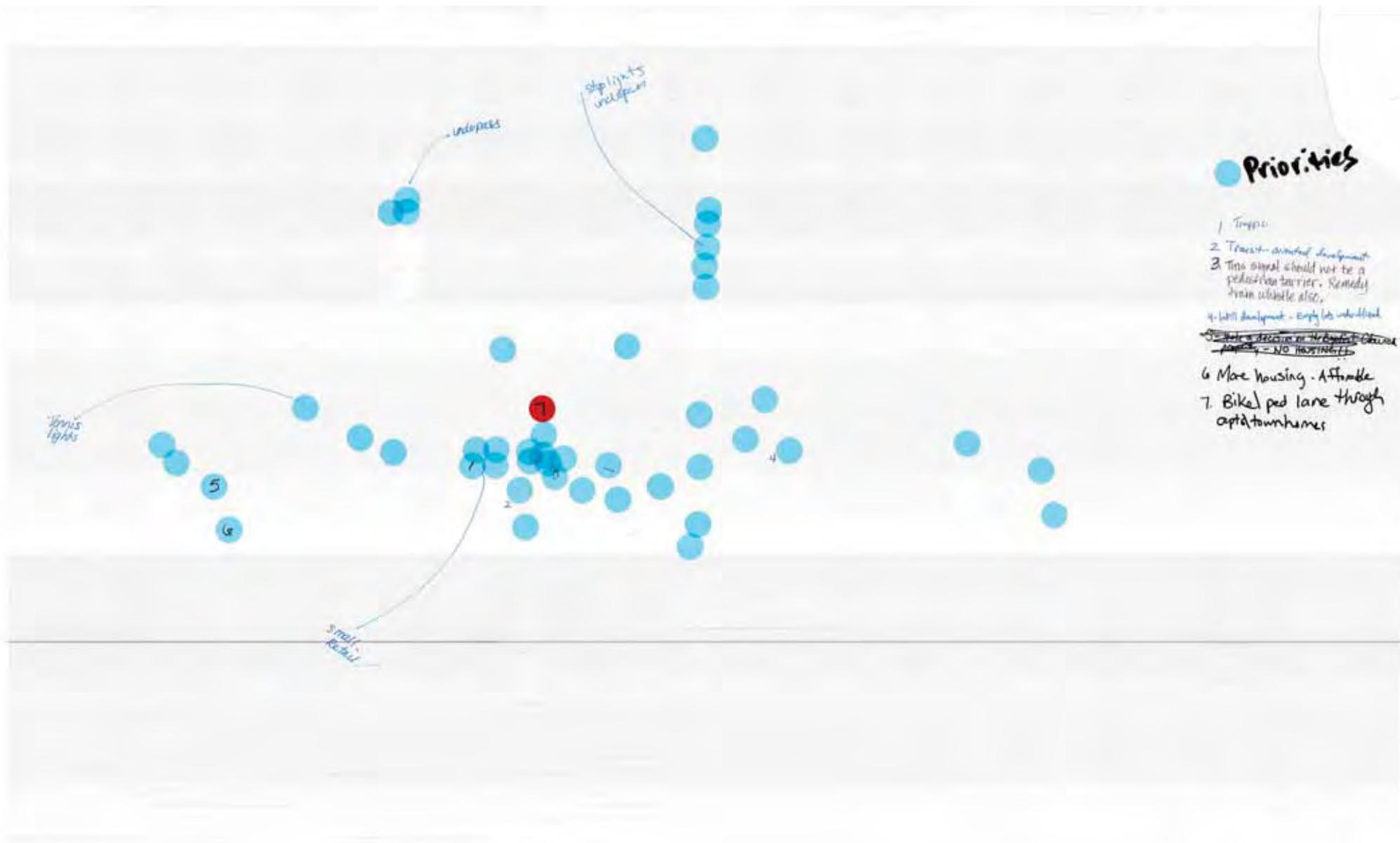
Priorities

Should be open space



Priorities

- 1 train crossing
- 2 Use for parking
- 3 Traffic light
- 4 HOV/MAMA UNITS?
- 5 sidewalks on S Blvd Rd
Not safe for Peds especially school kids
- 6 walkability
- 7 capture bike trail access across rd



● Priorities

1. Traffic
2. Transit-oriented development
3. This signal should not be a pedestrian barrier. Remedy train whistle also.
4. Urban development - Empty lots - individual
- ~~5. Better a decision on the amount of housing - NO HOUSING~~
6. More housing - Affordable
7. Bike/ped lane through apt/townhomes

1. Traffic flow / Intersection

3. Add in on/off ramps, School, Ranch, Community



7

Priorities

- 1. Traffic
- 2. need to defund ~~to the~~ money to the mall

4

7

priorities



7

priorities

improvement
concrete
address
up area

quiet zone
min interaction

pedestrian
toilets
access

Safe Crossing

Safe Crossing

priorities

- ① Paving
- 2= Traffic
- 3= Ped/Bike crossing



1-nuolozes

↑



South Boulder Road Small Area Plan Kick-off Meeting Comments 10/8/14

Dot exercise map comments – what do you like, dislike, and want to see changed on the corridor?

Red dot maps - dislikes

- Underpasses at South Boulder Road and Via Appia, Bullhead Gulch, Hwy 42 and Hecla Drive
- Traffic at South Boulder Road and Via Appia, South Boulder Road and Centennial, South Boulder Road and Main Street, South Boulder Road and Hwy 42, Hwy 42 and Summit View, Hwy 42 and Paschal
- Underpass or pedestrian crossings at South Boulder Road and Via Appia, South Boulder Road and the railroad tracks, South Boulder Road and Hwy 42, Hwy 42 and Louisville Plaza entrance, Hwy 42 and North End trail, Hwy 42 and Paschal
- Traffic on South Boulder Road between Centennial and Main
- Bike lane on Main Street
- Train noise at Baseline, Steel Ranch, South Boulder Road
- Crosswalk at South Boulder Road and Via Appia is dangerous for pedestrians
- Need traffic signal at Hwy 42 and Paschal
- Need sidewalk and crosswalk at Hwy 42 and Hecla
- Left hand arrows needed in each direction at South Boulder Road and Garfield
- Visibility across median is poor on South Boulder Road between Cottonwood and Garfield
- Parked cars make for poor visibility when turning from Cottonwood onto Garfield
- Fix railroad crossing at South Boulder Road
- Run down/outdated shopping areas (Village Square and Louisville Plaza)
- Signal needed at Paschal and Hwy 42
- Underpass to connect North End to Steel Ranch
- Coal Creek Station is run down
- Traffic at South Boulder Road and railroad tracks
- Turn southwest corner of South Boulder Road and Main Street into public gardens
- Steel Ranch townhomes are ugly
- Santilli property – city gateway, keep space between cities, discontinuous to Louisville (poor planning), join and make into open space, no development
- West end of Louisville Plaza needs help
- Light at Paschal and Hwy 42
- Christopher Village needs help
- Louisville Plaza fine as is
- Pedestrian crosswalk at South Boulder Road and Main Street, Via Appia at south edge of Cottonwood Park
- Traffic at South Boulder Road and Via Appia, South Boulder Road between Centennial and Main Street, South Boulder Road at Louisville Plaza entrance, South Boulder Road at Blue Star, Hwy 42 at Summit View

- Train horn at Baseline, South Boulder Road
- Hecla Lake wild area disturbance
- Underpass at Bullhead Gulch
- Cottonwood area is too dense
- Main Street needs a bike lane
- Traffic at South Boulder Road and Hwy 42
- Retail vacancies in Christopher Plaza
- Safe crossing at Hwy 42 and Summit View
- Traffic light and safe crossing and traffic at Hwy 42 and Paschal
- Absence of bike safety at South Boulder Road and Sunset Drive
- Congested rail and traffic at South Boulder Road and railroad tracks
- No safe crossing to Sports Complex
- Hard to cross for bikes and pedestrians at South Boulder Road and Hwy 42
- Louisville Plaza parking lot is awkward
- Open space on Santilli property and North End commercial?
- Bike and pedestrian access routes all along South Boulder Road and Hwy 42
- Dumpsters on sidewalks in Cottonwood neighborhood
- Traffic signal at Centennial and South Boulder Road
- Underpass at Bullhead Gulch
- Underpass at railroad tracks on South Boulder Road
- Sidewalks on South Boulder Road not safe for pedestrians, especially school kids
- Pedestrian and bike danger – too narrow path on Hwy 42, underpass at Summit View
- Enrietto Ball field disrepair
- Access at Summit View not designed for the correct volume
- Lathrop RV lot is an eyesore, unattractive

Green dot maps - likes

- Walking trails at Hecla Lake and new trail crossing at North End
- Open space (Harney/Lastoka and North)
- Downtown area
- Great opportunity to get off Hwy 42 by turning onto Griffith and into the neighborhood
- Alfalfas corner – a beginning
- Aspen Green medical park
- King Soopers
- Sports Complex
- Downtown, want to see more of downtown type elsewhere
- North Open Space path – bike path commuter, lots of bikes, need bike path to East County Trail on Arapahoe
- Trees along South Boulder Road at Village Square
- Low income housing at Regal Square

- Alfalfas
- Parks (Cottonwood)
- Downtown
- Open space yay (Harney/Lastoka)
- Home sweet home
- Parks (Cottonwood, Centennial, Harney/Lastoka, Main Street and South Boulder Road)
- City purchased church and dedicate as park
- Architectural form in North End and Alfalfas
- Parks and open space (Lake, Cottonwood, Centennial, North, Harney/Lastoka, Sports Complex)
- Great open space (North, 7th Day Adventist property)
- Combine Santilli property with Harney/Lastoka
- Bike trails great
- Art village (Alkonis)
- Community gardens on Harney/Lastoka
- Open space (Harney/Lastoka)
- Increased housing options (Steel Ranch South)
- Extend North Open Space bike path
- Coal Creek Station will be great
- Mobile homes are valuable to community
- Gateway opportunity at South Boulder Road and Main Street
- Alternative or senior housing on Santilli property
- Do not develop Santilli property
- Combine Santilli property with Harney/Lastoka

Blue dot maps – priority changes

- Crossing to Alfalfas from residential
- Sidewalk to King Soopers
- Pedestrian crossing improvements and intersection realignment at South Boulder Road and Main Street
- Pedestrian underpass at Bullhead Gulch
- Light/underpass and Paschal
- Developed area at Village Square and southwest corner of Main Street and South Boulder Road
- Trail realignment at Via Appia and South Boulder Road
- Crossing improvement at Cottonwood and South Boulder Road
- Traffic light at Paschal and Hwy 42
- Underpass at Hwy 42 and North End trail
- Shopping areas (Louisville Plaza, Village Square)
- Stop light, no right on red at Via Appia and South Boulder Road
- Blind pulling out either way on Centennial at Village Square
- Management clean up trailer park

- Old train at Coal Creek Station is dilapidated
- Pedestrian crossing at Via Appia and south side of Cottonwood Park
- Traffic at Centennial and South Boulder Road and Hwy 42 and Summit View
- Train horn
- Left turn at Paschal and Hwy 42
- Decrease traffic on South Boulder Road and Hwy 42, not more roads, not larger roads
- Park and entrance to Old Town at South Boulder Road and Main Street
- Need pedestrian underpass
- Terrible, narrow sidewalks, dangerous for small kids on a busy street, on South Boulder Road between Garfield and Sunset
- Weak entrance to downtown at South Boulder Road and Main Street
- Open space at Santilli property
- Safe crossing for bikes and pedestrians on Hwy 42 south of South Boulder Road
- Possible alternative or senior housing on Santilli property
- Santilli property should be open space
- Hwy 42 from two lanes to four?
- Underpass on Hwy 42 at Griffith
- Light at Paschal
- Bad intersection with one way at Steel Street and South Boulder Road
- Silent railroad crossings
- Underpass at Bullhead Gulch
- Connectivity of bike lanes to Main Street
- Train crossing at South Boulder Road
- Use southwest corner of South Boulder Road and Main Street for parking
- Traffic light at Hwy 42 and Paschal
- How many units at Alkonis?
- Sidewalks on South Boulder Road are not safe for pedestrians, especially school kids
- Walkability on South Boulder Road
- Complete bike trail access across Hwy 42 at North End trail
- Traffic on South Boulder Road
- Transit oriented development at Main Street and South Boulder Road
- Signal at Main Street and South Boulder Road should not be a pedestrian barrier
- Remedy train whistle
- Infill development at Louisville Plaza – empty lots underutilized
- More affordable housing
- Bike and pedestrian lane through Steel Ranch South
- Underpass at Bullhead Gulch
- Lights at Centennial Park tennis courts
- Small retail in Village Square
- Stop light and underpass at Hwy 42 and Summit View

- Traffic flow and intersection at South Boulder Road and Centennial
- Need to refurbish Village Square
- Steel Ranch commercial
- Traffic at Main Street and South Boulder Road
- Improve commercial, dress up Village Square
- Safe crossing to Sports Complex
- Pedestrian and bike access on east side of Hwy 42 between South Boulder Road and Griffith
- Railroad quiet zones
- Improve rail crossing at South Boulder Road
- Paving on Via Appia
- Traffic at South Boulder Road and Main Street
- Pedestrian and bike crossing at South Boulder Road and Via Appia

Small table discussions question 1 – How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

Table 1

- South Boulder Road seems exclusive to high vehicle traffic to and from Boulder
- Travel to Hwy 36
- Travel to work
- Scary walk next to and across streets
- More bike and pedestrian friendly in the future
- Continue the bike path past King Soopers
- Better traffic light
- Like the stores and shops along South Boulder Road
- Own a small commercial building on South Boulder Road and the traffic is bad

Table 2

- Commuting
- Walking
- Parks for recreation
- Shopping

Table 3

- Biking
- Driving (but not stopping)
- Gas station
- Alfalfas, King Soopers
- Link to Boulder
- Would like less of a “strip mall” feel

- Strip mall and north office buildings are a bit ugly
- Residents want more of a connected feel
- Hwy 42/96th Street feels like a barrier to the rest of Louisville
- Would like corridor to be more of a destination
- Run errands
- Residents would like corridor to be less of an afterthought
- Use walking trails frequently
- Would like to see trails that are better marked

Table 4

- Trails for recreation and South Boulder Road as a transportation corridor to access stores
- Would like to use trail system more if travel was easier at major crossings
- Enjoy views of mountains and open space
- Bike and pedestrian crossing or underpass to access communities
- Wider bike paths
- Connecting all neighborhoods to all others safely
- Reduce South Boulder Road as a thoroughfare for commuters
- Over/underpass for cars
- Quiet crossing at South Boulder Road

Table 5

- From homes to Boulder, Lafayette, grocery stores (King Soopers and Alfalfas)
- Auto transportation corridor
- Cottonwood park for kids
- Cycling is dangerous
- Walk and bike to Louisville Middle School (must cross South Boulder Road)
- Not bike or pedestrian friendly
- Like to use: bikes and pedestrians
- Would like connection between north and south neighborhoods
- Would like community gathering area
- Improve transportation
- Redirect traffic off of South Boulder road
- Destination place versus traffic corridor
- Slow commute traffic down
- Implement traffic circles

Table 6

- Connections to Boulder and Lafayette
- Want more pedestrian and bike friendly – cater to non-cars

- Access to and through Louisville – want bike and pedestrian way to do so
- Want safe access to Louisville Middle School
- Want community gathering area
- Revitalize Walgreens and small shops
- Modeled small store fronts like we have on Main Street
- Need South Boulder Road underpass – the dogs got an underpass, how about the middle school kids
- Flashing crosswalks like by Centaurus

Table 7

- Use open space – Cottonwood
- Ride bike north
- Drive south – kids to Monarch High School
- Friends in Steel Ranch – visiting now
- Drive east to west
- Use for errands and retail
- Walking and cycling
- Routine
- Shop at Walgreens, Union Jack, Alfalfas, King Soopers
- Driving to Monarch High and Louisville Middle School
- Ride bike to Alfalfas, downtown, King Soopers, Union Jack, Alfalfas
- Minimal commute
- Unpleasant walk, not safe
- Commute to Boulder
- Cycling on bike paths
- Less traffic on Baseline
- For running and fitness, somewhere to cross and avoid
- Unpleasant between Via Appia and Main Street

Table 8

- Pedestrian and bicyclist daily, taking son to babysitter, Steel Ranch to Downtown, King Soopers shopping center, various parks and trails with friends and family
- Drive to Boulder
- Drive to work and running errands for work, King Soopers, Alfalfas shopping center
- Drive and bike through the area
- Like using it for biking and want it to be safer in the future – pedestrian use
- Drive out of South Boulder Road for work
- Bike and walk around the area
- Want to use parks in the area and accessing them by bike or walking
- Future: bike lanes, pedestrian underpasses, more walking and biking

Table 9

- Live there
- Main artery that allows us to access other locations
- Good artery to get to highway
- Recreation and shopping access
- Pedestrian crossing at South Boulder Road and Via Appia by bus stop
- It might be worthwhile to encourage more activity in the strip mall near Alfalfas where Mudrocks is located. There is unused and underused space there. If we encouraged more active businesses in that area, it might help revitalize the economy of the area.

Table 10

- As east/west transportation
- Use South Boulder Road for transportation. It would be better for traffic to move freely. I would like the area to be more walkable.
- Underpass on South Boulder Road under railroad tracks

Table 11

- Driving to and from destinations
- To work locations on South Boulder Road
- Main thoroughfare
- Walking and biking to and from Main Street
- More places to eat
- Would like a safe place to be in if there is a tornado warning

Table 12

- Leave community, get gas, Alfalfas, groceries
- Cycling, grocery stores
- Transportation into and out of City – would like to see more biking, public transportation, consistency in bike paths
- Route to other cities – Boulder, Lafayette, Downtown Louisville
- Walking – important that it is not overbuilt
- Congestion
- River of traffic between community – nice if there were alternatives, more like a city street
- Cycling – feel safer on Baseline, speeds are lower on Baseline
- McCaslin to Hwy 42 – make it more walkable
- Ideally an underpass or overpass at railroad crossing
- Way to get to other parts of Louisville – to McCaslin
- Live two blocks off of South Boulder Road – is a part of the neighborhood, want it to be a more beautiful part of the neighborhood

- Distrust of high density properties
- Makes high density manageable, problem less manageable
- Garfield Avenue

Table 13

- Transportation – mostly driving
- Shopping on it – essentials (groceries, gas, services, dentists, banks, legal, medical)
- Bus available – not used by anyone at the table currently, one person’s kids used it in the past
- Tennis courts close
- Parks off corridor
- Concerts were at Cottonwood – no longer (loved that)
- Retirement housing
- Community gardens on Hwy 42
- Sports complex on Hwy 42
- Would like to walk more safely from Coal Creek Trail (at Louisville Tire)
- Need sidewalk on east and west sides of Hwy 42
- Would like redevelopment of industrial area between Hwy 42 and railroad (mixed use)
- More bike friendly usage
- Train to Boulder
- Less retail – happy with the way it is

Table 14

- Thoroughfare to Boulder and downtown Louisville (both car and bike)
- Grocery shopping (in town and Lafayette)
- Travel to work in, around, and beyond corridor
- Travel to retail shopping within corridor
- Work
- Travel to Old Town and other areas in town
- Use of Cottonwood Park
- Would love to be able to walk and ride bikes (non-motorized vehicles of all kinds) safely
- Would like our kids to be able to safely traverse the area
- Would like to see bike lanes from South Boulder Road to Old Town via Main Street
- Would like an underpass under South Boulder Road near Main Street
- Would like to use the area more if the vacancies fill up and there is more stuff to do
- Would like to see continuity of character along the corridor

Table 15

- Shopping at Alfalfas and King Soopers
- Neighborhood pub – gathering with neighbors

- Services (cobbler)
- Walk
- Drive
- School and classes
- Arterial use (north/south and east/west)
- Dense area doesn't feel crowded
- Would like biking and walking trail connections
- Would like accessibility to neighborhood services
- Would like neighborhood feel – traffic calming or safe walking options
- Would like to cross Hwy 42 and South Boulder Road safely and intuitively
- Would like quiet with areas of buzz
- Would like small businesses

Table 16

- Fast – just go through. Just a means to get somewhere
- Using it as driving space
- It's a separation of Louisville – north and south. Bisects the town. Real challenge to cross Hwy 42 if not in a car.
- Would like slow – have opportunities to use the space
- Would like a park on open space on south west corner by Main Street. More opportunities to go there.
- Would like a way to get the two halves together. Want it to be a good transportation corridor and also safe place to walk.
- Make it easier to bike along South Boulder Road. Now feels a bit dangerous.
- Alfalfa's is very convenient

Table 17

- Travel, shopping, living and visiting, walking dogs (need sidewalks for walking)
- Gathering spaces (i.e. Alfalfa's outdoor patio and events)
- Love the trees, the openness, and the set back of buildings
- Incorporation of nature (i.e. medians with trees)
- Love it like it is
- No more high density building
- Don't let it become a Boulder Canyon Blvd with high density and heights

Table 18

- Access to work
- Some shopping
- Like corridor just fine

Small table discussion question 2 – What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

Table 1

- Better bike and pedestrian friendly areas
- Any future development should have a blend of commercial and residential – easier to walk and bike to stores
- Traffic along South Boulder Road seems to be the biggest point of contention
- New developments should keep with the mining heritage look and feel
- Quit wasting money on land purchase before it is fully investigated, i.e. CTC land purchase (core value being fiscally responsible)

Table 2

- Traffic is too heavy to meet core values
- Transportation is not balanced
- South Boulder Road is a main artery to Boulder from Hwy 287 and Northwest Parkway and US 36

Table 3

- Louisville’s South Boulder Road corridor feels very “car-centric,” has less of a small-town feel than Old Town
- Would be nice to have a pavilion area in the corridor similar to Old Town’s music and skating area – sense of community
- Balanced transportation system

Table 4

- Low income linked to King Soopers? Not Alfalfas.

Table 5

- Minimal to no sense of community
- South Boulder Road need to connect (link) north and south Louisville versus acting merely as a commuter corridor (possible overpass and landscaping)
- Preference for walking and biking friendliness
- Improvement for healthy, vibrant, sustainable community (including commercial development)

Table 6

- How can new development be connected to small town feel?
- Endless empty parking lots at Hobby Lobby and Walgreens

- Stay low density – Steel Ranch and new Alfalfas buildings
- Walkable mixed use neighborhood is good. Balance small town feel with density (Holiday neighborhood)
- Want less of endless suburbia strip mall feel. Community gardens and live/work balance.

Table 7

- Pedestrian and bike friendly for residents of all ages from end to end
- Safe walks for kids to Coal Creek Elementary and Louisville Middle School – West Centennial and Centennial and Garfield for safer crossings to LMS
- Underpass would be ideal for safety at Centennial
- Cottonwood to mirror existing park space to the east – it will get good use. Let’s make it like Community Park (to have large events).
- Integrate commercial spaces and medical centers on the north side of South Boulder Road
- Redevelop older multi-unit housing on south side of corridor
- Environmentally friendly mass transit system – street car
- A left turn arrow or lane on South Boulder Road turning on to Garfield
- Lighting at bus stop
- Safety!
- Not pleasant experience for pedestrians
- Not most attractive

Table 8

- A sense of community – wider sidewalks and ease of access allows for impromptu conversations
- Safe neighborhoods – kids using the area having access under/over South Boulder Road and Hwy 42 and along South Boulder Road to Via Appia allows constant flow and safe access
- Integrated open space and trail networks – connecting open space and trails throughout the area allows integration and reinforces other core values
- Sustainable practices for the economy, community, and environment – with additional people moving to the area sustainability is important
- Biking and walking for individuals, families, and kids safely throughout the South Boulder Road small area plan region. Underpasses and bike lanes.
- Consider creating a bike park similar to the one in Boulder – Valmont Bike Park. It is an amazing place for families to gather, hold races and events.
- Need a disc golf course somewhere in Louisville

Table 9

- Don’t think this corridor represents the City’s heritage
- Lacks quality commercial areas
- Lacks small town feel

- It seems like there is a lot of litter near the bus stops on Via Appia. We need more trash cans and more enforcement for anti-littering laws.
- It might be worthwhile to encourage more activity in the strip mall near Alfalfas where Mudrocks is located. There is unused and underused space there. If we encouraged more active businesses in that area, it might help revitalize the economy of the area.

Table 10

- All areas should retain equal access to this thoroughfare
- The community area should be walkable, bikeable, and safe
- Maintain residential characteristics in residential areas
- More bicycle friendly and much safer
- Left turn arrows at traffic intersections – right turn arrows as well
- Slow speeders down on Cottonwood Drive for those who use it for a shortcut from eastbound South Boulder Road to southbound Garfield Avenue

Table 11

- Walking and biking paths
- Traffic control – lights and lanes
- Widen sidewalks (comforting)
- Improve on sense of community – more gathering areas similar to the Recreation Center or Community Park – something north of South Boulder Road
- The Village Shopping Center – get it vibrant again – Alfalfas is a start
- Widen the sidewalks, better landscaping

Table 12

- Walking and biking developed to maintain small town community
- Boulevard – biking friendly
- Low income areas – what is the plan for that? Need more lower income housing and senior housing
- Affordable housing
- People in lower income housing use public transportation
- Want values how corridor is developed – not sticking in high density units and then dealing with it
- Big sky view – high rise buildings will obstruct sky views
- Want the corridor to be more walkable
- Shops and restaurants like Lafayette at Hwy 287 with new restaurants

Table 13

- Goal: improved transportation system (i.e. transit system), balanced transportation

- No high rises – continue small town feel
- Continue ways to get under South Boulder Road that connects north and south Louisville
- No to urban corridor
- Preserve views of mountains
- Preserve trees and open spaces along corridor

Table 14

- Continuing of character, keep the small town feel
- Make sure that parking and congestion is addressed appropriately to encourage social interaction throughout the corridor
- Find a way to connect neighborhoods via trail system to our core. Don't create islands that are outside the core.
- Work diligently to fill retail vacancies for a healthy, sustainable, vibrant community

Table 15

- Reserve Village Square as a small business neighborhood retail area
- Similar scale and density of housing, parks (if more people then more parks)
- Connection to City's heritage – provide walking and bike connections north of South Boulder Road so those residents also feel like residents of Old Town
- Fiscal sustainability – keeping small businesses in town

Table 16

- If we value community and South Boulder Road splits community, it's a problem
- Connectivity is huge, north to south sides
- Connection between neighborhoods
- Getting right tenants into Alfalfas shopping center – neighborhood-like and minimize noise
- Kind of like South Boulder Road as it is – preserving it and not assuming that changes needs to occur
- Don't want lots of building up to the sidewalk so it feels like a canyon
- Balancing the need for South Boulder Road to be a good transportation corridor and pedestrian and bike friendly
- Unique commercial opportunities, small town feel, strong economy, balanced transportation, family

Table 17

- Sense of community – connect downtown Main Street to Centennial for walkability and easy flow
- Adequate bike lanes
- Connective trails to Downtown

- More parks – one park south of South Boulder Road and west of Main (in the triangle)
- Could we use Baptist Church property for an arts and cultural center
- Need to have commercial properties for a tax base – so keep what we have and cautiously add more

Table 18

- Easier commute
- Keep our old small town feeling
- Keep bicycles off the streets and on their own areas
- Does Louisville really have the funds?
- No more trains

Kids' Design Workshop ideas for South Boulder Road

- Open space is not developed, looks dead. Should be bike park, trail, etc.
- Noisy on McCaslin and South Boulder Road
- Strip mall near Alfalfas is outdated
- Traffic calming devices on South Boulder Road and Main Street – good and bad. Stops speeding but is liability to drivers.
- Like how the bear changes clothes.

South Boulder Road Small Area Plan - Small Table Discussion Questions

<p>1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?</p>	<p>2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?</p>
<ul style="list-style-type: none"> - S.B.R. seems exclusive to high vehicle traffic to/from Boulder - Travel to highway 36 - Travel to work - Scary to walk next to/cross streets - Future/more bike/ped friendly - Continue the bike path past King Soopers - Better traffic light - We like the stores/shops along S.B.R. - We own a small comm. building on SBR - Traffic is bad! 	<p>Better Bike/Ped friendly Areas</p> <p>Any future development should have a blend of comm/residential - easier to walk/bike to store.</p> <p>Traffic along SBR seems to be the biggest point of contention</p> <p>New developments should keep w/ the mining/heritage look and feel.</p> <p>Quit wasting money on land purchase before it is fully investigated i.e. CTC land purchase (core value being fiscally responsible)</p>

South Boulder Road Small Area Plan - Small Table Discussion Questions

<p>1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?</p>	<p>2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?</p>
<p>Commuting walking Parks for recreation Shopping</p>	<p>Traffic is too heavy to meet core values Transportation is not balanced So Boulder is a main artery to Boulder from 287 + 470 NW parkway + 36</p>

South Boulder Road Small Area Plan - Small Table Discussion Questions

<p>1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?</p>	<p>2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?</p>
<ul style="list-style-type: none"> - Biking - Driving (but not stopping) - Gas station - Alfafas, King Scoopers - Link to Boulder - Would like less of a "strip mall" feel <ul style="list-style-type: none"> ↳ strip mall + north office buildings are also ugly - Residents want more of a "connected" feel - ^{Hwy 42} 42/95th feels like a barrier to the rest of Louisville - Would like the corridor to be more of a destination - Run errands - Residents would like corridor to be less of an afterthought - Use walking trails frequently - Would like to see trails that are better marked 	<ul style="list-style-type: none"> - Louisville's S.B. Road corridor feels very "car-centric"; has less of a small-town feel than old town. - Would be nice to have a pavillion area in the corridor similar to old town's music/skating area - sense of community <ul style="list-style-type: none"> ↳ balanced transportation system

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

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- TRAILS FOR RECREATION & SBR AS A TRANSPORTATION CORRIDOR TO ACCESS STORES
- WOULD LIKE TO USE TRAIL SYSTEM MORE IF TRAIL WAS EASIER AT MAJOR CROSSINGS
- ENJOY VIEWS OF MTNS & OPEN SPACE
- BIKE: P&D CROSSING / UNDERPASS TO ACCESS COMMUNITIES
- WIDER BIKE PATHS
- CONNECTING ALL NEIGHBORHOODS TO ALL OTHERS SAFELY
- REDUCE SOBO AS A THROUGHWAY FOR COMMUTERS
- OVER / UNDERPASS FOR CARS
- QUIET CROSSING @ SOBO

Low income linked to King Super? not alfalfa's

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

(A)
 // from homes to Boulder
 " " " Lafayette
 " " " grocery shpg.
 (Kids & Alfalfa's)

Auto Transportation Corridor!
 Cottonwood Park for Kids

Cycling (~~from~~ = dangerous)

Walk/Bike to L'ville.
 Middle School
 (must cross SoBoRo)

not Bike friendly
 " pedestrian "

(B) Like to use:
 Bikes/Pedestrians
 (~~Alfalfa's~~) connection from North/South neighborhoods

★ Community gathering area
 Improve transportation
 Redirect traffic off of SoBoRo

Destination place vs. traffic corridor
 "Slow" commute traffic down!

Implement traffic circles

Minimal / no sense of community
 SoBoRo needs to connect (link) No. & So. Louisville vs. merely a commuter corridor (possible overpass & "landscaping")
 Preference for walking/biking friendliness
 Improvement for healthy, vibrant, sustainable community (incl. comm'l. development)

South Boulder Road Small Area Plan - Small Table Discussion Questions

<p>1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?</p>	<p>2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?</p>
<ul style="list-style-type: none"> - Connections to Boulder & Lafayette - Want more pedestrian ^{bicycle} friendly Cater to non-cars cars - Access to & thru Louisville want: Bike/ped way want safe access to middle school - want community gathering area - revitalize Walgreens / small shops - modeled small store fronts like we have on Main St. - Need S. Bo road under pass! The dogs got an under pass, how about the middle school kids - Flashing cross walks like by Centaurus 	<ul style="list-style-type: none"> - How can new development be connected to small town feel feel? - Endless ^{empty} parking lot @ Hobby Lobby & Walgreens. - Stay low density Steel Ranch / new Altaris buildings - Walkable mixed use neighborhood = good - Balance small town feel w/ density (Holiday Neighborhood) want less of endless suburbia/strip mall feel, Community Gardens & live/work balance

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

Open Space X 2 Cottonwood Park
 Ride bike north
 Drive south
 kids to mshi
 Friends in steel ranch - visiting now
 Drive East → West
~~Errands~~ Errands/Retail
 Walking/cycling
 Routine
 Shop at Walgreens, Union Jack, Alfalfa, King Super.
 Driving mshi/LMS.
~~Alfalfa~~
 Ride bike Alfalfa.
 downtown.
 L.S.
 Union Jack
 Walgreens.
 Minimal commute
 unpleasant walk / not safely
 commute to Boulder X3
 cycling on bike paths
 less traffic on
 Baseline
 Running / to cross and avoid
 Fitness

Pedestrian / bike friendly for
 residents of all ages from end to end
 Safe walks for kids to (CCEH)
 LMS
 ↪ W. Centennial + Centennial +
 Garfield → safe crossing to
 LMS
Underpass would be ideal
 for safety @ Centennial
Cottonwood - to mirror existing
 the park space to the
 east - it will get good
 use.
 ↪ lets make it like
 Community Park (to
 have large events)
 Integrate commercial spaces
 medical centers on North side
 of S. Blvd Rd
 Redevelop older housing on South
 side
 environmentally friendly mass transit
 system - street car
 * A left turn arrow/lane on South
 ↪ Boulder turning on to Garfield
 lighting at bus stop
 * safety!
 * not pleasant experience for
 pedestrians
 * not most attractive

unpleasant b/w Via Appia +
 Main Street
~~unpleasant~~

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

- pedestrian/bicyclist daily, taking son to babysitter
 - steel ranch to downtown
 - King Cooper shopping center
 - to various parks + trails with family
- drive to Boulder
- drive to work and running errands for work, King Cooper's/alfalfa's shopping center
- drive/bike thru area ~~and~~
- like using it for biking and want it to be safer in the future. Pedestrian use
- drive out of S. Boulder road for work
- bike/walk around the area
- want to use parks in the area and accessing them by bike/walking

- FUTURE:
- bike lanes
 - pedestrian underpasses
 - more walking/biking

A sense of community -
wider sidewalks and ease of access allows for impromptu conversations

Safe neighborhoods -
kids using the area having access under/over S. Boulder Rd + 42nd and along S. Boulder road to Via Appia allows constant flow and safe access

Integrated Open Space + Trail networks -
connecting open space + trails throughout the area allows integration + reinforces other core values.

Sustainable Practices for the Economy, Community, + Environment -
with additional people moving to the area sustainability is important

Biking/Walking for individuals, families, + kids safely throughout South Boulder Road Small Area Plan region. Underpasses + bike lanes.

- Consider creating a bike park similar to the one in Boulder - Valmont Bike Park. It is an amazing place for families to gather, hold races and events.

- Need a disc golf course somewhere in Louisville.

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

- live there
 - main artery that allows us to access other locations
 - good artery to get to highway
 - recreation + shopping access
 - pedestrian King @t SBR + Via App by bus stop
- It might be worthwhile to encourage more activity in the strip mall near Alfalfa's where Mudrocks is located. There is unused and underused space there. If we encouraged more active businesses in that area, it might help revitalize the economy of the area.

⊖ DON'T THINK THIS CORRIDOR REPRESENTS CITY'S HERITAGE

- LACKS ^{QUALITY} COMMERCIAL AREAS

⊖ LACKS SMALL TOWN FEEL

⊖ It seems like there is a lot of litter near the bus stops on Via Appia. We need more trash cans and more enforcement for anti-littering laws.

(Belongs here, too)



South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

As east/west transportation.
Use S. Boulder Road for transportation. It would be better for traffic to move freely. I would like the area to be more walkable.

~~Underpass~~ Underpass on SBR under RR tracks

All areas should retain equal access to this thoroughfare

The community area should be walkable, bikeable and safe. Maintain residential characteristics in residential areas.

More bicycle-friendly and MUCH safer!!

Left turn arrows at traffic intersections - right turn arrows as well.

SLOW speeders down on Cottonwood Drive for those who use it for a shortcut from eastbound SBR to southbound Garfield

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

**Driving
To & from destinations
to-work location SB Road.
Main throughfare*

**Walking & Biking
to & from Main
More places to eat.*

*A safe place to be in
if there is a tornado
warning.*

*Walking & Biking Paths.
Traffic Control - lights/stops
Wider side walks (conforting)*

*Improve our
Sense of Community -
More gathering areas
similar to the Rec Center
or Community Park.
Something North of S Blvd Rd*

*The Village Shopping Center -
Get it vibrant again -
Alfalfa's is a start.
Widen the sidewalks, better landscaping*

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

- makes high density manageable
- problem less manageable
- garfield ave

South Boulder Road Small Area Plan - Small Table Discussion Questions

7

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

- leave community get gas, a fallos, groceries
- cycling, grocery stores
- transportation into/out of city - like to see more biking, public, transportation consistency in bike paths!
- route to other cities - Boulder, Lafayette, downtown Louisville.
- walking important that it is not rebuilt
- congestion
- river of traffic between community - nice if there were alternatives more like a city street.
- cycling - feel safer on baseline - speeds are less on baseline
- medasin - to Hwy 42 - make it more walkable
- ideally ^a underpass/overpass @ Rail Road crossing.
- way to get to other parts of Louisville - to medasin 2 blocks off - part of their neighborhood - want it to be a more beautiful part of neighborhood
- distrust of high density properties (continued on next page)

- walking / biking developed to maintain small town community
- boulevard - biking friendly
- low income areas - what is the plan for that? need more lower income housing / senior housing affordable housing.
- ~~people~~ people in lower income housing. use public transportation.
- want values how corridor is developed. not stacking high density units and then dealing with it
- Big sky view - high rise buildings will distract sky views
- want the corridor to be more walkable, shops, restaurants like Lafayette + 287 with new restaurants

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

Now:

Transportations - mostly driving
 Shopping on it - essentials (groceries, gasoline, services, densites, banks, legal, medical)
 Some bike path usage
 bus available - (not used by anyone at the table) (currently)
 1 person kids used in past.
 tennis courts close
 parks off corridor
 concerts were at Cottonwood - no longer (loved that)
 retirement housing
 community gardens on 42
 Sports complex on 42.
~~commercial~~

Goal: improved transportation system (ie transit) system
 Balanced transportation.

No high rises - continue small town feel.

- Continue ways to get under S. Blvd Rd. that connects S. + N. Louisville.
 No urban corridor

- Preserve views of mountains
 - Preserve trees + open spaces along the corridor.

Future:

Would like to walk more safely from coal creek trail (at Louisville Tire) more safely.
 Need side walk on East side of 42. + west side
 Re development of Industrial area between 42 + rail tracks (mixed use)
 More bike friendly usage
 Light rail to Boulder
 Less retail - happy with the way it is.

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

Now

(Both Car & Bike)

- Thoroughfare to Boulder & DT LSVL
- Grocery Shopping (intown & LAF.)
- Travel to work in and around/beyond corridor
- Travel to retail shopping within Corridor
- Work
- Travel to Old Town and other areas in town.
- Use of cotton wood park

FUTURE

- Would love to be able to walk & ride bikes, (non motorized vehicles of all kinds) safely.
- Would like our kids to be able to safely traverse the area.
- Would like to see bike lanes from S.BoRd to Old Town via Main St.
- An underpass under SoBoRd near main.
- Would like to use the area more if the vacancies ^{fill} up and there is more stuff to do.
- Would like to see continuity of character along the corridor.

- Continuity of character, keep the small town feel
- Make sure that parking and congestion is addressed appropriately to encourage social interaction throughout the corridor.
- Find a way to connect neighborhoods ^{via trail systems} to our core. - Don't create islands that are outside the core.
- Work diligently to fill retail vacancies for a healthy, sustainable and vibrant community.

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

Currently

Alfalfa papers
stopping

Neighborhood pub - gathering w/ neighbors
Services (cobbler)

Walk

Drive

School + classes

Arterial use (N/S + E/W)

Dense area doesn't feel crowded

Future

Biking

Walking trail connections

Accessibility to neighborhood services

Neighborhood feel - traffic calming
or safe walking options

Cross 42 + SoBo safely + intuitively

Quiet w/ areas of buzz

Small businesses

Reserve Village Square as a
small business/neighborhood
retail area

- Similar scale + density of housing,
parks (if more people, more parks)

- Connection to City's Heritage -
provide walking + bike connections
North of SoBo to residents who
like residents of Old Town

- Fiscal sustainability keeping
small businesses in town

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

Fast - just go thru. Just a means to get somewhere.

~~Instead of~~ using it as driving space

It's a separation of Louisville - north & south. Bisepts the town. Real challenge to cross 42 if not in a car.

Slowly - have opportunities to use the space

Would like a park ~~by~~ open space on southwest corner by Main. ^{more} Opportunities to go there.

Would like a way to get the two halves together. Want it to be a good transportation corridor & also a safe place to walk.

Make it easier to bike along S Boulder Rd. Now feels a bit dangerous

~~Alfalfa's~~ is very convenient
Alfalfa's

2 If we value community & SBR splits community, it's a problem
Connectivity is huge. North to south sides.

Connection between neighborhoods

Getting right tenants into ^{Alfalfa's} shops center Neighborhood - like & minimize noise.

Kind of like SBR as it is. Preserving it & not assuming that Δ needs to occur.

Don't want lot of building up the sidewalk so it feels like a canyon.

Balancing ~~transport~~ the need for SBR to be good transportation corridor and ped/biker friendly.

Unique commercial opportunities, small town feel, ^{strong} economy, balanced transportation, family

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

~~Town~~
~~Travel~~
Shopping
living and visiting
walk our dogs
(Need side walks for walking)
gathering spaces
(ie Alfalbas outdoor patio and events)
we love the trees
the openness and the set back of buildings
Incorporation of nature
(ie medians with trees)
"Love it like it is"
No more high density building,
Don't let become a Boulder Canyon Blvd.
w/ high density/heights.

Sense of Community
Connect downtown Main St to Centennial for walkability easy flow.
Adequate bike lanes
- Connective trails to downtown.
- more parks - 1. park South of South Boulder and west of main in the ~~triangle~~ triangle.
Could we use baptist property for an Arts and Cultural Center
Need to have ~~some~~ for a tax base
Commercial - So keep what we have and cautiously add more.

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

Access to work
Some shopping
LIKE CORRIDOR JUST FIND

EASIER COMMUTE VEHICLES
KEEP OUR OLD "SMALL" TOWN FEELING
KEEP BICYCLES OFF THE STREETS
AA ON THEIR OWN AREAS
Does Louisville really have the
funds?
NO MORE TRAINS

South Boulder Road Small Area Plan - Small Table Discussion Questions

1. How do you use the South Boulder Road corridor and its surrounding properties and amenities, and how would you like to use it in the future?

2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

Planning Commission

Meeting Minutes

December 11, 2014
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, Chairman
Cary Tengler (arrived 6:45 pm)
Steve Brauneis
Jeff Moline
Ann O’Connell, Secretary
Tom Rice
Scott Russell

Staff Members Present: Troy Russ, Director of Planning and Building Safety
Sean McCartney, Principal Planner
Scott Robinson, Planner II
Lauren Trice, Planner I

- **Small Area Plan – South Boulder Road:** Review and endorsement of SWOT analysis and measures of success.

Staff Report of Facts and Issues:

Scott Robinson presented from Power Point.

- ≠ Phase I-Desire - Strength, Weaknesses, Opportunities, and Threats (SWOT). Project measures of success.
- ≠ Community Input
 - Stakeholder interviews
 - Mostly focused on individual properties or areas of interest
 - Revitalize commercial areas
 - Improve transportation connections
 - Make corridor more inviting for visitors
 - Mixed feelings about more residential
 - www.EnvisionLouisvilleCO.com
 - Better bike and pedestrian connections
 - Automobile traffic is worse
 - Varying opinions on development
 - Lacking small town character and sense of community
 - Public kick-off meeting
 - Dot exercise showing Likes, Dislikes, Immediate Change

- Small group discussions
 - ≠ Community oriented businesses
 - ≠ Should be more of a destination
 - ≠ Better bike and pedestrian connections
 - ≠ Not well integrated with Louisville
 - ≠ Acts as a barrier between neighborhoods
 - ≠ Traffic and railroad impacts
 - ≠ Better sense of community and small town feel

SWOT Table Interpretation

	Positive	Negative
Internal	<u>Strengths</u> <ul style="list-style-type: none"> ≠ Parks and open space near corridor ≠ Physical form of the corridor 	<u>Weaknesses</u> <ul style="list-style-type: none"> ≠ Pedestrian and bike connections are lacking ≠ Conformity to community values ≠ Appearance of corridor
External	<u>Opportunities</u> <ul style="list-style-type: none"> ≠ Corridor as transportation link ≠ Shops, businesses, and services on corridor ≠ Valuable mix of uses on corridor 	<u>Threats</u> <ul style="list-style-type: none"> ≠ Provide additional uses ≠ Traffic ≠ Train noise and impacts

- ≠ Community Values
 - The South Boulder Road study area is lacking:
 - Integrated open space and trail networks
 - Our livable small town feel
 - A sense of community
 - A balanced transportation system
- ≠ Measures of Success
 - **Principle 1** - Provide for safer and more convenient connections across South Boulder Road and Highway 42 for bikes and pedestrians.
 - Provide safe and convenient facilities that serve a broad range of users with multiple modes of travel
 - ≠ Are all modes of travel accommodated?
 - ≠ Are users of all ages and ability levels accommodated?
 - ≠ Do the improvements proposed provide safer conditions for all users and ability levels?
 - ≠ Are existing deficiencies addressed?
 - Design solutions that the City can realistically maintain over time
 - Promote regional trail connectivity within the study area
 - **Principle 2** - Utilize policy and design to encourage desired uses to locate in the corridor.
 - Do allowed uses serve community needs as defined in survey and elsewhere?
 - Are allowed uses supported by the market?
 - ≠ To what extent are incentives needed to induce identified uses to locate in the study area?

- Does the land use mix demonstrates positive fiscal benefits?
 - **Principle 3** - Establish design regulations to ensure development conforms to the community's vision for the corridor.
 - Match form to desires expressed in community survey and elsewhere
 - **Principle 4** - Mitigate impacts of trains and improve safety of railroad crossings.
 - Address train noise
 - Address traffic impacts from train
 - **Principle 5** - Balance the regional traffic needs of South Boulder Road and Highway 42 with the community's desire for safety and accessibility.
 - Make sure traffic passing through the corridor does not make it an undesirable place to live, work, play, and travel
 - ≠ Does traffic noise decrease?
 - ≠ Do pedestrians and bicyclists feel safe?
 - ≠ How long will a trip take on the corridor?
 - Accommodate future regional transportation plans
 - ≠ How does the corridor alternative adequately address future transportation needs?
 - ≠ How does the corridor alternative accommodate adopted regional transit plans?
 - Provide safe and efficient access in strategic locations for proposed land uses
 - **Principle 6** - Provide for community gathering spaces and public infrastructure to encourage visitors to spend time in the corridor.
 - Provide for community amenities identified in survey and elsewhere
- ≠ Tentative Schedule
 - December 11 – Planning Commission review
 - January 6 – City Council endorsement
 - January 14 & 15 – Walkability Audit and Placemaking Workshop
 - February – Public meeting #3 – develop alternatives
 - April – Public meeting #4 – review alternatives
 - May/June – Plan adoption
- ≠ Other Items
 - Survey – mailed in December
 - Wayfinding – at the February meeting
 - McCaslin Blvd plan – Kick-off in February

Commission Questions of Staff:

Russell asks about “physical form of the corridor” as a strength and then “provide additional uses” as a threat.

Robinson says some people like the physical form of the corridor, size of the street, sidewalks, and relation of buildings. Some people did not like that.

Russ comments on parcel size and the general scale of the potential based on parcel size as an asset versus other areas that do not have the parcels as large parcel McCaslin. South Boulder Road's physical form can be influenced more easily than McCaslin.

Russell asks about “provide additional uses” as a threat.

Robinson says there is desire for “additional uses” that are not present, uses that could be there but are not present. What can we encourage and we cannot directly control.

Tengler says it is characterized as a threat rather than opportunity.

Russell says lack of uses is a weakness. We cannot control it.

Russ says that a threat to the process and a threat to the outcome of small town character is too much dependency on bringing in something we have no control over.

Rice asks about the train and usage.

Russ says train usage has fluctuated recently. In that last year, there has been a significant rise in daily operation. 14 passes on the low end to 20 passes on the high end.

Robinson says there is a temporary rise due to work on a parallel line. Louisville is getting more trains but it should drop in January.

Pritchard asks about definition of livable small town feel.

Robinson gives a definition from Comprehensive Plan. "Where the city's size, scale, and land use mixture and government's high customer service encourage personal and commercial interactions".

Russell says the definition and interpretation is subjective. He thinks it's about scale.

Moline asks about clarification about the four values. Who decided they were lacking.

Robinson answers it was Staff interpretation.

Tengler asks if PC will see this presentation again? Are there any circumstances such as in the walkabout where Staff may want to revisit and re-submit?

Robinson says Staff is asking for endorsement, take to Council and with endorsement from PC and Council, it will not be revisited. It will be included in final plan. There will be other elements of this in the future after Phases 3, 4, and 5 are submitted. If something substantially new is brought forth, the PC would see this again.

Russ says this is an endorsement so Staff has a level of confidence to move forward. PC will have an opportunity to review in detail, and adopt the plan.

Pritchard says PC must be comfortable with the SWOT analysis.

Tengler is uncomfortable with some of the wording in the SWOT analysis.

Rice discusses traffic and whether it "gets through there". At peak times, it has issues but traffic overall seems to move. Rice thinks it is a significant goal to address travel time.

Russell asks if the City is the sole authority on what happens on South Boulder Road regarding speed limit and crossing sections.

Russ answers yes because it is a city street. Highway 42 is a state highway. There is an adopted plan for 42 that the highway district agreed to.

O'Connell discusses language and rephrasing. It is the City's ability to control two parts (use and appearance) -- types of business on corridor and the appearance of existing buildings, residences and commercial.

Russell asks how many people participated in this process.

Robinson says approximately 120 people at the meeting.

Tengler says he thinks directionally, this process is correct. It seems very thorough. He would like the wording more clearly delineated. Tengler would like to see a brief review in the future.

O'Connell says after the walkabout, she would like to see how it is impacted.

Russ wants public input after the walkabout, especially at 42 and South Boulder Road. It is all about walkability. The SWOT analysis tells Staff what "we need to study".

Public Comment:

Cory Nickerson, 2351 Senator Court, Louisville, CO. Gives thanks to Staff. She is part of SOBORO process and it has been impressive. She wishes to emphasize safety as stated in Principles 1 and 5. She is an LMS parent, sits on PTSA Board of Monarch, part of school accountability for LMS, and volunteer for BVSD trip tracker. She lives behind Alfalfa's. She is concerned about safety. In terms of traffic, as a public citizen of Louisville, she exits on the east side of Alfalfa's. There are four or five parking spots on the street that did not exist before Alfalfa's. Those spots now prohibit traffic coming out of the community to make a right turn to drive west toward Boulder. She hopes Public Works can study it.

Alexandra Bradley, 1385 Caledonia Circle, Louisville, CO. Regarding Principal 3, she is part of a group called LSEW (Louisville Schools Enrollment Watch). She has heard comments about the EnvisionLouisvilleCO. She has spoken with Troy Russ since negative comments are difficult to post, only positive comments. There may not be as much community involvement because of this. It seems to funnel people in a certain direction. Regarding traffic, looking at developments in the works such as DELO, Coal Creek Station, and apartments behind Alfalfa's, she hears complaints about traffic without these projects being built.

Closed Public Hearing and discussion by Commission:
Planning Commission reviews the six Principles:

Principle 1 – comfortable with wording

Principle 2 –

Tengler asks about whether zoning can be changed?

Russell asks whether administrative and fiscal barriers can be adjusted for “small town feel”.

Russ says another item could be listed about zoning.

Robinson says under (b), a simplified approval process could be added.

Russ adds that the survey will be influential in Council decisions. The first half of the survey is “use”; the second half of the survey is “design”.

Russell suggests adding at the end of Principle 2 ... “while allowing for creativity in the market place”.

Robinson says to allow for enough flexibility in the guideline is to allow for changes in the market and current design practices.

Pritchard says there are industry guidelines to answer of question of how many rooftops are needed to support business.

Principle 3 –

Tengler suggests a different word to replace “conform” to the community’s vision. He suggests “incorporates or includes” the community’s vision. Involvement but not defining characteristics.

Russell recommends the word “reflects” the community’s vision for the corridor while accommodating creativity from the market place.

There is also discussion regarding the work “match” in subtitle “Match form to desires expressed in community survey and elsewhere”. Tengler suggests “incorporates”. Brauneis suggests “accounts for”. Tengler suggests “considers”.

Principle 4 – Commission discusses but is okay with Principle 4.

Principle 5 –

Rice discusses South Boulder Road traffic and that future considerations do not negatively impact traffic flow. Traffic jams lead to negative quality.

O’Connell states that existing traffic can be considered a positive for easily visible businesses that can be easily accessed. Principle 5 reads as only a negative principle.

Robinson discusses the balance of traffic between congestion with regional uses outside of our control and strong mandate to not make traffic worse. The solution may be a requirement to

expand South Boulder Road to three lanes in each direction. This may not be what the community wants and it may not comply with other goals discussed.

Rice says that whatever is done, do not negatively impact traffic movement.

Russell suggests rewriting "b" subtitle to say "recognize and preserve South Boulder Road" and yet provide safe, well designed, marked signal crossings for pedestrians.

Brauneis states that slowing down traffic may result in better business utilization.

Pritchard states that we want the traffic to move through smoothly with minimal delays so it is a question of efficiency. We want safety and efficiency.

Principle 6 –

Commission okay with Principle 6.

Russell asks about programing and suggests adding "to provide programming that activates public spaces".

Russ suggests this draft form with changes and edits can be submitted to Commission at the January 8 meeting, and then submitting the draft to City Council on January 20. Robinson says that the February public meeting can be met.

Motion to continue the Small Area Plan – South Boulder Road item to the January 8, 2015 meeting. Tengler makes motion, Brauneis seconds, voice vote passes.

Planning Commission

Meeting Minutes

January 8, 2015
City Hall, Council Chambers
749 Main Street
6:30 PM

Call to Order – Chairman 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, Chairman
Cary Tengler, Vice Chairman
Ann O’Connell, Secretary
Steve Brauneis
Jeff Moline
Tom Rice
Scott Russell

Staff Members Present: Troy Russ, Director of Planning and Building Safety
Scott Robinson, Planner II
Lauren Trice, Planner I

- **Small Area Plan – South Boulder Road:** Review and endorsement of SWOT analysis and measures of success.

Conflict of Interest and Disclosure:
None stated.

Staff Report of Facts and Issues:
Robinson presented from Power Point.

- At the December meeting, Staff brought the SWOT analysis and measures of success, and the PC requested some modifications be made. Staff is presenting the modifications for PC review.
- Brief update, if approved tonight, the Small Area Plan will go to City Council on January 20, 2015.
- On Wednesday, January 14, 2015 in King Soopers parking lot, there is an walking audit up and down the corridor to look at bike and pedestrian issues interacting with cars. On Thursday evening, January 15, 2015, in Council Chambers, there will be a placemaking workshop to come up with solutions to the issues identified.
- February 18, 6:30 pm in Council Chambers, to discuss land use and form issues and developing alternatives for the corridor.
- Next Public meeting scheduled for April with planned adoption in May or June.

- Staff will get results back in February from survey currently sent out. The Wayfinding project that goes along with this should kick off in February as well.
- The public kick off meeting for McCaslin Blvd Small Area Plan on February 19, 2015 at 6:30 pm in Council Chambers.
- New questions on the website are up on the City website.

Additional outside communication:

Email to Planning Department from Alexandra Bradley received on Wednesday, January 7, 2015 regarding Small Area Plan and email from Sid Vinall on Tuesday, January 6, 2015 regarding Small Area Plan. Motion made by Moline to enter emails into the record, seconded by Brauneis. Passed by voice vote.

Recess taken at 8:23 pm, resumed at 8:26 pm.

Staff Report of Facts and Issues:

Robinson discusses the changes made to SWOT Table and Principles.

- SWOT Table Interpretation

	Positive	Negative
Internal	<p><u>Strengths</u></p> <ul style="list-style-type: none"> • Parks and open space near corridor • Physical form of the corridor (parcel sizes and rights-of-way) • Proximity to existing neighborhoods 	<p><u>Weaknesses</u></p> <ul style="list-style-type: none"> • Pedestrian and bike connections are lacking, uninviting, and perceived as unsafe • Conformity to community values • Aesthetic Appearance of corridor • Connections to adjacent neighborhoods
External	<p><u>Opportunities</u></p> <ul style="list-style-type: none"> • Corridor as transportation link • Shops, businesses, and services on corridor • Valuable mix of uses on corridor 	<p><u>Threats</u></p> <ul style="list-style-type: none"> • Provide additional uses Impact of the market and regional competition on existing and desired land uses • Traffic • Train noise and impacts • Lack of community consensus on desires • Upkeep of existing buildings

Principle 1 - Provide for safer and more convenient connections across South Boulder Road and Highway 42 for bikes and pedestrians.

- 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?
- b) Design solutions that the City can realistically maintain over time
- c) Promote regional trail connectivity within the study area

Principle 2 - Utilize policy and design to encourage desired uses to locate in the corridor.

- a) Do allowed uses serve community needs as defined in survey and elsewhere?
- b) Are allowed uses supported by the market?
 - i) To what extent are incentives needed to induce identified uses to locate in the study area?
- c) Does the land use mix demonstrate positive fiscal benefits?
- c)d) *Is the process for approving desired uses and desired character simpler and more predictable?*

Principle 3 - Establish design regulations to ensure development ~~conforms to~~ reflects the community's vision for the corridor *while accommodating creativity in design.*

- a) ~~Match Physical form to~~ *should incorporate* desires expressed in community survey and elsewhere
- a)b) *Allow flexibility for changes in market requirements, design trends, and creativity in design.*

Principle 4 - Mitigate impacts of trains and improve safety of railroad crossings

- a) Address train noise
- b) Address traffic impacts from train

Principle 5 - Balance the regional traffic needs of South Boulder Road and Highway 42 with the community's desire for safety and accessibility.

- a) 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?
- b) Accommodate future regional transportation plans *and maintain the area as a regional corridor*
 - i) How does the corridor alternative adequately address future transportation needs?
 - ii) How does the corridor alternative accommodate adopted regional transit plans?
- c) Provide safe and efficient access *and visibility* in strategic locations for proposed land uses

Principle 6 - Provide for community gathering spaces and public infrastructure to encourage visitors to spend time in the corridor.

- a) Provide for community amenities identified in survey and elsewhere
- a)b) *Provide programming to activate public spaces*

Commission Questions of Staff:

Russell says he does not recall the discussion on upkeep of existing buildings.

Robinson says it was discussed.

Pritchard says that it may have been in reference to multiple owner businesses.

Pritchard asks if council is okay with changes to the SWOT table.

Tengler answers yes.

Principle 1 had no changes.

Principle 2 with additions. No comments or corrections.

Principle 3 with additions.

Tengler says that his concern of little too specific in conforming in matching. This better reflects his view. In the email from Mr. Vinall, he suggested that “conforms” is a better choice of words. Russell says that “reflects” is a good term because it acknowledges the fact that we cannot control everything and we cannot commit to everything that we are asked to do.

Pritchard states he likes the word “reflects” as well. Staff has found an appropriate word.

Russell discusses a)b) **Allow flexibility for changes in market requirements, design trends, and creativity in design.** He states that “allows flexibility to respond to changes in market requirements”.

Tengler and Pritchard agree with the changes Russell.

Robinson says he will change the wording to “allows flexibility to respond to changes.”

Principle 4 had no changes.

Principle 5 with additions. No comments.

Principle 6 with additions.

Public Comment:

Jean Morgan, 1131 Spruce Street, Louisville, CO 80027.

She discusses the incorporation of the public input as it pertains to the Small Area Plan and the SWOT report. She attended the public hearing for SOBORO on October 8, 2014.

- Question #1 - How do you use South Boulder Road corridor and its surrounding properties and amenities. How would you like to use it in the future? Q
- Question #2 – What do you think the core community values identified in the Comp Plan along the corridor and as the corridor evolves, how do you think the core community values should be incorporated into it?

She has papers of handwritten responses which she typed up so they are more readable for the public and Boards and different departments of Louisville. There were 178 responses to question #1 and 99 to question #2. She has reviewed the comments concerning the appearance of the corridor as being a negative or a weakness as reported in the SWOT. From the 277 responses, she found only 6 comments pertaining to appearance and they listed more or better landscaping, gardens, preservation of trees in open space. 2 of the 6 said “not the most attractive” and “want it to be a more beautiful part of the neighborhood.” She fails to see how these few comments on appearance were given so much weight in the SWOT.

She made a compilation of the five most mentioned comments by the public on these two questions. It was a total of 80 of the 277 responses which seemed to be in general agreement with the Planning Department’s conclusions about lack of bike and pedestrian friendliness, South Boulder Road as a north-south barrier that is difficult to traverse especially for students, creation of a small town feel on the road, and desire for fiscal responsibility and low density along the corridor.

She is confused about the lack of community consensus on desires. There is a lot of information and she would encourage the PC review of this document which is included at the end of the PC agenda for December 2014.

She gives her input on the changing of the word “conform to public opinion” as far as proposing changes along the corridor. She thinks “strongly reflects” or “consistent with” public opinion are good alternatives as we are a government of and by the people and citizen wishes for our community must be incorporated into City decisions.

At this public meeting in October, she heard Staff say that the font of the signage on the announcements which are now again on South Boulder Road is too small. People have mentioned that as you drive by, they simply cannot read it. She hopes the problem can be corrected before the next Small Area Plan or the McCaslin Small Area Plan.

Tengler asks Morgan a question. Relative to aesthetics and bike planning, do you mean to imply there is more or less emphasis on either of them?

Morgan answers regarding appearance, she doesn't know why it is a negative as there were few negative comments about it.

Russell asks about definition of "small town character". What does that mean to her?

Morgan answers that in the responses, people said "small town character". It has not been fully identified and as a community, it should be explored and defined.

Moline asks if she thinks the current corridor has a small town character?

Morgan answers she thinks it could be improved upon, which includes parks and walkability, biking pathways, and strengths mentioned in the exercise. She thinks the exercise was a valuable tool and hopes it will be used on the McCaslin Small Area Plan.

Moline wants clarification from Russ regarding "corridor" and the definition of it. Moline's definition is it is not just the street, but the properties that front the street and extend back. Is this correct?

Russ answers yes.

Cindy Bedell, 662 West Willow Street, Louisville, CO

Resident in Louisville for 19 years. She thinks it is extremely important to listen to the constituents and not be carried away with planning. The residents should be considered and what the majority of them want. She is happy to see the outreach being conducted for communication and input. Her other impression is that the majority of the constituents do not favor turning the South Boulder Road corridor into a high density urban corridor. Regarding the small town character, her neighbors appear shocked at what is underway as far as possible plans for urbanization. Her opinion is that small town design standards and spacious setbacks are what make Louisville attractive. She thinks many other residents agree with her and would not be in support of design standards with zero or very short setbacks. Many residents also do not want a 3-story flat roof commercial roof such as what is being built on Canyon Street and Walnut Street in Boulder. She thinks the character of Boulder has been changed by these high density buildings. She does not think Louisville wants to go in that direction. She wonders who initiated this drive toward urbanization. Was it initiated by constituents or constituent feedback?

Paula Palmer, 1603 Cottonwood Drive, Louisville, CO

She is surprised to see the "lack of community consensus on desires" added to the study. She participated in the October public meeting and there was extraordinary consensus in the room. She thinks over 100 people were present. There was a well expressed consensus on the vision for South Boulder Road. She wants to know where the additional comments have come from and what the nature of those comments are.

Pritchard answers that in looking at the packet, while there were people participating in the open forums, the discussions with property owners were not necessarily in line with the community wants. There can be a "disconnect" with property owners who have vested rights in the community.

Palmer responds that citizens are also property owners. She wonders if these property owners were contacted separately and not a part of the October community event?

Pritchard answers that these property owners were present but did not feel they could give full disclosure. There is more information in the packet.

Palmer asks what the opportunities are for the different segments of the community to talk openly with each other.

Pritchard answers that the Planning Commission meeting is part of the process.

Russell states that the presence of the “bullet point” will have an incredible impact on the outcome of this plan and dialogue. Part of the discussion from the December 2014 PC meeting was the element of what is the predominant purpose of this corridor; is it a highly efficient transportation corridor or should it be considered differently in terms of community asset.

Michael Menaker, 1827 W Choke Cherry Drive, Louisville, CO

Menaker states he is a strong proponent of the apartments being built at North Main, the ones soon to be built behind Alfalfa’s, and the proposed projects at Coal Creek Station. More importantly, those buildings are fully occupied. There are a lot of citizens living in the apartments who have voted not only with their present vote but with their dollars in support of some of the changes. The truth is that people always want progress but nobody wants change. There is no progress without change. In changing demographics and the need to provide and be inclusive for a new generation whose goals and values are different, then the bullet point is “right on the money”. He thinks it is a good thing. He argues that the diversity of opinion and mobile points of view make a better discussion.

Brauneis asks Russ about “who started this process” and about the phrase “high urban corridor”. Do you have comments to speak to how the process unfolded. There may be semantic issues about the use of the words; urban density may be different in your use of them than what people perceive them to be.

Russ states that there was conflict and difficulty in getting projects through the process. It was not good for the community or the landowner or the prospective investor in the City. Having a process where there is no consensus and 18 months of review is not good. If Louisville wants to see people invest in the City, the process needs to be cleaned up. Staff saw a conflict in policies. There were economic development goals coming from business retention and development committee. The LRC and City Council were seeing community preservation goals from the same entities. Zoning did not reflect those values. To address this, Staff is going through an update of the Comp Plan. The City of Louisville of today is not the City of Louisville of 1990’s or 1980’s. During that time, the city was in expansion mode with lots of land to annex, and policies were based on expansion. The City quickly ran out of expansive spaces. The annexation seen tonight is the last significant annexation the City will do. Our policies, however, assume we will be annexing green fields, and the policies did not align with our values. Staff hears about pedestrian challenges and traffic safety challenges, but they were not aligning with actual solutions. The Comp Plan tried to create a different language based on character. The Comp Plan is a vision document, not a zoning document. Staff used “centers, corridors, and neighborhoods” which are activities of the city and tried to define them into character. The characters in the Comp Plan language were “urban, suburban, and rural”. Rural is open space; suburban is Davidson Mesa, Via Appia, and McCaslin, and urban is downtown Louisville. The word “urban” is an emotional word but in its essence, it is people living in a town. Old Town Louisville is very “urban”; it is not dense but it is urban. It has alleys, buildings are close to the street, there are interconnected streets and the pedestrian sidewalks are all connected. The McCaslin corridor is designated “urban center” because it is an economic center. Development along Via Appia is different than development in Downtown Louisville but the zoning did not reflect it. Staff is identifying what the community wants the buildings to look and feel like on South Boulder Road, hence the community survey.

Sid Vinall, 544 Leader Circle, Louisville, CO

On the input from the large stakeholders on South Boulder Road, there were comments in the Small Area Plan that were on the website. He cannot find it.

Pritchard says it is on page 136 in the December 2014 minutes PC packet.

Vinall wonders if the comments were ever made at a public meeting?

Russ answers that on December 5, 2014, the Business Retention and Development Committee (BRAD) which is a subcommittee of City Council with three elected officials and is a posted City Council meeting, sponsored a developers forum. It was posted and put out. The question was asked from the business and commercial side to get their perspective.

Robinson says the notes in the packet were from stakeholder interviews held in December 2013. The notes from the December 2014 meeting were not posted in the packet. The minutes will be in the next BRAD packet.

Vinall asks how citizens can access these notes?

Robinson says the BRAD December 2014 minutes will be in the January 2015 BRAD packet.

Pritchard asks if they are on the website now?

Menaker says the summary from the recent BRAD meeting held Monday, January 5, 2015 includes the summary from December 2014. The summary is found on the City website. Menaker will show Vinall the link.

Vinall continues with his statement. A couple years ago, the PC was dealing with the plans for the redevelopment of the Safeway site. The developer wanted to build approximately 200 apartment units, filling up almost half of the site. It was by Special Review Use and had to be rezoned. At that time, a large number of residents turned out for both PC and City Council meetings to object to the plans. There were long and hard discussions. That project was turned down by City Council but later a new plan was proposed which included a grocery store and 8000 SF of commercial space and the apartment units were reduced from 200 down to 110. Currently, we see the Alfalfa's store and new commercial space with businesses in place. Tonight, the PC is looking at the Small Area Plan which to him is a large area plan. It extends from Via Appia to the Lafayette border. He does not know if the PC will see a large amount of residents turning out similar to several years ago, but he thinks the City is doing a better job of advertising this type of project. He sees more signs around town giving notice to the citizens about meetings. There are also emails coming from the Planning Department notifying people. It was encouraging to see a large number of citizens attend the kick-off meeting in October 2014 and at that time, there were a number of comments which we have heard in the summary by Jean Morgan. Hopefully, the City-wide survey for the South Boulder Road Small Area Plan which was sent out last month will provide more information and feedback for both the PC and City Council. In regard to the survey, he thinks it was very helpful and if the right questions are asked, as one who received and filled out the survey, he felt more accurate information could have been obtained with better worded and more direct questions. He was dismayed particularly with the picture section which already assumed that citizens had wanted to see high density development along the South Boulder corridor. All you had to do was to choose which form you wanted these developments; two or three stories or 5' back from South Boulder Road, 10' back, or 15' back, or a parking area. For him, it was like being asked to choose the least worst option. As of now on South Boulder Road, from Table Mesa to the Lafayette line, there is no stretch of road where there is any high density, two or three story developments 10' from the road. It is a beautiful tree-lined corridor and it is a pleasure to drive from Boulder and come into Louisville. He knows some members of the PC were at the kick-off meeting which he attends, and it appeared apparent to him that there did not seem to be much interest in having more high-density, in your face development along this corridor, particularly because of all the new development at Steel Ranch, North End, the 110 units next to Alfalfas, the DELO project, Highway 42 developments. What he thinks occurred at the kick-off was the input centered around making the corridor more bike and pedestrian friendly, safer crosswalks, and possibly an underpass near Main Street, upgrading and making more attractive the present shopping centers, improving the traffic flow and keeping the tree-lined corridor as is. The question then seems to be, how much development is too much, and what is the right development. We are not alone in this. Many residents in Boulder have been highly vocal about these issues and

critical of how the planning process works. Even in the people in Superior and Erie are raising their concerns. So the City seems to promote getting more citizen involvement which is helpful for both the City and the citizens, he hopes that the PC and the City Council will pay closer attention to what they are hearing from their Louisville neighbors. Most of us want to see healthy development and improvements in Louisville, but not at the expense of losing our small town character. We can have the conversation of what small town character is and it may be an abstract issue, if you see it, you'll know it. After you have had a chance to review all the information and citizen input regarding the redevelopment or development ideas for South Boulder Road, he hopes the PC will make the recommendations to City Council that are in the best interest of the City and its residents. He was looking at the community weekly in the Daily Camera a few weeks ago, and an advertisement caught his eye from a newer business, Elevations Credit Union, on McCaslin. The advertisement said "Here's to a return to what matters, to knowing your true social network is physically located in the community that you call home. Here's to Main Street, not Wall Street."

Closed Public Hearing and discussion by Commission:

Pritchard asks that based on the SWOT analysis, is PC comfortable with the changes red-lined in the document? Are we in support?

Russell asks if the purpose of SWOT analysis to be a transcript or summary of the feedback you received at the kick-off meeting or is it a combination of kick-off and stakeholders.

Russ answers that this is more than the public meeting. We have EnvisionLouisville.com, we have numerous interactions with the community both in terms of stakeholders, BRAD committee, City Council doing proactive research, and Staff has a number of ways to get information to and from the public. This is trying to summarize it and give some guidance to the community as we get physical. The next stage is to take this and actually put strategies on the ground. From a SWOT perspective, it is intended to raise awareness to what we find as a community as challenging; the entire community, not a niche of the community. The Principles are meant to "this is what we hope to achieve". When we come up with alternatives, we want to measure them. Alternatives will be guided by the Principles; the SWOT is to simply raise awareness to the challenges and opportunities that are before us.

Russell says the answer is helpful. When he thinks about the aesthetic appearance of the corridor, he would be open to taking that out. He thinks about driving over the hill down South Boulder Road on a summer day, it is nice. When you get farther east, it gets sketchy, but is that the most important weakness to talk about. He is find keeping it in and fine taking it out. The lack of community consensus on desires says there is a lack of consensus on the primary purpose of the corridor. Maybe it less an issue of community consensus and more an issue of what is the purpose of the corridor. This is an issue that all communities are dealing with, what do you do with a big road like that? On Principle 3, we could say that established design regulations to insure development "closely reflects" because he doesn't think you can "strongly reflect" the community's vision.

Tengler says he is in favor of keeping the notion of the "appearance of the corridor" as we are talking about a relatively small segment from the other side of the ball fields to Via Appia, not considering the vista going down the hill on South Boulder Road. We are talking about a much smaller section and candidly, he thinks there are some areas within that stretch that could use some work from a visual standpoint. He is in favor of keeping "closely reflects". He is comfortable with the rest of the SWOT analysis and the rest of the Principles that Staff has modified from the last PC meeting.

Rice says that the Threats sections could perhaps be better stated as Challenges but then it would not be SWOT. From his perspective, not announcing that there is a lack of consensus

ultimately but that this is a challenge we need to work through to see if we can drive consensus. To the extent that consensus cannot be achieved, then that is a challenge. But if it can, then it does not become co. He is comfortable with the way it is in the SWOT and in Principle 3.

Brauneis says he is comfortable with “closely reflects” as well. He interprets the “lack of community consensus and desires” as Rice does and does not think cause of consensus to grow, he thinks it is simply acknowledging it as part of the dynamic of a process like this. When it comes to the appearance issue, he reads it to mean that we would be celebrating the more portions of the road, and to try to transfer it to other areas. The trees in the middle are fantastic. The inclusion of the appearance of the corridor as a weakness will not cause us to chop down the trees; if anything, it will help us improve other areas within it.

Moline says he is comfortable with the explanations about the way we have it now. He is comfortable with the comments he has heard for modifications.

O’Connell says that on the aesthetic appearance, her feeling is to keep it in. It actually ties in with the weakness of the pedestrian and walkability because when driving through the corridor, it is beautiful with the trees. With the walkabout, you start noticing litter and things needing upkeep. If we can see these things as entwined and then it ties into the lack of consensus on the purpose, is this a drive-through or is this small town walkability. If the purpose is seen more to be more walkable area, then we need a lot of aesthetic improvement. Those remain big weaknesses to her. She is in favor of changing the wording to the lack of consensus on the purpose of the corridor than keeping it on community desires. She is fine with the changes redlined. She does not feel strongly changing it to “closely reflecting”; she thinks reflecting captures it.

O’Connell excuses herself at 9:28 pm due to illness.

Pritchard says he agrees with O’Connell. He likes the SWOT analysis and overall, it reaches the objectives. In terms of the red lines on the SWOT analysis, he is in favor with the slightly tweaking of the language in regard to the community consensus issue. In regard to the Principles, he is very comfortable with them. He is in support. He asks Robinson to take the PC suggestions regarding the SWOT Threat, community consensus.

SWOT analysis – PC gives affirmative voice consensus.

Principles - PC gives affirmative voice consensus.

November 26, 2013

I have been a Boulder County resident since 1975, the past 27 years at the same Louisville address.

Over the years the city of Louisville has achieved good success in protecting acreage through their wonderful open space program. Trails are enjoyed by most of our residents. However more land could & should be protected from development. Part of this vision was lost as the Steel Ranch development was permitted. A north open buffer should have been maintained with the Lafayette/MCStain development. Now the North End development is plugging up yet another buffer between Louisville & Lafayette. Some time ago I wrote an email to both cities suggesting that the vacant Pow Wow grounds would be a visual compliment to the Harney/Lostoka property.

Under Mayor Sisk, it was once stated by the city, that Louisville's population should be capped at 20,000 residents. I also recall that we the citizens voted to be taxed more for the open space program. I do support tax dollars being spent on the McCaslin underpass and at Highway 42 & South Street. More open space dollars should be spent on acquisitions.

We need open spaces for wildlife and for visual esthetics, not just more recreational facilities. The Harney/Lostoka IGA agreement should be modified to not allow Lafayette the right to build ball fields at this location. If all this acreage is built upon it is not open space, just merely another city park. Parks are good for all of us, but they are not open space buffers between cities. The Mayhoffer alfalfa field at Pine & 42 should not be developed. We need open visual continuity with the other Mayhoffer parcels and Coal Creek open space.

Thanks for the opportunity to comment.

Sincerely,
Todd Van Dyke
505 Sunset Drive
Louisville, Colorado, 80027

*aesthetics
parking
public safety*

Subject: FW: Memo to Planning Commission

From: Sid Vinall [<mailto:sid@vinall.com>]
Sent: Tuesday, January 6, 2015 2:56 PM
To: City Council
Subject: Memo to Planning Commission

MEMORANDUM

TO: The Louisville Planning Commission

FROM: Sid Vinall, Chair, Citizens' Action Council on Behalf of the CAC Core Committee

DATE: January 6, 2015

SUBJECT: Small Area Plan Process Concerns

A bedrock principle of representative government is the expectation that decisions by public officials will reflect the desires of the public they represent. The Citizens' Action Council was established to help ensure the public has the information it needs to make public officials aware of their desires. An informed public, with adequate avenues for input, can ensure the views of the public and actions taken by government officials are consubstantial. This is not to say that each action our representatives take up requires a public pulse, as laws and procedures established with oversight by the public provide, in theory at least, adequate safeguards for the people. But, a public pulse is required for major policy issues that significantly impact the lives of citizens.

Louisville's Comprehensive Plan is a defining document for our citizens. It should become the citizens of Louisville's vision of what they want their city to be. Given this, we are deeply troubled by the views expressed by some Planning Commission members at your December 11th, 2014 meeting on the role public input should have in the small area plan process. The suggestion that community input should play a role, but not be the "defining characteristic," of how small area plans should be developed and implemented flies in the face of government by and for the people. We concede that for public input to play a "defining" role in the development of the small area plans it needs to reflect the beliefs of the majority of Louisville's citizens. The city-wide survey currently being conducted is a first step in getting a sense of residents' vision for Louisville, but given its abstract nature it may be necessary to seek more specific input on final plan options. We ask you to back off your request to have staff modify the language of Principle 3 calling for the small area plan to "conform" to community visions for the South Boulder Rd corridor.

We are also troubled by some members expressed disdain for trying to define “small town character.” This concept was the dominant theme coming out of the public input process used for the overall Comprehensive Plan. Calling this concept meaningless and refusing to seek its definition is an abrogation of your duties as a Planning Commission. The results of the CAC’s 2013 Community Survey provides ample information on what citizens believe is small town character. It would be very unfortunate if the disdain for the concept is a product of ideological disagreement with citizen beliefs.

Shifting gears a bit, we are also troubled by the discussion at the same meeting about what the right amount of retail is for a town of Louisville’s size. The question itself reflects a serious lack of understanding of the dynamics of Louisville’s underlying revenue structure, and the realities of revenue competition in a metropolitan area. The nature of the discussion puts into question the Commission’s capability to develop a fiscally sustainable land use plan.

We would be happy to have a small group meet with any of you on these issues. Please call me at (303) 666-5621. As you know, this is not a quasi-judicial process and therefore discussions with citizens outside your meetings are perfectly acceptable.

cc Louisville City Council

Dawn Burgess

Subject: FW: Small Area Plan and BCHA Annexation and Rezoning Application

-----Original Message-----

From: Alexandra Bradley [<mailto:alex@makali.com>]

Sent: Wednesday, 07 January, 2015 9:31 AM

To: Planning

Cc: Troy Russ

Subject: Small Area Plan and BCHA Annexation and Rezoning Application

Louisville Planning Commission,

I may not be able to attend this weeks Planning Commission meeting so wanted to send an email in leu of my public comments on two topics being discussed.

Small Area Plan:

I was present at the last Planning Commission meeting on December 11th when the Small Area Plan was discussed. During the discussion of the language of Principle 3 of the SWOT analysis, members of the Planning Commission requested that the language be changed to decrease the influence of the community input gathered in the community survey and elsewhere. There was additional joking about the needing to appease the City Council because they spent money conducting the community survey. I found this discussion to be very concerning. My understanding is that the Planning Commission represents the citizens of Louisville just as the City Council. If some of the members of the Planning Commission do no value the input of the citizens of this city then I feel that they should step down from their position.

BCHA Annexation and Rezoning Application:

I am generally supportive of the affordable housing development being proposed by BCHA. I do want to express my concern for the number of units being proposed for this area. We are already feeling the impact of increased traffic to the area and this is without the completion of other planning and proposed developments. South Boulder Road is seeing increased congestion and backups from Via Appia to 42. The increase in rail traffic now and in the future (when and if we get Light Rail) will only exasperate the traffic issue. Kaylix Avenue will carry a high number of vehicles from both the affordable housing development and the Steel Ranch development into Christopher Village as it will be the only direct connection to South Boulder Road for these residents. The impact to both Christopher Village and the connection to South Boulder Road will be substantial. I am very concerned as to how the flow of traffic into the existing shopping center will be designed. How will pedestrian safety be maintained? I would ask the Planning Commission to make sure that adequate and appropriate evaluation to the traffic patterns, road congestion, and pedestrian safety be conducted as well as looking at how the size of this development will impact overall traffic.

I do know that the GDP does not include details of the breakdown of the type of units that will be built on this site. However, I have spoken with Ian Swallow at BCHA and understand the intent for this property. Because of funding issues, only 70 to 75 units of the 231 units proposed will be dedicated senior housing. That leaves 161 to 156 as potential multi family units. We already know that Louisville Elementary School will be over capacity in future years without the addition of students from this development. Louisville Middle is also seeing increased enrollment. BVSD may have to take the drastic measure of redrawing school boundaries which could impact property values and cause a political firestorm in town. Sending students to Coal Creek Elementary or Fireside will also increase the size of these schools well above the nationally recognized preferred elementary school size of 400 students.

I would urge the Planning Commission to step back and look at this area as a whole when determining the size of this development. Although we are in desperate need of affordable housing in our city, maximizing the number of units on this site may not be the best choice for both our schools and roads. This may be one of those cases where “less is more.”

Thank you for your time in reading my comments.

Cheers,
Alexandra Bradley
1385 Caledonia Circle, Louisville
303-709-9694

SOUTH BOULDER ROAD (SoBoRo/SBlDrRd) SMALL AREA PLAN (SAP) PUBLIC MEETING
CITY COUNCIL CHAMBERS 10/8/14

THE FOLLOWING IS A CASUAL COMPILATION OF THE 5 MOST MENTIONED ITEMS OF
QUESTIONS # 1 & #2 OF THE LAST PUBLIC INPUT EXERCISE:

Question #1:

- 15 responses—Wider/more bike & ped friendly crossings/paths/sidewalks on SoBoRo
- 10 responses—SoBoRo is a barrier from No. to So.—We need better connectivity/trails
- 6 responses—Scary to walk next to & cross SoBoRo
- 5 responses—Need better access to Monarch Hi/Lsvl MS
- 3 responses—Like the small businesses on SoBoRo

Question #2:

- 14 responses—Need for safer/sider sidewalks; better bike/ped friendly
- 11 responses—Sense of community/small town feeling is important on SoBoRo
- 7 responses—Low density
- 5 responses—fiscal responsibility on SoBoRo
- 4 responses---underpass

SOUTH BOULDER ROAD (SoBoRo/SBR/SBldrRd) SMALL AREA PLAN (SAP) PUBLIC MEETING

CITY COUNCIL CHAMBERS 10/8/14

NOTE: (?) = difficult to read penmanship on copy of original

QUESTION 1. How do you use the SoBoRo Corridor and its surrounding properties and amenities, and how would you like to use it in the future?

TABLE #1:

- SBR seems exclusive to high vehicle traffic to/from Boulder
- Travel to highway 36
- Travel to work
- Scary to walk next to/cross streets
- Future/more bike/ped friendly
- Continue the bike path past King Soopers
- Better traffic light
- We like the stores/shops along SBR
- We own a small comm. building on SBR—Traffic is bad

TABLE #2:

- Commuting
- Walking
- Parks for recreation
- Shopping

TABLE #3:

- Biking
- Driving (but not stopping)
- Gas Station
- Alfalfas, King Soopers
- Link to Boulder
- Would like less of a “strip mall” feel
Strip mall & north office buildings are also ugly
- Residents want more of a “connected” feel
- Hwy 42/95th feels like a barrier to the rest of Louisville
- Would like the corridor to be more of a destination
- Run errands
- Residents would like corridor to be less of an after thought
- Use walking trails frequently
- Would like to see trails that are better worked

QUESTION 2. What do you think the core community values identified in the Comprehensive Plan mean on the corridor, and as the corridor evolves, how do you think the core community values should be incorporated into it?

- Better Bike/Ped friendly areas
- Any future development should have a blend of comm/residential—easier to walk/bike to store
- Traffic along SBR seems to be the biggest point of contention
- New developments should keep w/ the mining/heritage look and feel
- Quit wasting money on land purchase before it is fully investigated i.e. CTC land purchase (core value being fiscally responsible)

- Traffic is too heavy to meet core values
- Transportation is not balanced
- SBldrRd is a main artery to Boulder from 287 & NW Parkway & 36

- Louisville’s SBR corridor feels very ‘car-centric’; has less of a small-town feel than old town
- Would be nice to have a pavilion area in the corridor similar to Old Town’s music/skating area—sense of community
- Balanced transportation system

TABLE #4:

- Tails for recreation & SBR as a transportation corridor to access stores
- Would like to use trail system more if travel was easier at major crossings
- Enjoy views of mtns & open space
- Bike & ped crossings/underpass to access communities
- Wider bike paths
- Connect to all neighborhoods to all others safely
- Reduce SoBoRo as a thoroughfare for commuters
- Over/underpass for cars
- Quiet crossing @ SoBo

-Low income linked to King Soopers? Not Alfalfa's

TABLE #5:

- A. -From homes to Boulder, Lafayette, grocery shpg (K/S & Alfalfa's)
- Auto Transportation Corridor!
 - Cottonwood Park for kids
 - Cycling = dangerous. Not bike/pedestrian friendly
 - Walk/bike to L'ville Middle School (must cross SoBoRo)

- Minimal/no sense of community
- SoBoRo needs to connect (link) No & So Louisville vs merely a commuter corridor (possible overpass & landscaping)
- Preference for walking/biking friendliness
- Improvement for healthy, vibrant, sustainable community (incl. commcil. development)

B. Like to use:

- Bikes/Pedestrians
- Connection from north/south neighborhoods
- Community gathering area
- Improve transportation
- Redirect traffic off of SoBoRo
- Destination place vs. traffic corridor
- "Slow" commute traffic down!
- Implement traffic circles

TABLE #6:

- Connections Boulder & Lafayette
- Want more pedestrian/bicycle friendly
- Cater to non-cars
- Access to & thru Louisville
- Want bike/ped way
- Want safe access to Middle School
- Want community gathering area
- Revitalize Walgreens/small shops
- Modeled small store fronts like we have on Main St.
- Need S.BoRo underpass
- The dogs got an underpass how about the Middle School kids
- Flashing cross walks like by Centaurus

- How can new development be connected to small town feel?
- Endless empty parking lot @ Hobby Lobby & Walgreens
- Stay low density. Steel Ranch/new Alfalfa's buildings
- Walkable mixed use neighborhood = good. Balance small town feel w/ density (Holiday Neighborhood)
- Want less of endless suburban/strip mall feel. Community Gardens & live/work balance

TABLE #7:

- Open Space X 2 (cottonwood Park)
- Ride bike north
- Drive south
- Kids to MoHi
- Friends in Steel Ranch—visiting now
- Drive East to West
- Errands/Retail
- Walking/cycling
- Routine
- Shop at Walgreen, Union Jack, Alfalfas, King Soopers
- Driving MoHi/LMS
- Ride bike Alfalfas, downtown, K.S., Union Jacks, Walgreens
- Minimal commute
- Unpleasant walk/not safety
- Commute to Boulder x 3
- Cycling on bike paths--less traffic on Baseline
- Running/to cross and avoid
- Fitness
- Unpleasant btw Via Appia + Main Street

- Pedestrian/bike friendly for residents of all ages from end to end
- Safe walks for kids to (CCE +) LMS
- W. Centennial + Centennial + Garfield = safer crossing to LMS
- Underpass would be ideal for safety @ Centennial
- Cottonwood to mirror (?) the park space to the east-- it will get good use. Let's make it like Community Park (to have large events)
- Integrate commercial spaces/medical (?) on north side of SBldrRd.
- Redevelop older multi-unit housing on south side
- Environmentally friendly mass transit system—street car
- A left turn arrow/lane on South Boulder turning on to Garfield
- Lighting at bus stop
- Safety!
- Not pleasant experience for pedestrians
- Not most attractive

TABLE #8:

- Pedestrian/bicyclist daily, taking son to baby-sitter—Steel Ranch to downtown—King Soopers Shopping Center—to various parks & trails with Family
- Drive to Boulder
- Drive to work and running errands for work, King Soopers/Alfalfa's Shopping Center
- Drive/bike thru area
- Like using it for biking & want it to be safer in the future. Pedestrian use
- Drive out of SBldrRd for work
- Bike/walk around the area
- Want to use parks in the area & accessing them by bike/walking
- FUTURE: Bike lanes
 - Pedestrian underpasses
 - More walking/biking

- A sense of community---wider sidewalks & ease of access allows for impromptu conversations
- Safe neighborhoods—Kids using the area having access under/over SBldrRd & 42 & along SBldrRd to Via Appia allows constant flow and safe access
- Integrated Open Space & trail networks. Connecting Open Space & trails throughout the area allows integration & reinforces other core values
- Sustainable practices for the Economy, Community & Environment—with additional people moving to the area sustainability is important
- Need a disc golf course somewhere in Louisville
- Biking/walking for individuals, families & kids safely throughout SBldrRd Small Area Plan region. Underpasses & bike lanes
- Consider creating a bike park similar to the one in Boulder Valmont Bike Park. It is an amazing place for families to gather, hold races & events

TABLE #9:

- Live there
- Main artery that allows us to access other locations
- Good artery to get to highway
- Recreation & shopping access
- Pedestrian crossing @ SBR & Via Appia by bus stop
- It might be worthwhile to encourage more activity in the shop mall near Alfalfa's where Mudrocks is located. There is unused & under-used space there. If we encouraged more active businesses in that area, it might help revitalize the economy of the area

- Don't think this corridor represents city's heritage
- Lacks quality commercial areas
- Lacks small town feel
- It seems like there is a lot of litter near the bus stops on Via Appia. We need more trash cans & more enforcement for anti-littering laws

TABLE #10:

- As east/west transportation
- Use SBldrRd for transportation. It would be better for traffic to move freely. I would like the area to be more walkable
- Underpass on SBR under RR tracks

- All areas should retain equal access to this thoroughfare
- The community area should be walkable, bikable & safe
- Maintain residential characteristics in residential areas
- More bicycle-friendly and MUCH safer!!
- Left turn arrows at traffic intersections—right turn arrows as well
- SLOW speeders down on Cottonwood Drive for those who use it for a shortcut from eastbound SBR to southbound Garfield

TABLE #11:

- Driving to & from destinations
- To work location SBR
- Main thoroughfare
- Walking & biking to & from Main
- More places to eat
- A safe place to be in if there is a tornado warning

- Walking & biking paths
- Traffic control—light/lanes
- Wider sidewalks (comforting)
- Improve our Sense of Community—more gathering areas similar to the Rec Center or Community Park. Something north of SBldrRd
- The Village Shopping Center—get it vibrant again-- Alfalfa's is a start.
- Widen the sidewalks, better landscaping

TABLE #12:

- Leave community, get gas, Alfalfa's, groceries
- Cycling, grocery stores, transportation into/out of city—like to see more biking, public, transportation, consistency in bike paths
- Route to other cities—Boulder, Lafayette, downtown Louisville
- Walking--important that it is not overbuilt
- Congestion
- River of traffic between community—nice if

- Walking/biking developed to maintain small town community
- Boulevard-biking friendly
- Low income area—what is the plan for that? Need more lower income housing/senior housing
- Affordable housing
- People n lower income housing use public transportation
- Want values how (?) corridor is developed. Not strictly high density units & then dealing with it

- there were alternatives—more like a city street
- Cycling--feel safer on Baseline—speeds are less on Baseline
- McCaslin to Hwy 42—make it more walkable
- Ideally an underpass/overpass @ RR crossing
- Way to get to other parts of Louisville—to McCaslin--live 2 blks off part of their neighborhood –want it to be a more beautiful part of neighborhood
- Distrust of high density properties
- Makes high density manageable problem less manageable
- Garfield Ave

TABLE #13:

Now:

- Transportations—mostly driving shopping on it—essentials (groceries, gasoline, services, densites (?), banks, legal, medical)
- Some bike path usage
- Bus available (not used by anyone at the table currently. One person kids used in past)
- Tennis courts close
- Parks off corridor
- Concerts were at Cottonwood—no longer (loved that)
- Retirement housing
- Community gardens on 42
- Sports complex on 42

Future:

- Would like to walk more safely from Coal Creek trail (@ Louisville Tire) more safely
- Need sidewalk on east side of 42 & west side
- Redevelopment of Industrial area between 42 & RR (mixed use)
- More bike friendly usage
- Light rail to Boulder
- Less retail—happy with the way it is

TABLE #14:

Now:

- Thoroughfare to Boulder & DT Lsvl (car & bike)
- Grocery Shopping (in town & Laf.)
- Travel to work in & around/beyond corridor
- Travel to retail shopping within corridor
- Work
- Travel to Old Town & other areas in town
- Use of Cottonwood Park

- Big sky view—high rise buildings will distract sky views
- Want the corridor to be more walkable, shops, restaurants like Lafayette & 287 with new restaurants

- Goal: Improve transportation system (ie transit system)
- Balanced transportation
- No high rises—continue small town feel
- Continue ways to get under SBR that connects So. & No. Louisville
- No to an urban corridor
- Preserve views of mountains
- Preserve trees & open spaces along the corridor

- Continuity of character, keep the small town feel
- Make sure that parking and congestion is addressed appropriately to encourage social interaction throughout the corridor
- Find a way to connect neighborhoods via trail systems to our core. Don't create islands that are outside the core
- Work diligently to fill retail vacancies for a healthy, sustainable & vibrant community

Future:

- Would love to be able to walk & ride bikes (non-motorized vehicles of all kinds) safely
- Would like our kids to be able to safely traverse the area
- Would like to see bike lanes from SBR to Old Town via Main St.
- An underpass under SoBoRd near Main
- Would like to use the area more if the vacancies fill up & there is more stuff to do
- Would like to see continuity of character along the corridor

TABLE #15:

Currently:

- Alfalfa's, Soopers shopping
- Neighborhood pub(?) -gathering w/ neighbors
- Services (cobber)
- Walk
- Drive
- School & classes
- Arterial use (N/S & E/W)
- Dense area doesn't feel crowded

Future:

- Biking & walking trail connections
- Accessibility to neighborhood services
- Neighborhood feel—traffic calming or safe walking options
- Cross 42 & SoBoRo safely & intuitively
- Quiet w/ areas of buzz
- Small businesses

- Reserve Village Square as a small business/neighborhood retail area
- Similar scale & density of housing, parks (if more people, more parks)
- Connection to City's Heritage—provide walking & bike connections North of SoBoRo so those residents also feel like residents of Old own
- Fiscal sustainability keeping small businesses in town

TABLE #16:

- Fast—just go thru. Just a means to get somewhere
- Using it as driving space
- It's a separation of Louisville No. & So. bisects the town. Real challenge to cross 42 if not in a car
- Slowly—have opportunity to use the space
- Would like a park on open space on southwest corner by Main. More opportunities to go there
- Would like a way to get the two halves together. Want it to be a good transportation corridor & also a safe place to walk
- Make it easier to bike along SoBoRo. Now feels a bit dangerous
- Alfalfa's is very convenient

- If we value community & SBR splits community, it's a problem. Connectivity is huge. North to south sides. Connection between neighborhoods
- Getting right turnouts into Alfalfa's Shop Center. Neighborhood—like & minimize noise
- Kind of like SBR as it is. Preserving it & not assuming that change needs to occur
- Don't want lot of building up the sidewalk so it feels like a canyon
- Balancing the need for SBR to be good transportation corridor and ped/biker friendly
- Unique commercial opportunities, small town feel, strong economy, balanced transportation, family

TABLE #17:

- Travel
- Shopping
- Living & visiting
- Walk our dogs (need sidewalks for walking)
- Gathering spaces (ie Alfalfa's outdoor patio and events)
- We love the trees, the openness and the set back of buildings
- Incorporation of nature (ie medians with trees)
- "Love it like it is"
- No more high density building
- Don't let it become a Boulder Canyon Blvd. with high density heights
- Sense of community. Connect downtown Main St. to Centennial for walkability, easy flow
- Adequate bike lanes
- Connective trails to downtown
- More parks—1. park south of SoBoRo & west of Main (in the triangle)
- Could we use Baptist property for an Arts Cultural Center
- Need to have commercial for a tax base, so keep what we have and cautiously add more

TABLE #18:

- Access to work
- Some shopping
- Like corridor just fine
- Easier commute vehicles
- Keep our old "Small" Town Feeling
- Keep bicycles off the streets and on their own areas
- Does Louisville really have the funds?
- No more trains

From: [Richard Tarde](#)
To: [Scott Robinson](#)
Subject: Suggestions for South Boulder Corridor
Date: Wednesday, December 31, 2014 4:05:03 PM

Hi Scott –

I noticed in my utilities bill a flyer on the South Boulder Road improvements. I would like to offer a suggestion. I have traveled the bike paths in Louisville, and I remember being confused as I went across South Boulder Road. There is one close to the Alfalfas, maybe by the State Farm Office that does not have a crossing across South Boulder, one has to risk life and limb in a bad spot to get across and the bike path is not contiguous on both sides.

My suggestion is to connect all the bike paths in Louisville in a clear and safe way, especially across roads such as South Boulder, maybe a crosswalk with a light, and then make it clear where the path is. With some connecting work such as this we could have a bike path system in the category of Boulders.

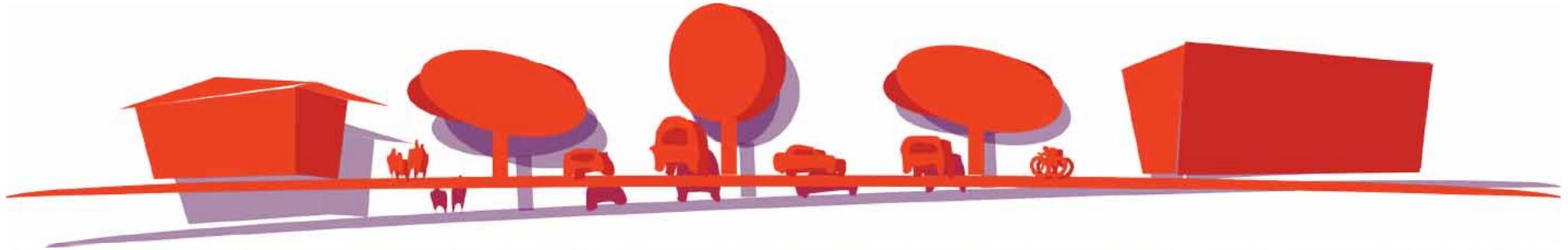
I hope this is useful! Thanks for your time,

Richard Tarde

421 W. Sycamore CT

Louisville, CO

720-903-6206



South Boulder Road

SMALL AREA PLAN | VIA APPIA TO CITY LIMITS

City Council

January 20, 2015



What is a Small Area Plan?



What is a Small Area Plan?

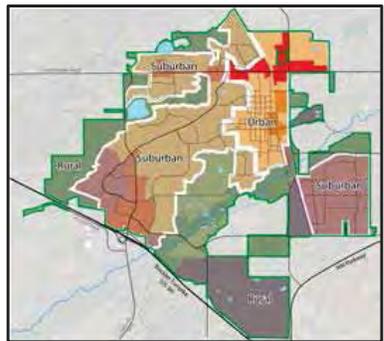
1st Step to Implementing the Comprehensive Plan

COMPREHENSIVE
PLAN

**SMALL AREA &
NEIGHBORHOOD
PLANS**

ZONING
&
DESIGN
GUIDELINES

STREETS,
BUILDINGS,
&
PUBLIC
SPACES



Policy



Place



South Boulder Road

- Illustrates a community-based vision:
The “Framework” – City wide, not parcel specific
- Defines policy for functioning of the vision:
“Vision Statement & Core Values” – City wide, not parcel specific
- Outlines implementation and monitoring of the vision:



Louisville's Vision Statement & Core Values





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 that 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 ensures an open and responsive government that integrates regional cooperation and citizen volunteerism with a broad range of high-quality and cost-effective services.



We Value:

A Sense of Community ...

Our Livable Small Town Feel ...

A Healthy, Vibrant, and Sustainable Economy ...

A Connection to the City's Heritage ...

Sustainable Practices for the Economy, Community, and the Environment ...

Unique Commercial Areas and Distinctive Neighborhoods ...

A Balanced Transportation System ...

Families and Individuals ...

Integrated Open Space and Trail Networks ...

Safe Neighborhoods ...

Ecological Diversity ...

Excellence in Education and Lifelong learning ...

Civic Participation and Volunteerism ...

Open, Efficient and Fiscally Responsible Government ...

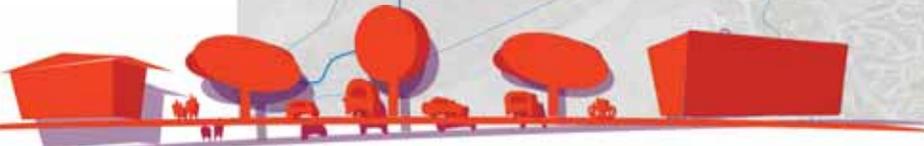
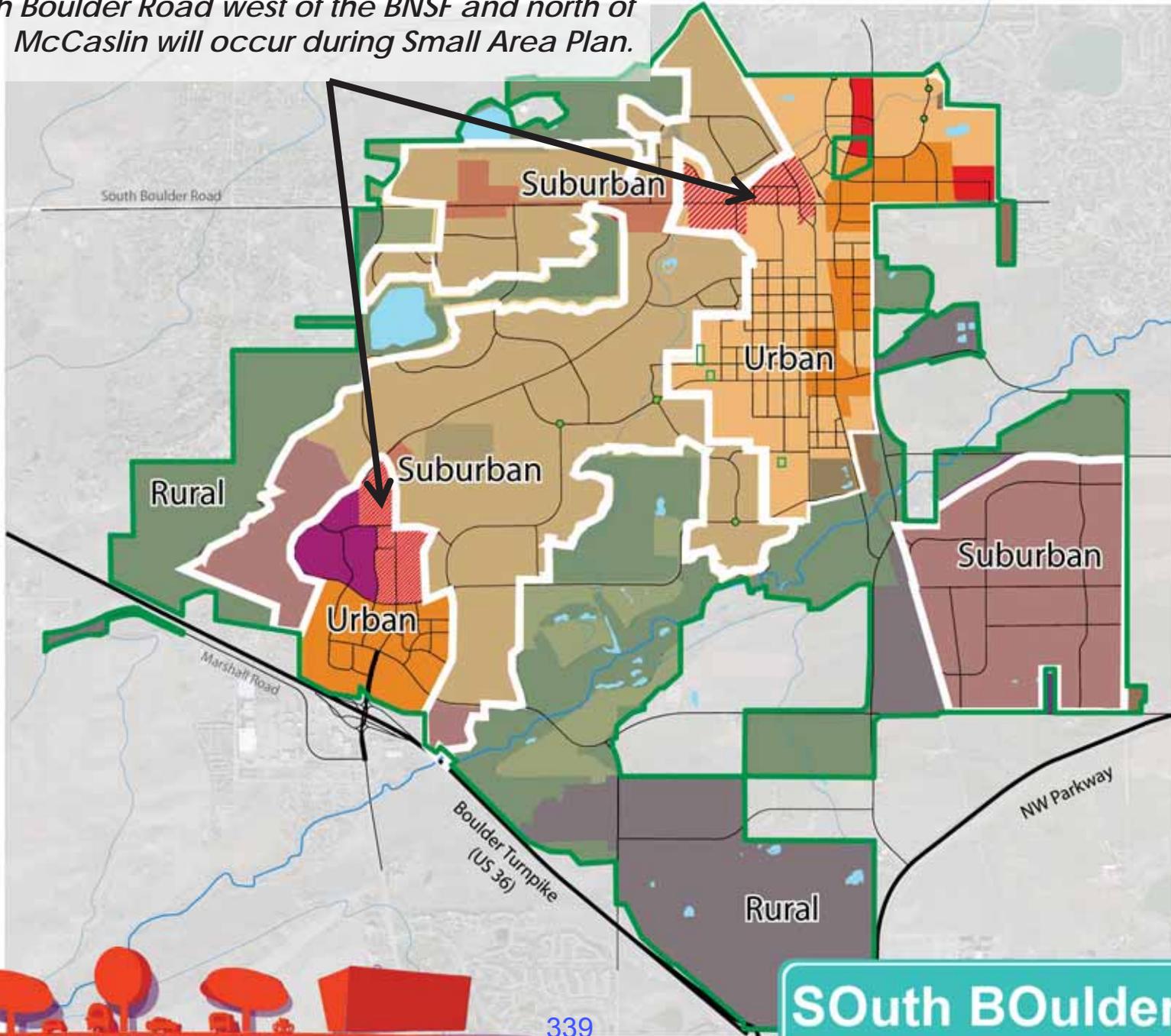


Louisville's

Character Framework



The "Urban" or "Suburban" designation of properties along South Boulder Road west of the BNSF and north of McCaslin will occur during Small Area Plan.



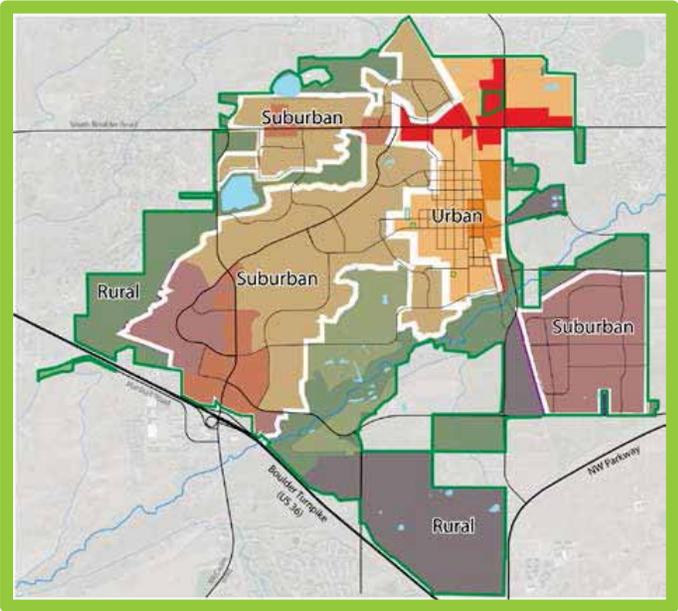


What is a Small Area Plan ... Again?



What is a Small Area Plan?

Comprehensive Plan



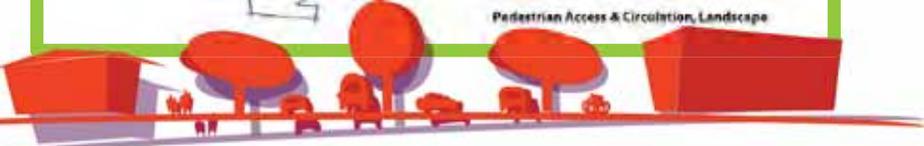
Small Area & Neighborhood Plans



Zoning & Design Guidelines



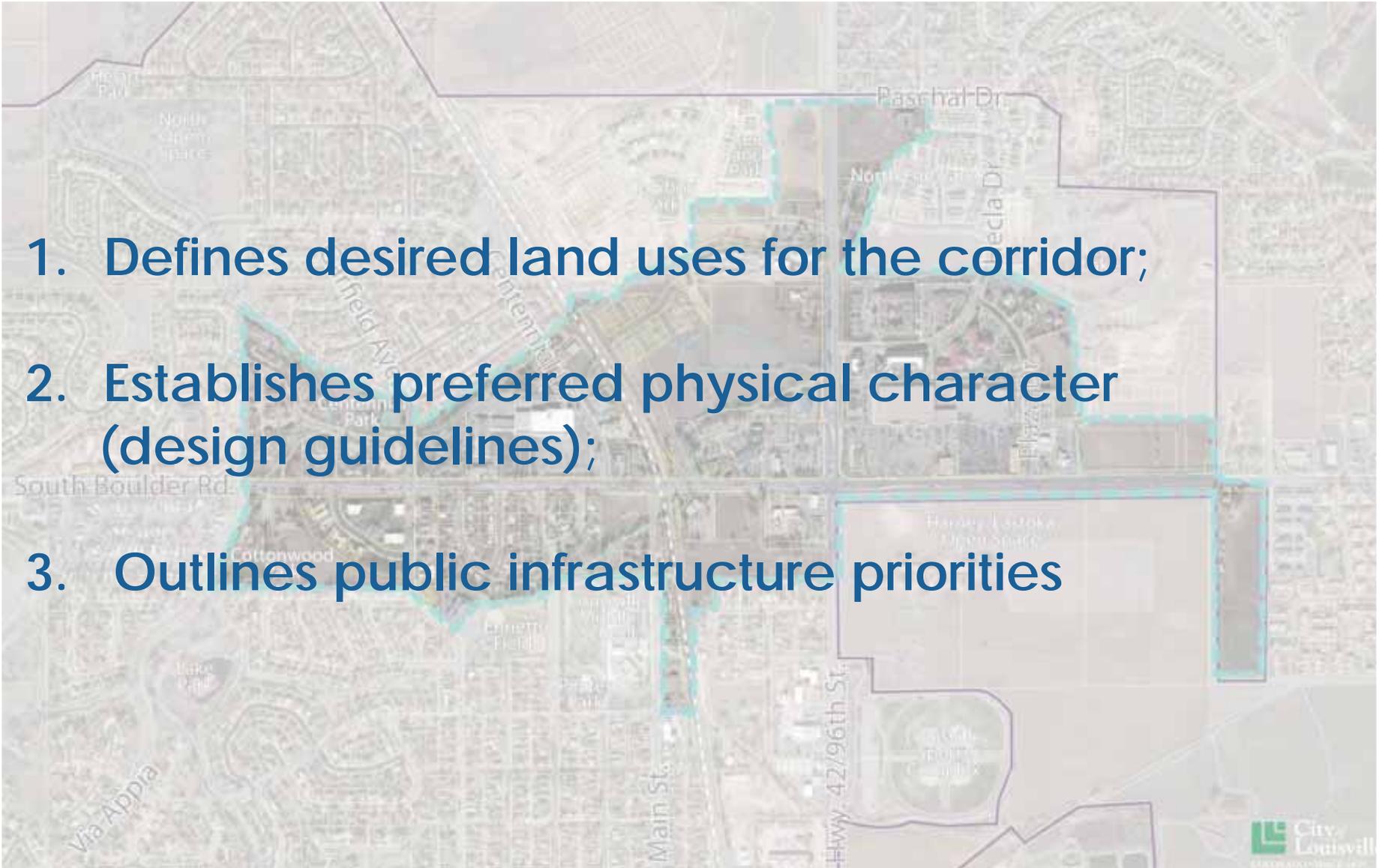
Translate



South BOulder ROad



1. Defines desired land uses for the corridor;
2. Establishes preferred physical character (design guidelines);
3. Outlines public infrastructure priorities

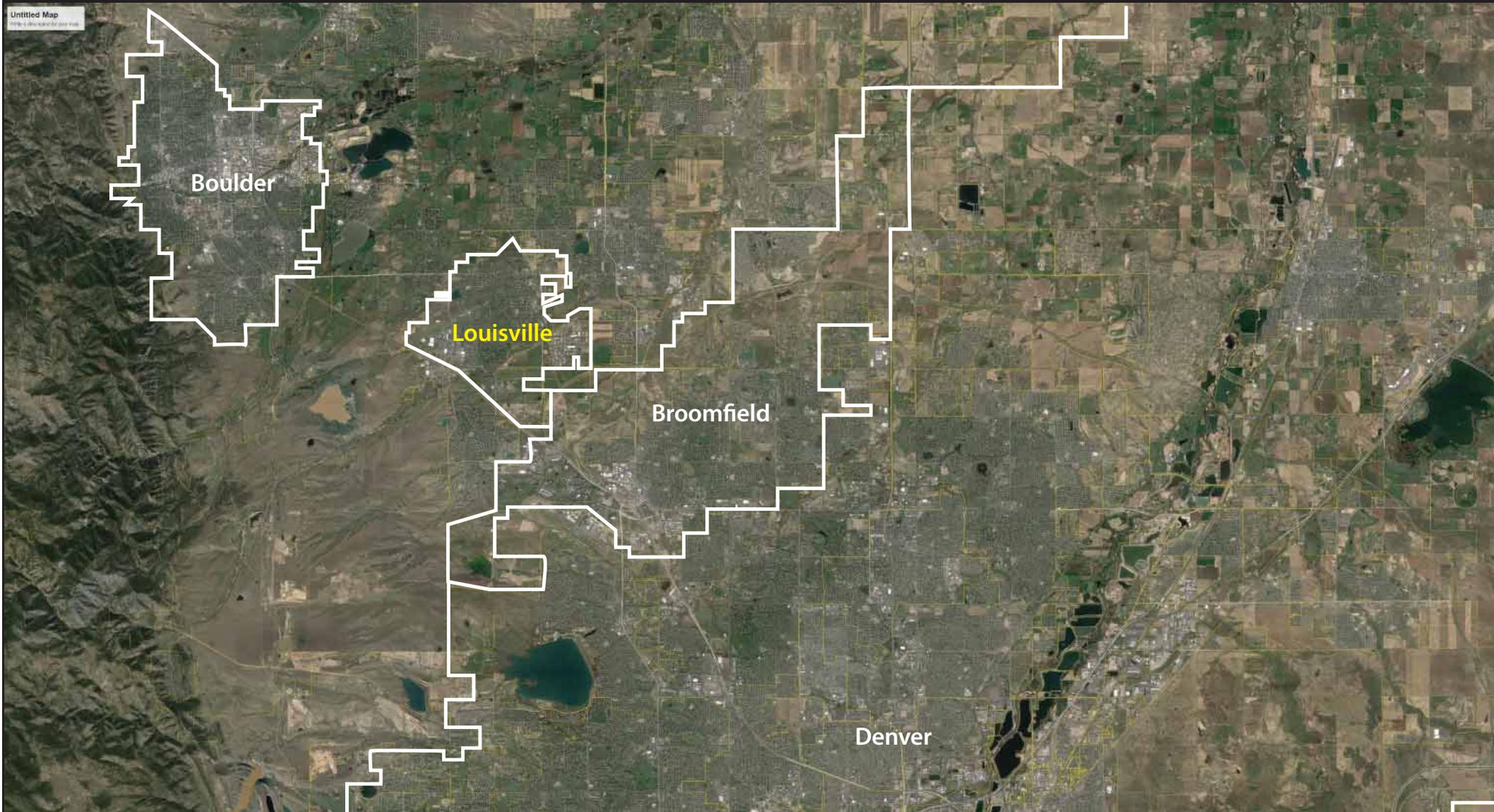


Team

- Cuningham Group
- Kimley-Horn
- ArtHouse Design
- MindMixer
- National Research Center



Louisville in the Region



between Boulder and Broomfield; but not like either

“From the beginning, Louisville was different..”

- Proud of small town character
- Connected to its past and aware of future challenges
- Award-winning community
- High rate of citizen satisfaction
- Dedicated to high quality of life
- Beginning to focus inwardly -> reinvestment



Community Building

*all environments are intentional
all environments are designed
nothing is truly “natural” anymore
we live in a built environment*



Community Building:

what are the ways inhabitants of towns and cities interact with each other and with the built environment?



Some elements of the built environment



Streets

Buildings

Open Spaces

Some elements of the built environment

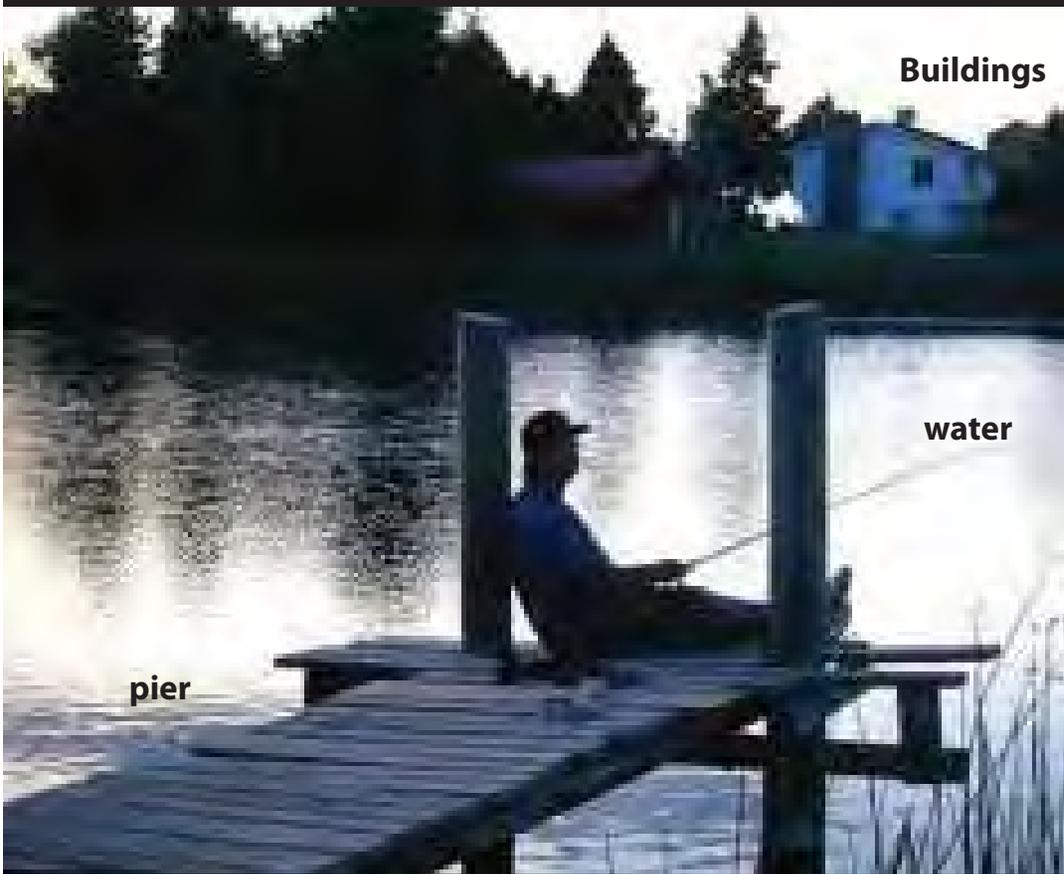


Streets

Buildings

Open Spaces

Elements of the built environment can be assembled in a number of ways



Community Building:

what are the ways inhabitants of towns and cities interact with each other and with the built environment?

Small Towns



Quiet with areas of buzz

Predictable with occasional surprises

Familiarity and recognition

A Place to Stay

Casual

Big Cities



Lively with areas of serenity

Constantly changing with a few holdouts

Anonymity and cosmopolitan

A Place to Try Out

Urbane

New York

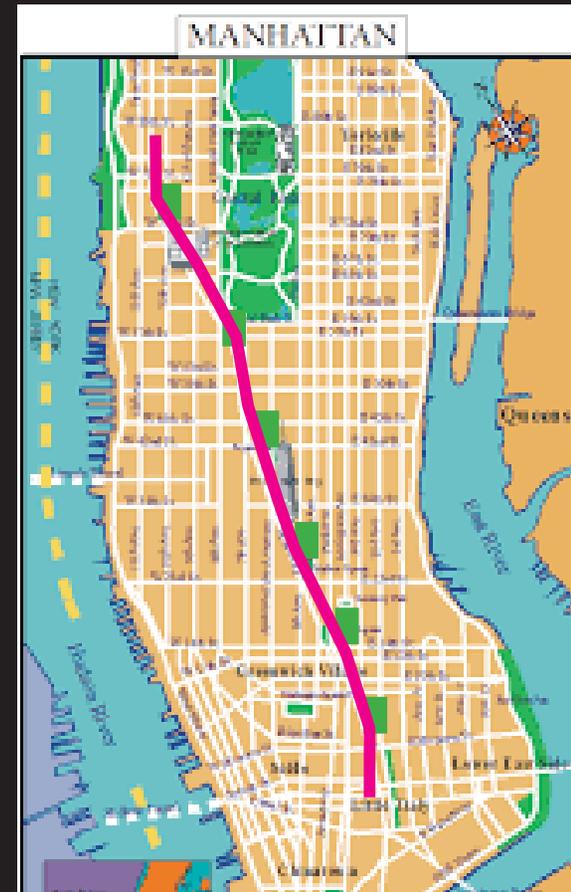
what are the ways inhabitants of towns and cities interact with each other and with the built environment?



Squares



Central Park



Minneapolis

what are the ways inhabitants of towns and cities interact with each other and with the built environment?



Traverse City, Michigan

what are the ways inhabitants of towns and cities interact with each other and with the built environment?



Beach town



Fishing town



lively main street



deep casual porches



Winter celebrations

Louisville Urbanism

*what are the ways **you** aspire to interact with each other and the built environment of **Louisville**?*

?

?

?

?

?

Process

- Phase 1 – Desire: Set goals
- Phase 2 – Discovery: Corridor analysis
- Phase 3 – Design: Develop alternatives
- Phase 4 – Discussion: Select preferred alternative
- Phase 5 – Documentation: Codify results



Phase 1 - Desire

- Strengths, Weaknesses, Opportunities, and Threats
- Project measures of success



Community Input

- Stakeholder interviews
- www.EnvisionLouisvilleCO.com
- Public kick-off meeting



Stakeholder Interviews

- Mostly focused on individual properties or areas of interest
- Revitalize commercial areas
- Improve transportation connections
- Make corridor more inviting for visitors
- Mixed feelings about more residential



EnvisionLouisvilleCO

- Better bike and pedestrian connections
- Automobile traffic is worse
- Varying opinions on development
- Lacking small town character and sense of community

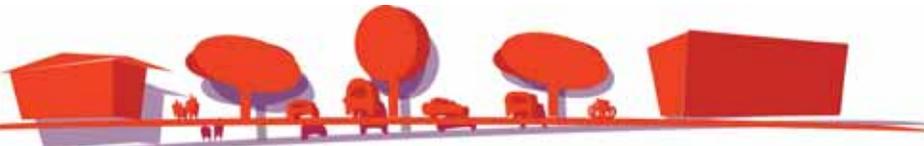
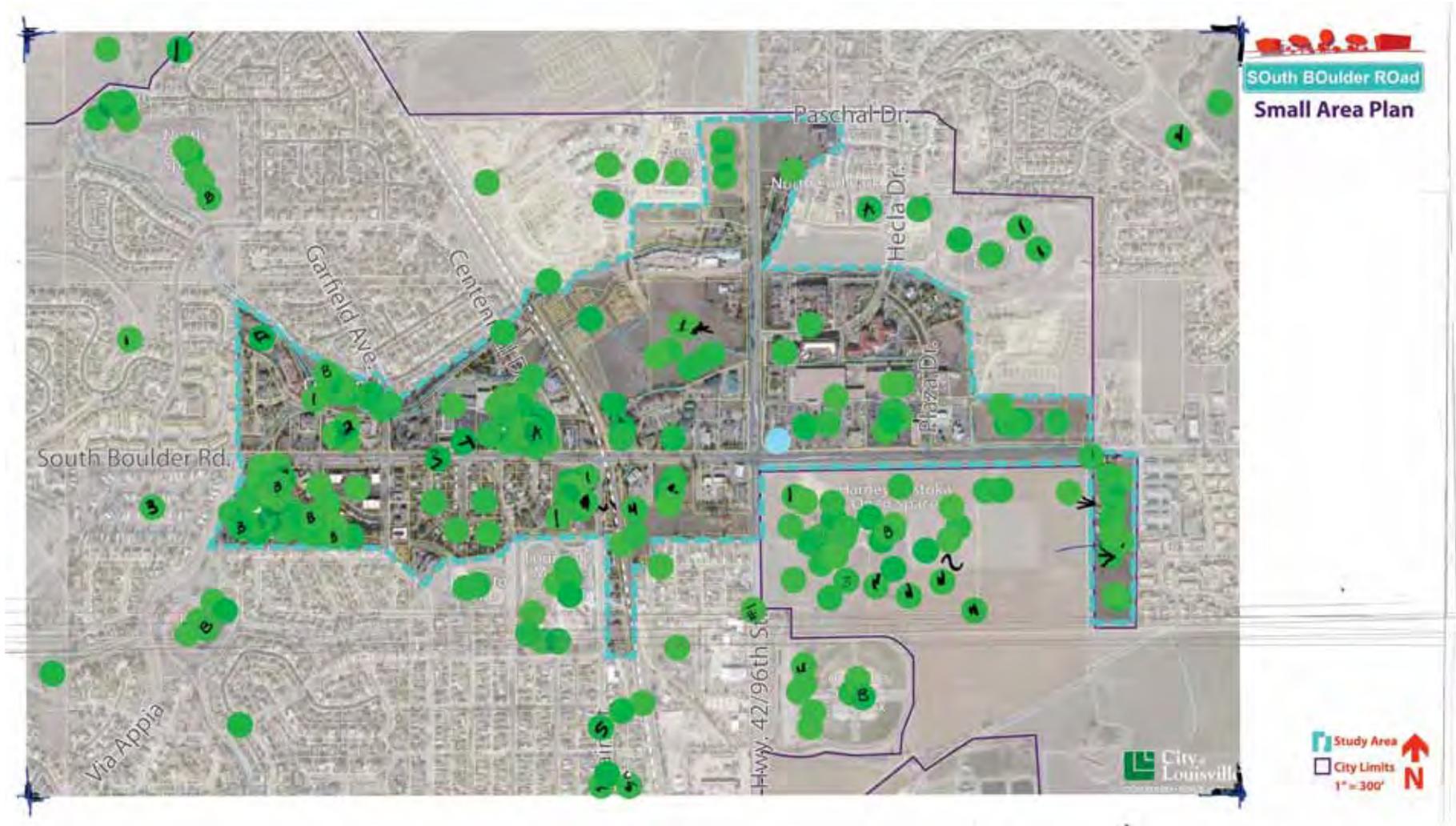


Kick-off Meeting

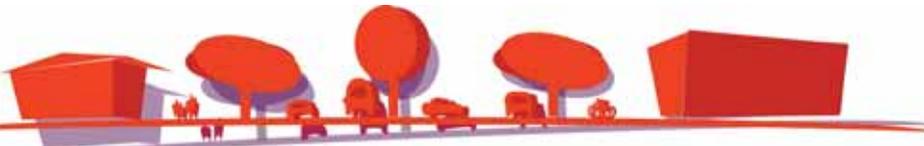
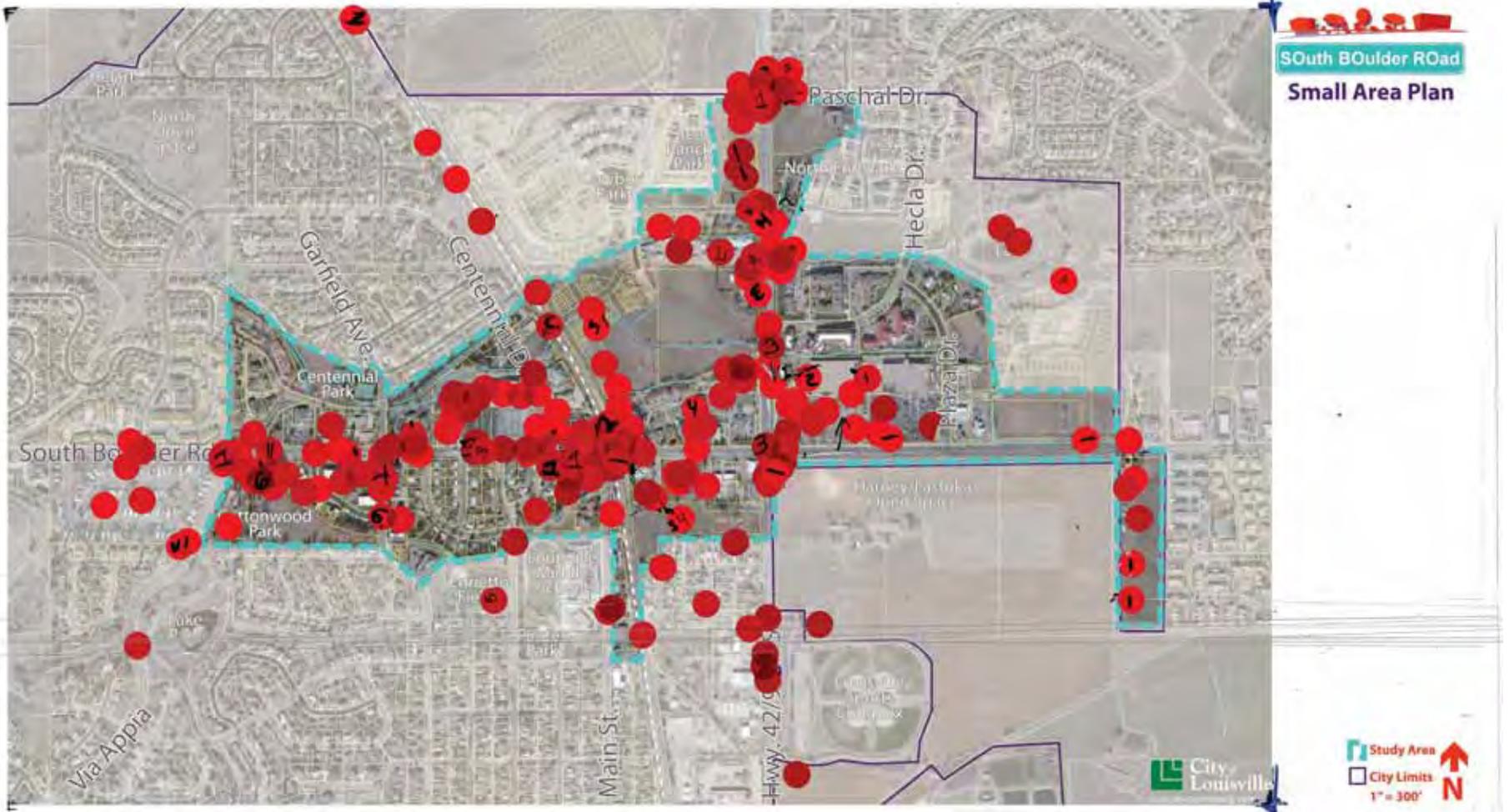
- Dot exercise
- Small group discussions



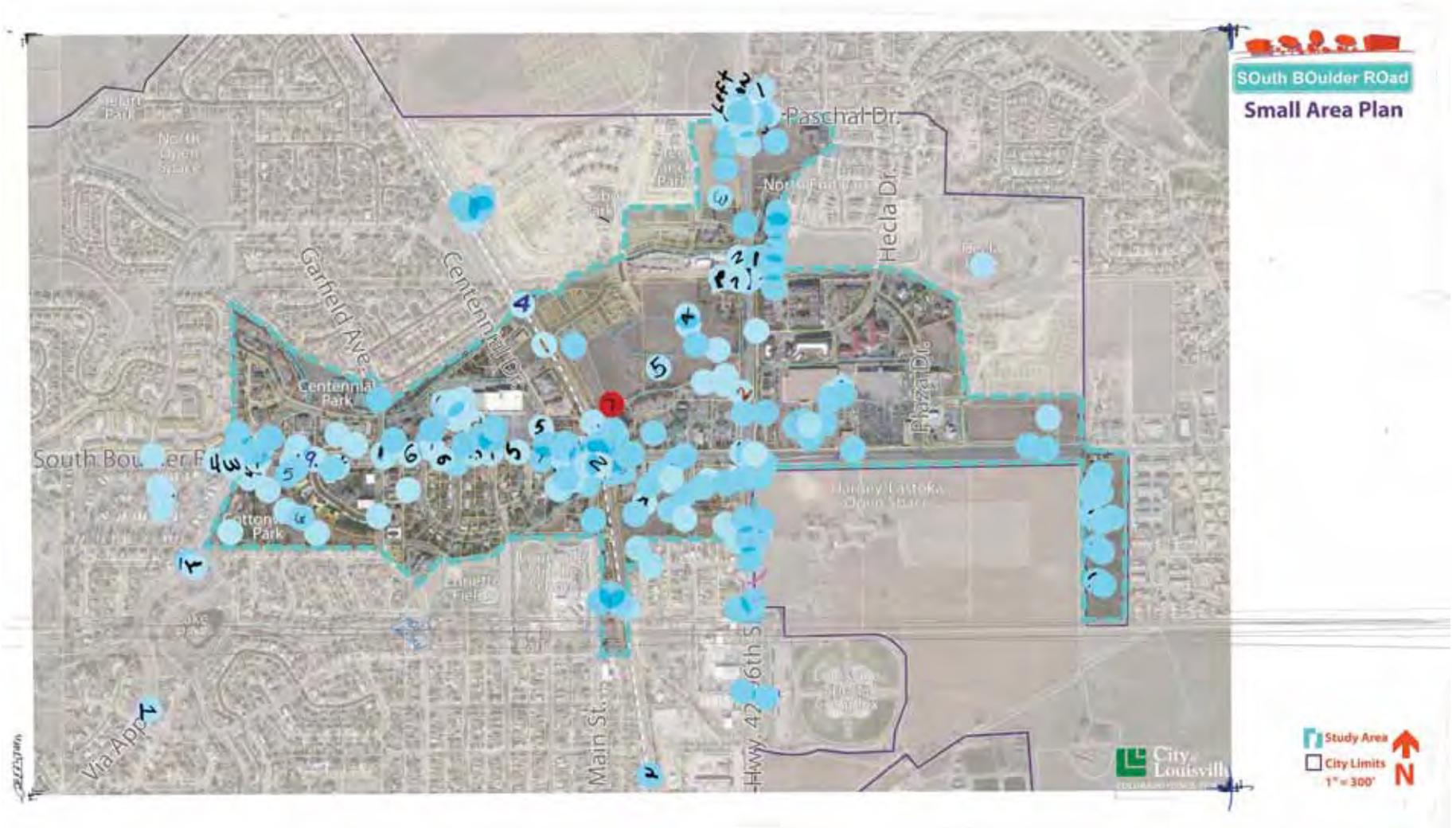
Likes



Dislikes



Immediate Change



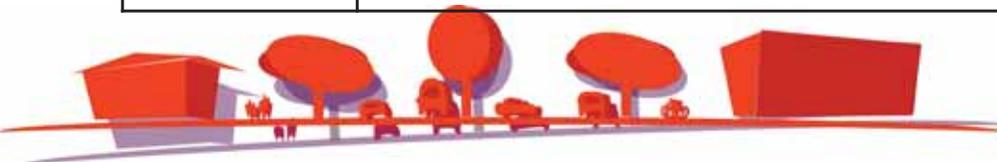
Small Group Discussions

- Community oriented businesses
- Should be more of a destination
- Better bike and pedestrian connections
- Not well integrated with Louisville
- Acts as a barrier between neighborhoods
- Traffic and railroad impacts
- Better sense of community and small town feel



SWOT

	Positive	Negative
Internal	<p><u>Strengths</u></p> <ul style="list-style-type: none"> • Parks and open space near corridor • Physical form of the corridor (parcel sizes and rights-of-way) • Proximity to existing neighborhoods 	<p><u>Weaknesses</u></p> <ul style="list-style-type: none"> • Pedestrian and bike connections are lacking, uninviting, and perceived as unsafe • Conformity to community values • Aesthetic appearance of corridor • Connections to adjacent neighborhoods
External	<p><u>Opportunities</u></p> <ul style="list-style-type: none"> • Corridor as transportation link • Shops, businesses, and services on corridor • Valuable mix of uses on corridor 	<p><u>Threats</u></p> <ul style="list-style-type: none"> • Impact of the market and regional competition on existing and desired land uses • Traffic • Train noise and impacts • Lack of community consensus on purpose of corridor • Upkeep of existing buildings



Community Values

The South Boulder Road study area is lacking:

- Integrated open space and trail networks
- Our livable small town feel
- A sense of community
- A balanced transportation system



Measures of Success

- **Principle 1** - Provide for safer and more convenient connections across South Boulder Road and Highway 42 for bikes and pedestrians.
 - 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?
 - b) Design solutions that the City can realistically maintain over time
 - c) Promote regional trail connectivity within the study area



Measures of Success

- **Principle 2** - Utilize policy and design to encourage desired uses to locate in the corridor.
 - a) Do allowed uses serve community needs as defined in survey and elsewhere?
 - b) Are allowed uses supported by the market?
 - i) To what extent are incentives needed to induce identified uses to locate in the study area?
 - c) Does the land use mix demonstrate positive fiscal benefits?
 - d) Is the process for approving desired uses and character simpler and more predictable?



Measures of Success

- **Principle 3** - 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 community survey and elsewhere
 - b) Allow flexibility to respond to changes in market requirements, design trends, and creativity in design



Measures of Success

- **Principle 4** - Mitigate impacts of trains and improve safety of railroad crossings.
 - a) Address train noise
 - b) Address traffic impacts from train



Measures of Success

- **Principle 5** - Balance the regional traffic needs of South Boulder Road and Highway 42 with the community's desire for safety and accessibility.
 - a) 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?
 - b) Accommodate future regional transportation plans and maintain the area as a regional corridor
 - i) How does the corridor alternative adequately address future transportation needs?
 - ii) How does the corridor alternative accommodate adopted regional transit plans?
 - c) Provide safe and efficient access and visibility in strategic locations for proposed land uses



Measures of Success

- **Principle 6** - Provide for community gathering spaces and public infrastructure to encourage visitors to spend time in the corridor.
 - a) Provide for community amenities identified in survey and elsewhere
 - b) Provide programming to activate public spaces



Tentative Schedule

- January 20 – City Council endorsement
- February 18 – Public meeting #3 – develop alternatives
- March/April – Endorsement of alternatives
- April – Public meeting #4 – review alternatives
- May/June – Plan adoption



Other Items

- Survey – results in February
- Wayfinding – at the February meeting
- McCaslin Blvd plan – Kick-off February 19
- New questions on www.EnvisionLouisvilleCO.com



CONTINUE THE PROCESS



Attend public meetings



Share your ideas on
www.envisionlouisvilleco.com



Follow the
Planning Dept
@Plan4LoCo



For more information visit www.envisionlouisvilleco.com or contact Scott Robinson, Project Manager, 303-335-4596 or scottr@louisvilleco.gov.



SUBJECT: MCCASLIN AND WASHINGTON INTERSECTION CROSSWALK

DATE: JANUARY 20, 2012 2, 2014

**PRESENTED BY: KURT KOWAR, PE, PUBLIC WORKS
TROY RUSS, AICP, PLANNING AND BUILDING SAFETY**

SUMMARY:

The purpose of this item is to discuss options regarding the McCaslin/Washington intersection and have City Council give direction on Council's preferred solution.

The underpass connecting Harper Lake to Davidson Mesa opened in summer of 2014. The underpass was selected by City Council from five alternative intersection configurations presented in the fall of 2011. The goal of the project was to develop a crossing that best accomplished the following:

Desired Pedestrian Route – Does the crossing provide the most direct route for pedestrians and match the desire line of all approaches?

Pedestrian Crossing Exposure – Does the intersection minimize the distance in which a pedestrian is exposed to vehicle traffic?

Pedestrian Refuge – Does the intersection create a refuge to simplify the roadway's crossing and ease one's decision making?

Pedestrian Visibility - Does the intersection's design increase the visibility of the pedestrian, thereby improving the intersection's safety and an individual's sense of personal security?

Design Speed – Do the proposed changes to the intersection increase motorist awareness by modifying the roadway's sight lines and vehicular design speed?

Conflicts – Does the intersection design minimize the number of movement conflicts and conflict points that confront the pedestrian?

McCaslin Mobility – Does the intersection design impact the mobility function of McCaslin Boulevard?

Side Street Access – Does the intersection design impact the accessibility of Washington Avenue and the Davidson Mesa parking lot?

Civic Aesthetics – Do the proposed improvements improve the visual aesthetic and physical connection between Davison Mesa and Harper Lake?

Neighborhood Impacts – Does the intersection design contribute the neighborhoods' quality of life?

Cost – What is the most efficient use of City dollars in meeting the purpose and need of the project?

Community Input – What are the neighborhood’s observations and concerns related to each alternative? Is there a clear community favorite?

The final design and construction of the underpass alternative maintained an at-grade pedestrian crossing of McCaslin to best meet the goals of the project, staff observations during the alternatives analysis, and best traffic engineering practices.

Since the opening of the underpass, there have been numerous discussions regarding the necessity of the at-grade crossing and concern that maintaining the crosswalk creates an unsafe condition. Many comments received by the City have been to remove the crosswalk and direct pedestrians to the newly constructed underpass. Staff does not agree and believes removing the crosswalk would worsen the safety of the intersection.

These questions are relevant:

- Is it better to have the City remove the crosswalk marking and install warning signs advising everyone to use the nearby underpass because the crosswalk could give someone a false sense of security and lead to more people using it instead of using the underpass;
- Or is it better to leave the crosswalk marking in place because even if the City removes it and installs warning signs some people will still cross and therefore it is better to alert drivers that they may encounter pedestrians in that location and they must be prepared to yield if they do?
- How does this preferred solution impact other crosswalks throughout the City?

STAFF ANALYSIS

The City’s Planning and Engineering staff believe the marked crosswalk should be maintained in partnership with the underpass for the following reasons:

1. This intersection serves as a legal access point to a major pedestrian and bicycle destination, to which the underpass does not serve all pedestrian movements. As such this intersection is different than other intersections without designated cross walks.
2. Staff cannot assume that all users who approach this intersection will recognize and use the underpass.
 - a. The underpass does not serve pedestrians and bicyclists on McCaslin and the resulting out of direction travel results in lower compliance. Studies and experience show pedestrians prefer line of sight and choose a direct route instead of one that is out of direction.

- b. Some individuals avoid underpasses because of personal security concerns and feel safer crossing above ground through traffic. This concern was raised and documented during the alternatives analysis. The final design attempted to mitigate these concerns (lighting, more headroom, straight approach). However, some individuals will still choose to cross at-grade.
3. The intersection presents a conflict point with choices for pedestrians and bicyclists. The intention is to improve safety for any choice the pedestrian or bicyclist makes. The crosswalk provides an area that delineates a path to cross the intersection if they choose to do so while also notifying drivers that there may be someone crossing.
4. The Manual on Uniform Traffic Control Devices (MUTCD) suggests this intersection should be marked with a crosswalk, with the following statements:
 - a. "Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops. Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs."
 - b. "Crosswalks should be marked at all intersections where there is substantial conflict between vehicular and pedestrian movements."
 - c. "Marked crosswalks also should be provided at other appropriate points of pedestrian concentration, such as at loading islands, midblock pedestrian crossings, or where pedestrians could not otherwise recognize the proper place to cross."
5. It is important to follow the MUTCD to create consistent traffic control throughout the City. Unique, customized solutions confuse motorists, cyclists, and pedestrians. Staff is concerned that a non-standard solution at the McCaslin and Washington intersection would establish an inappropriate precedent that suggests pedestrians crossings in similar situations elsewhere need to be discouraged from crossing when they have the legal right to cross.

FISCAL IMPACT

Not applicable

RECOMMENDATIONS

Staff recommends maintaining the designated crosswalk, consistent with the MUTCD, at the McCaslin and Washington intersection to properly alert motorists to the potential (although low) that a pedestrian or bicyclist may be present in the crosswalk. Local, State and Federal law requires motorists to yield to a pedestrian.

SUBJECT: MCCASLIN AND WASHINGTON INTERSECTION CROSSWALK

DATE: JANURY 20, 2015

PAGE 4 OF 4

ATTACHMENTS:

1. Council Communication – September 6, 2011
2. Council Communication – August 13, 2011

COUNCIL COMMUNICATION

TO: MAYOR AND CITY COUNCIL
FROM: MALCOLM FLEMING, CITY MANAGER
DATE: SEPTEMBER 6, 2011
SUBJECT: DIRECTION: THE MCCASLIN PEDESTRIAN CROSSING AT WASHINGTON AVENUE
ORIGINATING DEPARTMENT: PLANNING AND BUILDING SAFETY

SUMMARY:

Staff is requesting direction from City Council in modifying the three most practical solutions for improving the pedestrian crossing between Davidson Open Space and Harper Lake at the intersection of McCaslin Boulevard and Washington Avenue. It is the intent of staff to understand if City Council wishes to modify, or seek additional information, regarding any of the practical alternatives prior to making a preferred alternative decision which will be included in the City's 2011-2016 Capital Improvement Program. It is anticipated staff will seek City Council's direction for final selection of a preferred alternative at the October ____, 2011 City Council meeting.

BACKGROUND:

McCaslin's design speed of 50 mph is a reflection of its location within a rural environment and its time of construction when there were few pedestrians traversing the corridor. However, the popularity of Davidson Mesa and Harper Lake has increased overtime. The area now attracts a significant number of pedestrians and bicyclist to the McCaslin corridor. Conflicts arise because McCaslin's physical design provides few physical cues which alert motorists to the presence of the now popular pedestrian crossing.

Staff has conducted an involved alternatives analysis and public outreach effort to vet alternatives with the residents of Louisville and the users of the intersection. Through the analysis three alternatives, which address the numerous concerns raised by pedestrians, open space users, bicyclists, adjacent neighborhoods, motorists, and the City, are considered practical.

THREE PRACTICAL ALTERNATIVES

Staff evaluated five alternatives to determine the most appropriate solution in meeting the multiple objectives of the project's Purpose and Need Statement. The detailed analysis is presented as an attachment to this report.



SUBJECT

**THE MCCASLIN PEDESTRIAN
CROSSING AT WASHINGTON AVENUE**

AGENDA ITEM

4A

PAGE TWO

SUBJECT: DIRECTION: THE MCCASLIN PEDESTRIAN CROSSING AT WASHINGTON AVENUE

DATE: SEPTEMBER 6, 2011

Going into this evaluation, staff understood it would be difficult to generate consensus on a preferred alternative. There are many competing interests invested in this pedestrian crossing. Staff's approach was to develop a scoring system that best balanced these competing interests within a community outreach effort that educated and recorded the community's thoughts and emotions.

Three of the five alternatives presented meet the general intent of the project's Purpose and Need Statement. Staff believes the HAWK Signal and the roundabout are not viable options for consideration. The remaining three alternatives (the Offset Left, Underpass, and Signalized Intersection) will create a safer environment for pedestrians, bicyclists and motorists.

Because of the intersection's multiple responsibilities, geometrics and multimodal access requirements, none of the remaining three alternatives provide a clear winner and eliminate all safety concerns now, or in the future.

However, based on technical analysis of current options, community feedback, and each advisory board's comments and suggestions, it is staff's recommendations for City Council to select **Alternative #2, the Offset Left with Refuge**, for construction in 2012 Capital Improvement Program.

In comparing the alternatives, as currently designed, the Offset Left with Refuge provided the most responsive solution to the stated Purpose and Need of the project and it's associated Measures of Success. The Offset Left provides a more cost effective solution.

ANALYSIS

Through the public outreach effort, many excellent comments and questions related to the proposed underpass's design have shifted the focus of the study to refining the underpass's design and modifying it to be more responsive to the weaknesses identified in staff's evaluation and identifying issues and concerns prior to a City Council decision. The pros and cons of the three (3) most viable alternatives, as well as the community feedback are presented below.

Alternative 2 - Offset Left Turn Lanes with Refuge Island - Alternative 2 reconfigures the intersection by offsetting McCaslin's left turn lanes. The design also removes McCaslin's acceleration lane and both right turn lanes while utilizing 30-40 mph reverse curves. The slower design speed will enable shorter stopping distances and far higher compliance from motorists. Lower design speeds also enable the removal of the accelerations lanes.

- **Advantages** – Provides lower design speeds, improved visibility, and median refuge. High pedestrian and motorist compliance is expected.
- **Disadvantages** – The alternative does not provide the pedestrian a protected movement.
- **Public Feedback** - This option presented an alternative solution to the conventional elimination of conflicts. As a result, the majority of participants did not place this as their desired solution.

PAGE THREE

SUBJECT: DIRECTION: THE MCCASLIN PEDESTRIAN CROSSING AT WASHINGTON AVENUE

DATE: SEPTEMBER 6, 2011

Many individuals feared this alternative was not aggressive enough in reducing vehicular speeds. Alternatively, many folks observed that this alternative provided a balanced solution of improved safety at the intersection without introducing the potentially negative effects of a potential traffic signal or the expense of a underpass. There were concerns related to this alternative's elimination of the acceleration lane and right turn lanes. This alternative did get positive feedback as a second choice if their desired solution was not practical.

- **New Information:** An interim ruling from the Federal Highway Administration (FHWA) now allows high intensity yellow flashers to be placed on higher volume arterials. This additional treatment is recommended to be added to this alternative, raising the cost of the alternative approximately \$20,000.

Alternative 3 – Underpass - Alternative 3 provides an underpass connecting the Davidson Mesa Parking Lot to the Harper Lake Parking Lot.

- **Advantages** – Provides the pedestrian a protected pedestrian movement that eliminates the vehicle / pedestrian conflict.
- **Disadvantages** - Required location will result in out of direction travel and lower pedestrian and bicycle compliance. This alternative negatively impacts the Harper Lake Parking lot
- **Public Feedback** - There was a lot of support for the underpass, mainly from people with families, as well as from the running community. There was a wide discussion on the indirectness of the route, (both in support and as a concern). Suggestions were made to realign the entry of the underpass closer to Washington Avenue to better serve the community. Supporters of this concept see it as the absolute safest solution. There were some who were concerned people wouldn't use it if it didn't feel safe (i.e. – too narrow, dark and long).
- **New Information:** Shown below.

Alternative 5 - Signalized Intersection - Alternative 5 introduces a traffic signal and removes the acceleration lane and southbound right turn lane.

- **Advantages** – Provides a protected pedestrian movement and enables access from Washington Avenue
- **Disadvantages** – McCaslin / Washington traffic flow impacted and negative neighborhood and environmental impacts.
- **Public Feedback** - There was support for this option. Reservations were also raised. There was still concern about increased traffic flow on Washington and concern about congestion and back-up on McCaslin. Many folks agreed this alternative did address many of the measures of success.
- **New Information:** No new information.

NEW UNDERPASS DESIGN

The Public Works Department has modified the underpass's design based on feedback received during the evaluation and public outreach effort. Changes to the original design raise

PAGE FOUR

SUBJECT: DIRECTION: THE MCCASLIN PEDESTRIAN CROSSING AT WASHINGTON AVENUE

DATE: SEPTEMBER 6, 2011

many questions because of its impact on Davidson Mesa Open Space, the dog off-leash area, public utilities, and the Harper Lake parking area and wildlife sanctuary. Staff is seeking direction from City Council before finalizing the preliminary redesign of the underpass.

Current Underpass Concept - The current underpass concept falters primarily in three areas:



- 1) Its ability to serve all pedestrians approaching the street crossing – There are five primary approaches to the intersection to which an alternative design should serve. The western side of the intersection must be convenient to Davidson Mesa / off-lease area. The current design concept meets both the needs of Davison Mesa and the Off-lease area. It is more complicated on the eastern side of the intersection. Pedestrians are creatures of line of sight and will not travel out of direction. Countless studies indicate pedestrians will follow the most direct and convenient path. The eastern side of the intersection has four approaches with the following order of pedestrian demand.
 - a. Harper Lake and Coyote Run
 - b. Washington Avenue
 - c. McCaslin from the North
 - d. McCaslin from the South.

The current design adequately serves Harper Lake and McCaslin from the north. It does not properly serve pedestrians traveling to and from Washington Avenue or McCaslin from the South.

- 2) Sense of personal security – There is a percentage of the population that does not feel comfortable using underpasses because of personal security concerns. The current design does not alleviate these real concerns from a crime prevention through environmental design

PAGE FIVE

SUBJECT: DIRECTION: THE MCCASLIN PEDESTRIAN CROSSING AT WASHINGTON AVENUE

DATE: SEPTEMBER 6, 2011

(CPTED) perspective. The curves in the tunnel's approach create hiding spots and a person using the tunnel cannot assess their options until they are in the tunnel. An alternative design should create clear sight lines into the tunnel and provide the user with information about what is in the underpass prior to having made a commitment to the underpass.

- 3) Bicyclists using the Streets - No underpass design will accommodate safety concerns for bicycles using the streets. The design speed of McCaslin is unchanged.

Potential New Design for an Underpass - A potential new design of the underpass shown below better accommodates the higher pedestrian volume approaches to the underpass by realigning it with Washington Avenue. This alternative will serve Harper Lake through a relocation of the parking area and Lake Trailhead. This option will not adequately serve pedestrians approaching from either direction on McCaslin.



Regardless of the design some individuals will choose not to use the underpass for personal security concerns. However, this new alternative provides direct lines of sight in locations where individuals can make informed decisions at the appropriate moments when they have alternative routing options.

Many new questions arise with this particular alternative to which staff is specifically seeking City Council direction:

- 1) Is City Council comfortable with relocation the Harper Lake Parking area to the east of its current location within the Wildlife sanctuary?
- 2) Is City Council comfortable with relocating of or reducing the size of the dog off leash area of Davidson Mesa Open Space?

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SUBJECT: DIRECTION: THE MCCASLIN PEDESTRIAN CROSSING AT WASHINGTON AVENUE

FISCAL IMPACT:

Improvement to the McCaslin Boulevard Pedestrian Crossing at Washington Avenue is a priority infrastructure investment in the City's current Capital Improvement Program. Depending on the selection of the preferred alternative, the project can be implemented in either 2012, or 2013, without any need to reprioritizing other projects. Additional evaluation, based on the direction received from City Council, will require staff time and may result in an increase cost estimate of the underpass alternative.

REQUEST

Staff is seeking direction from City Council in modifying the three most practical solutions for improving the pedestrian crossing at McCaslin Boulevard and Washington Street. It is the intent of staff to finalize each conceptual alternative based on City Council direction and document the necessary information so City Council can select a preferred alternative at the October ____, 2011 City Council meeting, during the 2011 – 2016 Capital Improvement Program process.

ATTACHMENT(S):

- 1) McCaslin Washington Intersection Alternative Analysis

COUNCIL COMMUNICATION

TO: MAYOR AND CITY COUNCIL
FROM: MALCOLM FLEMING, CITY MANAGER
DATE: AUGUST 16, 2011
SUBJECT: THE MCCASLIN PEDESTRIAN CROSSING AT WASHINGTON AVENUE
ORIGINATING DEPARTMENT: PLANNING AND BUILDING SAFETY

SUMMARY:

Staff is requesting direction from City Council in selecting a preferred alternative for the pedestrian crossing of McCaslin Boulevard at Washington Avenue. The selected alternative will be included in the 2012-2016 Capital Improvement Budget. Note an analysis of a pedestrian overpass is not included in the report. However, staff will provide a detailed assessment of a pedestrian bridge at the study session

BACKGROUND:

McCaslin Boulevard's pedestrian crossing, at Washington Avenue, has been one of the more talked about intersections in the City. The dialog has come about because McCaslin Boulevard, a regional high speed roadway, divides Davidson Mesa from Harper Lake, two of the City's most popular open spaces.

McCaslin's design speed of 50 mph is a reflection of its location within a rural environment and its time of construction when there were few pedestrians traversing the corridor. However, the popularity of the Mesa and Harper Lake has increased overtime. The area now attracts a significant number of pedestrians and bicyclist to the McCaslin corridor. Conflicts arise because McCaslin's physical design provides few physical cues which alert motorists to the presence of the now popular pedestrian crossing.

Traffic accident reports for the intersection were reviewed by staff. Between 2001 and 2010, a total of ten traffic accidents occurred at the intersection. There were nine multi car accidents of which four involved "the rear ending of" vehicles stopped for pedestrians in the crosswalk. The remaining five multi car accidents included four that involved motorists' failure to yield /careless driving incidents and one accident that involved the crossing of McCaslin Boulevard by a loose dog. The intersection also experienced one accident involving a bicyclist over the last ten years.

In response, the Louisville Planning Division, Public Works Department, and the Parks and Recreation Department have been working together to create and evaluate alternative



SUBJECT

**THE MCCASLIN PEDESTRIAN
CROSSING AT WASHINGTON AVENUE**

AGENDA ITEM

4A

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SUBJECT: THE MCCASLIN PEDESTRIAN CROSSING AT WASHINGTON AVENUE

DATE: AUGUST 16, 2011

concepts to improve the pedestrian crossing. The analysis has yielded five viable alternatives which address numerous concerns raised by pedestrians, open space users, bicyclists, adjacent neighborhoods, and the City.

PROCESS:

Staff has conducted an involved public outreach effort to vet alternatives with the residents of Louisville and the users of the intersection. Staff presented the five alternatives to the community on May 25th, where approximately 75 people participated in the public open house. A summary of the comments received at the public meeting are provided later in this report. A detailed summary of every comment received about the project is attached to the end of this report.

Staff also presented each of the five alternatives to the Open Space Advisory Board (OSAB) and the Louisville Planning Commission at their June meetings for comment and feedback.

Roadway infrastructure improvements are not the traditional purview of either the Open Space Advisory Board or the Louisville Planning Commission. However, staff was interested in gaining OSAB and Planning Commission insights related to this pedestrian crossing because it is so closely related to the users of the City's Open Space system and provided potential impacts to adjacent neighborhoods.

The intent of this outreach effort was to provide staff and City Council the community's perspective to the technical information contained in this analysis.

PURPOSE AND NEED:

The objective of the project is to create a functional intersection that maintains a reasonable level of service for vehicular traffic, provides an inviting pedestrian crossing, and enables motorists and pedestrians to make safer decisions while strengthening the physical connection between Davidson Mesa Open Space and Harper Lake.

EVALUATION METHODOLOGY:

Ten measures of success (described below) were established from the Purpose and Need Statement to measure the appropriateness of alternative pedestrian crossing designs.

A five point scoring system, ranging from 0-4, was utilized to quantify each alternative's success, or failure, in meeting the intent of the ten measures of success. Scoring of each success measure adhered to following qualitative and comparative assumptions:

0 – The alternative does not provide any improvements related to the criterion.

1 – The alternative provides a minimum number of improvements related to the criterion.

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SUBJECT: THE MCCASLIN PEDESTRIAN CROSSING AT WASHINGTON AVENUE

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- 2 – The alternative provides a majority improvements related to the criterion.
- 3 – The alternative's improvements meet all the requirements of the criterion.
- 4 – The alternative's improvements exceed the requirements of the criterion.

The scoring of these alternative criteria are presented in relationship to potential project costs to determine the possible efficiency of each investment. Public comment and feedback was reviewed by staff in finalizing a recommendation to City Council.

MEASSURES OF SUCCESS:

Desired Pedestrian Route – Does the crossing provide the most direct route for pedestrians and match the desire line of all approaches?

- Is there out of direction travel required to utilize the proposed crossing?

Pedestrian Crossing Exposure – Does the intersection minimize the distance in which a pedestrian is exposed to vehicle traffic?

- What is the length of crossing where the pedestrian is exposed to traffic?

Pedestrian Refuge – Does the intersection create a refuge to simplify the roadway's crossing and ease one's decision making?

- What is the size of the refuge island?

Pedestrian Visibility - Does the intersection's design increase the visibility of the pedestrian, thereby improving the intersection's safety and an individual's sense of personal security?

- Does the location of the pedestrian crossing improve the visibility of the pedestrian to motorists?

Design Speed – Do the proposed changes to the intersection increase motorist awareness by modifying the roadway's sight lines and vehicular design speed?

- What is the design speed of the roadway at the pedestrian crossing?

Conflicts – Does the intersection design minimize the number of movement conflicts and conflict points that confront the pedestrian?

- How many movement conflicts and conflict points are associated with the alternative?

McCaslin Mobility – Does the intersection design impact the mobility function of McCaslin Boulevard?

- Does the pedestrian crossing decrease the efficiency of McCaslin?

Side Street Access – Does the intersection design impact the accessibility of Washington Avenue and the Davidson Mesa parking lot?

- Does the alternative increase the access rights of Washington Avenue?

Civic Aesthetics – Do the proposed improvements improve the visual aesthetic and physical connection between Davison Mesa and Harper Lake?

- Does the alternative provide land area for improved landscaping?

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Neighborhood Impacts – Does the intersection design contribute the neighborhoods' quality of life?

- Does the alternative impact the views from the neighborhoods?
- Does the alternative introduce new lights and sounds to the neighborhood?
- How many movement conflicts and conflict points are associated with the alternative?

Cost – What is the most efficient use of City dollars in meeting the purpose and need of the project?

Community Input – What are the neighborhood's observations and concerns related to each alternative? Is there a clear community favorite?

ALTERNATIVES CONSIDERED AND COMMUNITY FEEDBACK:

Staff evaluated each of the five alternatives to determine the most appropriate solution in meeting the multiple objectives of the Purpose and Need Statement. A detailed analysis is presented as an attachment to this report. The pros and cons of each alternative and community feedback are presented below.

Alternative 1 - High Intensity Activated Crosswalk (H.A.W.K.) - Alternative 1 introduces a High intensity Activated crossWalk (H.A.W.K.) signal, relocates the pedestrian crossing 250' north, and removes the northbound acceleration lane of McCaslin.

- **Advantages** – Provides a protected pedestrian movement and median refuge.
- **Disadvantages** – Required location too far out of direction. Low pedestrian compliance and use is expected.
- **Public Feedback** - The public seemed to understand the constraints related to the required out of direction travel. General consensus was that this alternative can be eliminated due to the indirectness of the route. There was concern this was the option the City would choose since it was the lowest cost.

Alternative 2 - Offset Left Turn Lanes with Refuge Island - Alternative 2 reconfigures the intersection by offsetting McCaslin's left turn lanes. The design also removes McCaslin's acceleration lane and both right turn lanes while utilizing 30-40 mph reverse curves.

- **Advantages** – Provides lower design speeds, improved visibility, and median refuge. High pedestrian and motorist compliance is expected.
- **Disadvantages** – The alternative does not provide the pedestrian a protected movement.
- **Public Feedback** - This option presented an alternative solution to the conventional elimination of conflicts. As a result, the majority of participants did not place this as their desired solution. Many individuals feared this alternative was not aggressive enough in reducing vehicular speeds. Alternatively, many folks observed that this alternative provided a balanced solution of improved safety at the intersection without introducing the potentially negative effects of a potential traffic signal or the expense of a underpass. There were concerns related to this alternative's elimination of the acceleration lane and right turn lanes. This alternative did get

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positive feedback as a second choice if their desired solution was not practical.

Alternative 3 – Underpass - Alternative 3 provides an underpass connecting the Davidson Mesa Parking Lot to the Harper Lake Parking Lot.

- **Advantages** – Provides the pedestrian a protected pedestrian movement that eliminates the vehicle / pedestrian conflict.
- **Disadvantages** - Required location will result in out of direction travel and lower pedestrian and bicycle compliance. This alternative negatively impacts the Harper Lake Parking lot
- **Public Feedback** - There was a lot of support for the underpass, mainly from people with families, as well as from the running community. There was a wide discussion on the indirectness of the route, (both in support and as a concern). Suggestions were made to realign the entry of the underpass closer to Washington Avenue to better serve the community. Supporters of this concept see it as the absolute safest solution. There were some who were concerned people wouldn't use it if it didn't feel safe (i.e. – too narrow, dark and long).

ALTERNATIVE 4 – Roundabout - Alternative 4 reconfigures the intersection to a single lane roundabout.

- **Advantages** – Provides lower design speeds, improved visibility, and median refuge. High pedestrian and motorist compliance is expected.
- **Disadvantages** - McCaslin / Washington traffic flow impacted and may result in lowering emergency response times.
- **Public Feedback** - This alternative fared poorly along with the H.A.W.K. Signal. People were concerned about the congestion with necking down McCaslin to one lane. Participants were concerned that motorists still go fast through roundabouts and speculated if motorists would stop for pedestrians. Participants were also concerned about the cost. There was also concern about the need to expand it in 20 years.

ALTERNATIVE 5 - Signalized Intersection - Alternative 5 introduces a traffic signal and removes the acceleration lane and southbound right turn lane.

- **Advantages** – Provides a protected pedestrian movement and enables access from Washington Avenue
- **Disadvantages** – McCaslin / Washington traffic flow impacted and negative neighborhood and environmental impacts.
- **Public Feedback** - There was support for this option. Reservations were also raised. There was still concern about increased traffic flow on Washington and concern about congestion and back-up on McCaslin. Many folks agreed this alternative did address many of the measures of success.

A full summary of staff's comparative analysis for the existing intersection configuration is shown in the following table. Shaded columns in the table identify alternatives that received

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a majority of negative feedback, while the columns highlighted in red generally received a majority of positive feedback. A complete presentation of the analysis is included as an attachment to this communication.

	Today's Configuration	Signalized HAWK Crossing A-1	Offset Lefts & Refuge Island A-2	Pedestrian Underpass A-3	Single Lane Roundabout A-4	Signalized Intersection A-5
Pedestrian Desire Line	4	1	4	2	4	4
Crossing Exposure	0	3	3	4	4	3
Pedestrian Refuge	0	4	4	4	4	3
Pedestrian Visibility	1	3	4	3	4	3
Design Speed	1	2	3	1	4	3
Vehicle Conflicts	0	3	2	4	3	3
McCaslin Mobility	4	2	3	4	1	1
Side Street Access	0	0	3	0	4	4
Civic Aesthetics	1	1	4	3	4	2
Neighborhood Impacts	4	3	4	4	4	2
Total	15	21	34	29	36	28
Cost		\$150,000	\$790,000	\$1,110,000	\$1,240,000	\$330,000

OPEN SPACE ADVISORY BOARD:

The Open Space Advisory Board (OSAB) reviewed the analysis at their June 8th meeting. OSAB recommended the City Council consider the roundabout, the offset left, and the underpass as possible solutions to the crossing problem at McCaslin Blvd. OSAB prioritized the roundabout and the offset left as their preferred alternatives for the following reasons:

- Both alternatives provide a visual linkage between Harper Lake and Davidson Mesa.
- Both alternatives have the potential to improve the aesthetics of the corridor.
- Both options reduce the speed on McCaslin Blvd.
- Both options reduce the environmental impact of traffic on the open space system.
- Both options respect the preferred pedestrian path and improve the pedestrian and motorist compliance at the crossing.
- Both options provide the City with the opportunity to build an iconic gateway for Louisville.
- Both options improve the access and visibility of Open Space Parking areas.

OSAB additionally supports an underpass, should City Council determine the first two recommended alternatives are not acceptable. The underpass increases utilization of the open space and improves pedestrian access. The underpass is a potential wildlife corridor and the underpass allows for continuous and uninterrupted pedestrian and vehicular movement.

OSAB has reservations about the underpass because of the loss of parking spaces and the increased likelihood of pedestrian continuing to cross at street level and not use the

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underpass.

OSAB does not support the traffic signal or the HAWK crossing options. These options impair the view shed, increased light pollution, and increases air pollution by increasing the number of idling vehicles.

LOUISVILLE PLANNING COMMISSION:

The Louisville Planning Commission reviewed the analysis at their June 9th meeting. While the commission could not find consensus on a specific recommendation, the Commission provided comments and observations relevant to a staff recommendation and City Council decision, these include:

- The H.A.W.K. Signal is not an acceptable solution because of the required out of direction travel.
- The offset-left option provided a viable option that addressed many of their concerns; however, this option does not provide a clear alternative for a conflict free pedestrian crossing.
- The underpass provided a safe crossing alternative; but, it did not:
 - Adequately address the desired pedestrian crossing location
 - Adequately accommodate bicyclists
 - Provide accurate costs for the needed access improvements
 - Did not channel pedestrians properly and would not serve all users.
- The traffic signal was not supported because of the likely impacts on the adjacent neighborhood.
- The roundabout was not supported because of impacts on traffic flow and emergency providers' response times.

FISCAL IMPACT:

Improvement to the McCaslin Boulevard Pedestrian Crossing at Washington Avenue is a priority infrastructure investment in the City's current Capital Improvement Program. Depending on the selection of the preferred alternative, the project can be implemented in either 2012, or 2013, without any need to reprioritizing other projects. Below find the projected costs and the corresponding anticipated construction years for each alternative.

Alternative 1: HAWK: +/- \$150,000

Can be implemented in 2012 without reprioritizing other projects

Alternative 2: Offset Left w/ Refuge: +/- \$790,000

Can be implemented in 2012 without reprioritizing other projects

Alternative 3 – Underpass: +/- \$1,110,000: +/- \$790,000

Can be implemented in 2013 without reprioritizing other projects

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Alternative 4 – Roundabout: +/- \$1,240,000

Can be implemented in 2013 without reprioritizing other projects

Alternative 5 – Full Traffic Signal: +/- \$330,000

Can be implemented in 2012 without reprioritizing other projects

RECOMMENDATION:

Going into this evaluation, staff understood that it would be very difficult to generate consensus on a preferred alternative. There are many competing interests invested in this pedestrian crossing. Staff's approach was to develop a scoring system that best balanced these competing interests within a community outreach effort that educated and recorded the community's thoughts and emotions.

Three of the five alternatives presented will meet the general intent of the project's Purpose and Need Statement. Staff believes the HAWK Signal and the roundabout are not viable options for consideration. The remaining three alternatives (the Offset Left, Underpass, and Signalized Intersection) will create a safer environment for pedestrians, bicyclists and motorists.

Because of the intersection's multiple responsibilities, geometrics and access requirements, none of the remaining three alternatives provide a clear winner and eliminate all safety concerns now, or in the future.

However, based on technical analysis, community feedback, and each advisory board's comments and suggestions, it is staff's recommendations for City Council to select **Alternative #2, the Offset Left with Refuge**, for construction in 2012 Capital Improvement Program.

The Offset Left with Refuge provides the most responsive solution to the stated Purpose and Need of the project and its associated Measures of Success. This alternative also provides a more cost effective solution. More importantly the Offset Left received more unified community support than either the signalized intersection, or the underpass options.

ATTACHMENT(S):

- 1) McCaslin Washington Intersection Alternative Analysis
- 2) Public Comments
 - a. Open House Comment Cards
 - b. Open House Poster Notes
 - c. Emails and Other Correspondence
- 3) Project Alternative Posters
 - a. Alternative 1 – HAWK Signal
 - b. Alternative 2 – Offset Left with Refuge

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- c. Alternative 3 – Underpass
- d. Alternative 4 – Roundabout
- e. Alternative 5 – Signalized Intersection

**SUBJECT: DISCUSSION/DIRECTION/ACTION – PREPARATION OF AN
URBAN RENEWAL PLAN FOR 550 S. MCCASLIN BOULEVARD**

DATE: JANUARY 20, 2015

PRESENTED BY: AARON M. DEJONG

SUMMARY:

City Staff requests direction from City Council to begin preparation of an Urban Renewal Plan for 550 S. McCaslin Boulevard, the former Sam’s Club property.

BACKGROUND:

550 S. McCaslin Boulevard, the former Sam’s Club property, has been mostly vacant since early 2010. Wal-Mart actively marketed the property for over 3 years with brokerage firms CBRE and SRS Realty. They were unsuccessful in finding a new owner for the building for a retail purpose. Centennial Valley Investment, LLC (Centennial Valley) and Seminole Land Holdings, LLC purchased the property in January 2014. The Louisville City Council on May 6, 2014, directed staff to commission a Conditions Survey. The Conditions Survey identified 4 blighting factors on the property. They are;

- 1) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
 - a. Lot configuration results in former Sam’s Club building being narrow and deep with respect to the front entrance, rather than shallow and wide
 - b. Building orientation makes it difficult to partition effectively; resulting spaces would be too narrow and deep for adequate retail layout
 - c. Other non-retail uses that might be compatible with a deep, narrow layout are prohibited
- 2) Deterioration of site or other improvements;
 - a. Facility is 127,000 square feet with a 600+ car parking lot, requiring significant upkeep expenses
 - b. Currently only used during a small portion of the time by a community church, which does not generate the revenue needed for full maintenance
 - c. Potholes, cracked parking curbs, and other signs of lower maintenance levels are evident
- 3) Defective or unusual conditions of title rendering the title nonmarketable;
 - a. Restrictive covenants put in place at time of development to limit competition between tenants and sharply limit entertainment uses
 - b. Most notable restriction is that no competing grocer to Albertson’s is allowed
 - c. More broad restrictions put in place during sale from Sam’s Club to current owners after the store closed; this includes no stores selling a range of merchandise “at a discount” allowed, which is the use the site was originally developed for, and additional restrictions on entertainment uses

- d. Viable tenants who would fully utilize the property would likely be prevented from doing so
- 4) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements.
 - a. Underutilized property
 - b. Parking lot sits mostly empty during normal business hours
 - c. Community Church uses property during only a small portion of the week

The City Council made a blight determination by approving Resolution No. 60, Series 2014 on October 7, 2014. Council did not give direction to begin preparation of an Urban Renewal Plan to address the blighting factors. The property owner, Centennial Valley Investments, LLC and the tenants, Low Cost Furniture and Ascent Church, consented to the blight determination.

DISCUSSION:

The blighting factors identified on the property continue to limit potential for redevelopment or re-tenanting the building. Staff proposes to develop an Urban Renewal Plan outlining the steps and actions necessary to address the identified blighting factors.

The main steps in the process outlined in the Colorado Revised Statutes to approve an Urban Renewal Plan are as follows:

1. The Planning Commission must review the Plan for recommendations as to its conformity with the Comprehensive Plan.
2. City submits the Plan to the County for their review. If the County's property tax levy will be utilized, the City must also submit an impact report to the County. A tax increment provision is an optional component of the plan.
3. All fee simple property owners and owners of businesses within the proposed plan area must be notified of the public hearing.
4. City Council must hold a public hearing on the Plan.

FISCAL IMPACT:

Staff believes the plan can be prepared internally with assistance from Malcolm Murray, the City's urban renewal attorney. Costs for this approach would amount to less than \$5,000 and there is currently funding available in the Economic Development budget for this purpose. However, if Council wants an outside consultant to prepare the Plan, staff estimates the cost to hire a consultant to prepare the Urban Renewal Plan could be as much as \$30,000. If Council want to pursue that approach, it will be necessary to approve a budget amendment to provide the additional funding.

**SUBJECT: D/D/A PREPARATION OF AN URBAN RENEWAL PLAN FOR 550 S.
MCCASLIN**

DATE: JANUARY 20, 2014

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RECOMMENDATION:

Staff recommends City Council direct staff to prepare an Urban Renewal Plan for consideration in accordance with the rules outlined in State of Colorado Statutes.

ATTACHMENT(S):

1. Staff Presentation
2. Conditions Survey prepared by Urban Revitalization Consulting

Discussion/Direction/Action
Preparation of Urban Renewal Plan
for
550 S. McCaslin Blvd.

Aaron DeJong
Economic Development Director
January 20, 2015

D/D/A Urban Renewal Plan

- Sam's Club closed January 2010
 - 13 acre property
 - 128,000 sf building sitting mostly vacant
- New owner as of January 2014
- Several concerns arise from the vacancy;
 - Reduces the viability of adjacent properties
 - Could contribute to neighborhood decline
 - Weakens the McCaslin Corridor

D/D/A Urban Renewal Plan



- Council directed a Conditions Survey in May 2014
- Urban Revitalization Consulting looked at defined blight factors in State Urban Renewal Law
- Conditions Survey completed in July 2014
- Council approved Resolution 60 Series 2014 finding blight on the property

D/D/A Urban Renewal Plan



- Blight finding identified the following factors present;
 - Faulty Lot Layout
 - Deterioration of site or other improvements
 - Defective or unusual conditions of title rendering the title non-marketable
 - The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements

D/D/A Urban Renewal Plan



- Blighting factors continue to limit potential for redevelopment or re-tenanting the building.
- An Urban Renewal Plan will outline the steps and actions necessary to address the blighting factors
- Approving a plan must follow rules in State Statute

D/D/A Urban Renewal Plan



Fiscal Impact

- Plan can be prepared internally with assistance from the our Urban Renewal Attorney
- Outside consulting may be needed
 - Estimated cost is \$30,000

Action Requested

Staff recommends direction to begin preparation of an Urban Renewal plan for review and consideration

550 South McCaslin Boulevard Conditions Survey



July 2014
City of Louisville, Colorado



Urban Revitalization Consulting

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Section 1: Survey Overview

Purpose

In order to maximize the potential for remedying conditions of blight and encourage reinvestment, the City of Louisville, Colorado has commissioned an independent conditions survey for a large commercial property located at 550 S McCaslin Boulevard, Louisville, Colorado, 80027.

This property was formerly occupied by a Sam's Club facility, but has remained vacant since the store's closing early in 2010, despite ongoing efforts to market the property to another tenant.

This survey will determine if the geographic area chosen for this project qualifies as "blighted" within the meaning of the Colorado Urban Renewal Law, and consequently, if there is a sufficient basis to adopt a new urban renewal plan that can more effectively stimulate focused redevelopment in this area.

Methodology

The defined geographic area ("Survey Area") examined in this conditions inventory was determined by the City of Louisville, and lies entirely within Louisville's municipal boundaries. A map depicting the boundaries of the Survey Area is presented in **Section 4** of this report as **Exhibit 2: Survey Area Map**.

Data collection for conditions of blight (see **Sections 2** and **3** for what constitutes conditions of blight) was accomplished through several means. For those blight conditions that could be identified by visual observation and by the use of maps and aerial photography, the consultant conducted a field survey in June 2014. For those blight conditions that are not observable in the field (such as traffic data, crime statistics, etc.), blight condition data was obtained from specific City of Louisville departments during the same time period.

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Section 2: Colorado Urban Renewal Statutes and Blighted Areas

In the Colorado Urban Renewal Law, Colo. Rev. Stat. § 31-25-101 et seq. (the “Urban Renewal Law”), the legislature has declared that an area of blight “constitutes a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state in general and municipalities thereof; that the existence of such areas contributes substantially to the spread of disease and crime, constitutes an economic and social liability, substantially impairs or arrests the sound growth of municipalities, retards the provision of housing accommodations, aggravates traffic problems and impairs or arrests the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of public policy and statewide concern....”

Under the Urban Renewal Law, the term “blighted area” describes an area with an array of urban problems, including health and social deficiencies, and physical deterioration. See Colo. Rev. Stat. § 31-25-103(2). Before remedial action can be taken, however, the Urban Renewal Law requires a finding by the appropriate governing body that an area such as the Survey Area constitutes a blighted area. Colo. Rev. Stat. §31-25-107(1).

The blight finding is a legislative determination by the municipality’s governing body that, as a result of the presence of factors enumerated in the definition of “blighted area,” the area is a detriment to the health and vitality of the community requiring the use of the municipality’s urban renewal powers to correct those conditions or prevent their spread. In some cases, the factors enumerated in the definition are symptoms of decay, and in some instances, these factors are the cause of the problems. The definition requires the governing body to examine the factors and determine whether these factors indicate a deterioration that threatens the community as a whole.

For purposes of the Survey, the definition of a blighted area is articulated in the Colorado Urban Renewal statute as follows:

*“Blighted area” means an area that, in its present condition and use and, by reason of the presence of at least **four** of the following factors, substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare:*

- a. Slum, deteriorated, or deteriorating structures;*
- b. Predominance of defective or inadequate street layout;*
- c. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
- d. Unsanitary or unsafe conditions;*
- e. Deterioration of site or other improvements;*
- f. Unusual topography or inadequate public improvements or utilities;*
- g. Defective or unusual conditions of title rendering the title non-marketable;*
- h. The existence of conditions that endanger life or property by fire or other causes;*
- i. Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities;*
- j. Environmental contamination of buildings or property; or*
- k.5. The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements”*

In addition, paragraph (l.) states, *“if there is no objection by the property owner or owners and the tenant or tenants of such owner or owners, if any, to the inclusion of such property in an urban renewal area, ‘blighted area’ also means an area that, in its present condition and use and, by reason of the presence of any **one** of the factors specified in paragraphs (a) to (k.5) of this subsection....”*

The statute also states a separate requirement for the number of blight factors that must be present if private property is to be acquired by eminent domain. At § 31-25-105.5(5), paragraph (a.) states, *“Blighted area’ shall have the same meaning as set forth in section 31-25-103 (2); except that, for purposes of this section only, ‘blighted area’ means an area that, in its present condition and use and, by reason of the presence of at least **five** of the factors specified in section 31-25-103 (2)(a) to (2)(l)....”*

Thus, the state statutes require, depending on the circumstances, that a minimum of either **one, four, or five** blight factors be present for an area to be considered a “blighted area.”

A couple principles have been developed by Colorado courts to guide the determination of whether an area constitutes a blighted area under the Urban Renewal Law. First, the absence of widespread violation of building and health codes does not, by itself, preclude a finding of blight. According to the courts, “the definition of ‘blighted area’ contained in [the Urban Renewal Law] is broad and encompasses not only those areas containing properties so dilapidated as to justify condemnation as nuisances, but also envisions the prevention of deterioration.”

Second, the presence of one well-maintained building does not defeat a determination that an area constitutes a blighted area. Normally, a determination of blight is based upon an area “taken as a whole,” and not on a building-by-building, parcel-by-parcel, or block-by-block basis.

Based upon the conditions identified in the Survey Area, this report makes a recommendation as to whether the Survey Area still qualifies as a blighted area, given the time that has passed since such a determination was first made. The actual determination itself remains the responsibility of the Louisville City Council.

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Section 3: Conditions Indicative of the Presence of Blight

As discussed in **Section 2**, the Colorado Urban Renewal statute provides a list of 11 factors that, through their presence, may allow an area to be declared as blighted. This section elaborates on those 11 factors by describing some of the conditions that might be found within a Survey Area that would indicate the presence of those factors.

Slum, Deteriorated, or Deteriorating Structures:

During the field reconnaissance of the Survey Area, the general condition and level of deterioration of a building is evaluated. This examination is limited to a visual inspection of the building's exterior condition and is not a detailed engineering or architectural analysis, nor does it include the building's interior. The intent is to document obvious indications of disrepair and deterioration to the exterior of a structure found within the Survey Area. Some of the exterior elements observed for signs of deterioration include:

- Primary elements (exterior walls, visible foundation, roof)
- Secondary elements (fascia/soffits, gutters/downspouts, windows/doors, façade finishes, loading docks, etc.)
- Ancillary structures (detached garages, storage buildings, etc.)

Predominance of Defective or Inadequate Street Layout:

The presence of this factor is determined through a combination of both field observation as well as an analysis of the existing transportation network and vehicular and pedestrian circulation patterns in the Survey Area by persons with expertise in transportation planning and/or traffic engineering. These conditions include:

- Inadequate street or alley widths, cross-sections, or geometries
- Poor provisions or unsafe conditions for the flow of vehicular traffic
- Poor provisions or unsafe conditions for the flow of pedestrians
- Insufficient roadway capacity leading to unusual congestion of traffic
- Inadequate emergency vehicle access
- Poor vehicular/pedestrian access to buildings or sites

- Poor internal vehicular/pedestrian circulation
- Excessive curb cuts/driveways in commercial areas

These conditions can affect the adequacy or performance of the transportation system within the Survey Area, creating a street layout that is defective or inadequate.

Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness:

This factor requires an analysis of the parcels within the Survey Area as to their potential and usefulness as developable sites. Conditions indicative of the presence of this factor include:

- Lots that are long, narrow, or irregularly shaped
- Lots that are inadequate in size
- Lots with configurations that result in stagnant, misused, or unused land
- Lots with billboards that have active leases, making redevelopment more difficult

This analysis considers the shape, orientation, and size of undeveloped parcels within the Survey Area and if these attributes would negatively impact the potential for development of the parcel. This evaluation is performed both through observation in the field and through an analysis of parcel boundary maps of the Survey Area.

Unsanitary or Unsafe Conditions:

Conditions observed within the Survey Area that qualify under this blight factor include:

- Floodplains or flood prone areas
- Inadequate storm drainage systems/evidence of standing water
- Poor fire protection facilities
- Above average incidences of public safety responses
- Inadequate sanitation or water systems

- Existence of contaminants or hazardous conditions or materials
- High or unusual crime statistics
- Open trash dumpsters
- Severely cracked, sloped, or uneven surfaces for pedestrians
- Illegal dumping
- Vagrants/vandalism/graffiti/gang activity
- Open ditches, holes, or trenches in pedestrian areas

These represent situations in which the safety of individuals, especially pedestrians and children, may be compromised due to environmental and physical conditions considered to be unsanitary or unsafe.

Deterioration of Site or Other Improvements:

The conditions that apply to this blight factor reflect the deterioration of various improvements made on a site other than building structures. These conditions may represent a lack of general maintenance at a site, the physical degradation of specific improvements, or an improvement that was poorly planned or constructed. Overall, the presence of these conditions can reduce a site's usefulness and desirability and negatively affect nearby properties.

- Neglected properties or evidence of general site maintenance problems
- Deteriorated signage or lighting
- Deteriorated fences, walls, or gates
- Deterioration of on-site parking surfaces, curb & gutter, or sidewalks
- Poorly maintained landscaping or overgrown vegetation
- Poor parking lot/driveway layout
- Unpaved parking lot on commercial properties

Unusual Topography or Inadequate Public Improvements or Utilities:

The focus of this factor is on the presence of unusual topographical conditions that could make development prohibitive, such as steep slopes or poor load-bearing soils, as well as deficiencies in the public infrastructure system within the Survey Area that could include:

- Steep slopes / rock outcroppings / poor load-bearing soils
- Deteriorated public infrastructure (street/alley pavement, curb, gutter, sidewalks, street lighting, storm drainage systems)
- Lack of public infrastructure (same as above)
- Presence of overhead utilities or billboards
- Inadequate fire protection facilities/hydrants
- Inadequate sanitation or water systems

Defective or Unusual Conditions of Title Rendering the Title Non-Marketable:

Certain properties can be difficult to market or redevelop if they have overly restrictive or prohibitive clauses in their deeds or titles, or if they involve an unusually complex or highly divided ownership arrangement. Examples include:

- Properties with covenants or other limiting clauses that significantly impair their ability to redevelop
- Properties with disputed or defective title
- Multiplicity of ownership making assemblages of land difficult or impossible

Existence of Conditions that Endanger Life or Property by Fire and Other Causes:

A finding of blight within this factor can result from the presence of the following conditions, which include both the deterioration of physical improvements that can lead to dangerous situations as well as the inability for emergency personnel or equipment to provide services to a site:

- Buildings or sites inaccessible to fire and emergency vehicles
- Blocked/poorly maintained fire and emergency access routes/ frontages
- Insufficient fire and emergency vehicle turning radii
- Buildings or properties not in compliance with fire codes, building codes, or environmental regulations

Buildings that are Unsafe or Unhealthy for Persons to Live or Work In:

Some of the conditions that can contribute to this blight factor include:

- Buildings or properties not in compliance with fire codes, building codes, or environmental regulations
- Buildings with deteriorated elements that create unsafe conditions
- Buildings with inadequate or improperly installed utility components

Environmental Contamination of Buildings or Property:

This factor represents the presence of contamination in the soils, structures, water sources, or other locations within the Survey Area.

- Presence of hazardous substances, liquids, or gasses

Existence of Factors Requiring High Levels of Municipal Services or Substantial Physical Underutilization or Vacancy of Sites, Buildings, or Other Improvements:

The physical conditions that would contribute to this blight factor include:

- Sites with a high incidence of fire, police, or emergency responses
- Sites adjacent to streets/alleys with a high incidence of traffic accidents
- Sites with a high incidence of code enforcement responses
- An undeveloped parcel in a generally urbanized area
- A parcel with a disproportionately small percentage of its total land area developed
- Vacant structures or vacant units in multi-unit structures

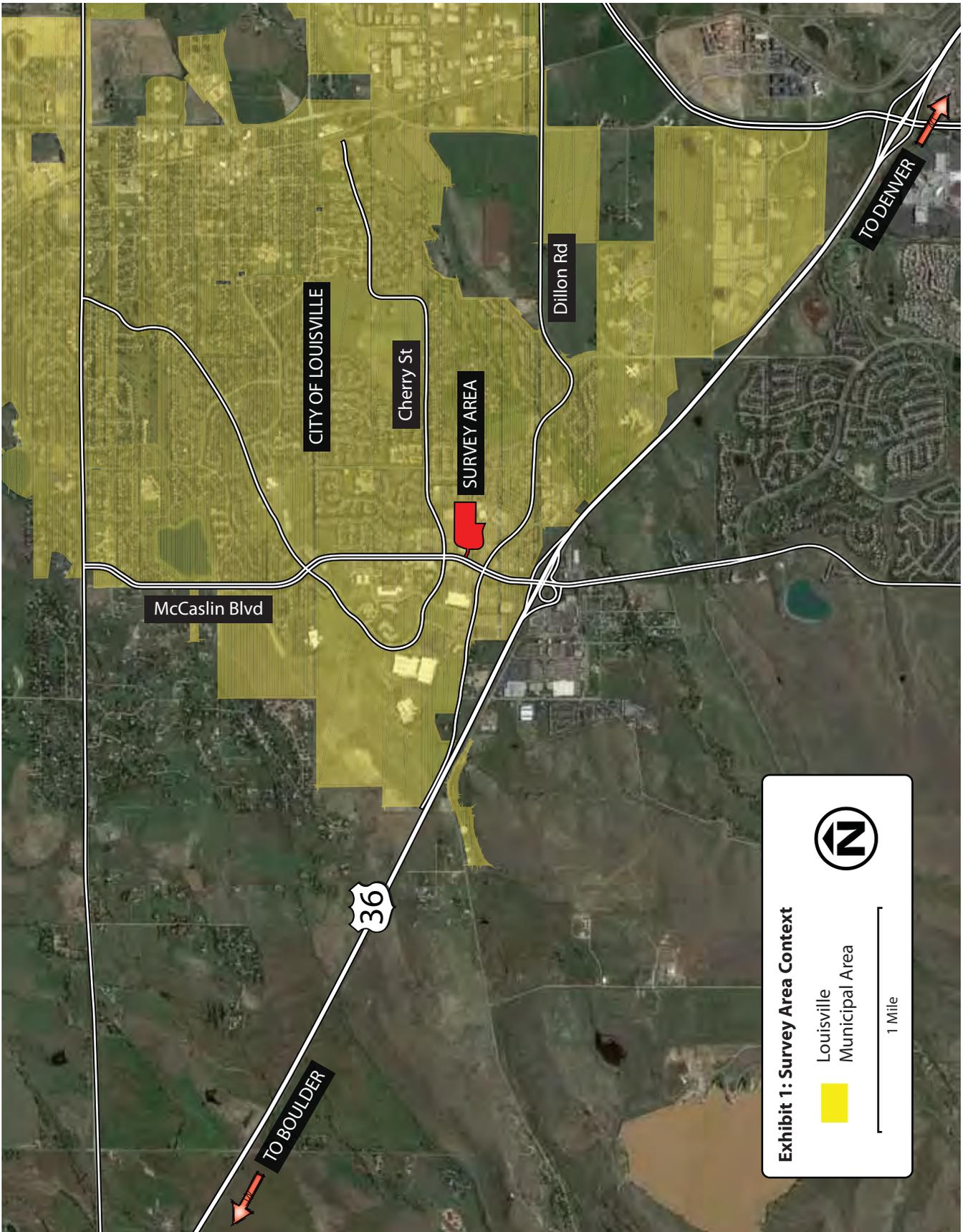
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Section 4: Survey Area Location, Definition, and Description

The 550 S McCaslin Boulevard Conditions Survey focuses on a single large parcel located in a retail center that is primarily accessed from McCaslin Boulevard, a major arterial street that links the City of Louisville with the Denver-Boulder Turnpike. This focused area is 13.16 acres and is defined by a single real property parcel comprising a largely vacant retail building as well as its associated parking lot. The building is 127,000 square feet, making it one of the largest retail structures in the area.

Exhibit 1: Survey Area Context, shows the location of the Survey Area within the context of the City of Louisville and the surrounding area.

Exhibit 2: Survey Area Map visually depicts the physical boundaries of the Survey Area.





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Section 5: Survey Findings

The overall findings of the 550 S McCaslin Boulevard Conditions Survey are presented below in a format that mirrors the list of factors and conditions of blight discussed in **Section 3**.

Slum, Deteriorated, or Deteriorating Structures

The retail structure, developed in the mid 1990s, was examined during the field survey, and remains in good condition. A few minor problems were visible on the facade of the building, such as cracked brick and mortar due to soil settling in select places, but these issues did not rise to the level necessary to make a finding of *deteriorated structures*.

This blight factor is therefore considered **not** to be present in the Survey Area.

Predominance of Defective or Inadequate Street Layout

The parcel comprising the Survey Area is large—over 13 acres according to the Boulder County Assessor—and relies on internal private roads for adequate access and service, as do the surrounding retail parcels and pad sites.

Traffic count data from the Louisville Engineering Division covering the surrounding public rights of way revealed no major issues with daily traffic volumes given the design capacity of the roads.

Emergency vehicle access is well provided for: there are no portions of the building that cannot be accessed using the internal streets, and the streets are configured correctly to allow for sufficient vehicle turning radii.

No finding of *Inadequate Street Layout* has been made.

Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness

The real property parcel covering the Survey Area is the result of an initial subdivision that precisely corresponds to the parcel's originally intended use containing a large discount membership warehouse and associated internal roads and parking facilities. The size of the retail structure—127,000 square feet—is considerable, even for large format retail. A typical supermarket is less than half that size; even a modern, full-featured home improvement store is usually 20% smaller.

This severely shortens the list of possible tenants for property that could fully utilize it. Adaptive reuse options including subdividing the retail building in order to create a more appropriately-sized retail spaces for potential future tenants are not feasible due to the orientation of the building. As the building stands, it is narrow and deep with respect to the front entrance, rather than shallow and wide, so any resulting spaces after partitioning the building are too narrow and deep to be suitable for efficient store layout. The cost of dividing and partitioning the building is also considerable, and would require higher rents to future tenants to offset these costs.

Finally, it is important to note that the property carries restrictive covenants that prevent many of the most viable potential reuses as it is currently configured (see the **defective title** section for more details).

Because the current layout of the property is suited to a very narrow range of uses which are either prohibited or infeasible, there is a finding of *Faulty Lot Layout* in the Survey Area.

Unsanitary or Unsafe Conditions

Floodplain maps from the Federal Emergency Management Agency (FEMA) indicate that the Survey Area is outside any areas that have a $>.02\%$ annual chance of flooding. For the purposes of this Survey, there is considered to be no physical danger to visitors from flooding.

Fire protection facilities are adequate; hydrants serve the property, the road system adequately serves emergency vehicle access to the retail structure in the event of a fire.

Finally, crime levels in the area do not rise to the levels necessary to be considered unsafe.

No finding of *Unsanitary or Unsafe Conditions* has been made.

Deterioration of Site or Other Improvements

The 550 S McCaslin property is designed for heavy-volume retail: it is a 127,000 square foot retail facility with over 600 parking spaces, located on a major arterial near a highway interchange. It is currently used only sporadically for tenants far smaller than it was designed for; consequently, it is not currently generating revenue proportional to necessary maintenance expenses. This has been the case since the property was abandoned over 4 years ago.

A lack of full maintenance of the property was evident during the field survey; the parking lot had a few potholes, including one very large one at its primary entrance with McCaslin Boulevard, and the curb and gutter in some places was cracked and deteriorated. The striping on the parking lot was found to be badly worn. The building itself was cracked in a few places in its facade, and needs minor work such as mortar repair in certain areas.

This is not to say that maintenance is completely lacking, but only that it gives the impression of being minimal. While the property is not badly deteriorated by virtue of being largely vacant for only 4 years and receiving landscaping maintenance, it is clear that it is indeed slowly deteriorating. Combined with its general underutilization (see the **underutilization or vacancy of sites** section), this is causing a general blight that affects the surrounding area.

A finding of *Deterioration of Site or Other Improvements* has been made in the Survey Area.



The parking had cracks and potholes in places



Various portions of damaged curb and gutter were found

Unusual Topography or Inadequate Public Improvements or Utilities

The 550 S McCaslin property was developed in conjunction with many surrounding commercial properties less than 2 decades ago, along with adequate utility systems to serve the properties.

Additionally, curb and gutter are present along all roadways except loading areas within the Survey Area, including private roads.

This factor is **not** considered present in the Survey Area.

Defective or Unusual Conditions of Title Rendering the Title Non-marketable

The property at 550 S McCaslin Boulevard is subject to numerous restrictions that have the combined effect of rendering the parcel non-marketable to prospective buyers and tenants. This issue is expressed by the current co-owners, Centennial Valley Investment, LLC, and Seminole Land Holdings, LLC in a letter dated March 17, 2014 to the City of Louisville, and is confirmed by an examination of the original covenants put in place during the initial development of the property in the 1990s as well as additional restrictions applied to the property during the sale of the property from Sam's Real Estate Business Trust to its current owners in January 2014.

The original covenants dating from the 1990s, (including multiple amendments made during subsequent years), generally prohibit new uses at 550 S McCaslin Blvd that would compete with existing retailers in the same commercial center, the most notable of which is the prohibition of a grocer on the property as long as the nearby Albertsons remains in business. Other uses that do not directly compete with other tenants in the commercial center but could otherwise provide opportunities for adaptive reuse are also prohibited, including bowling alleys, billiard parlors, night clubs, recreational facilities, theaters, skating rinks, health spas, gyms, and video game parlors.

The warranty deed made between the current property owners and Sam's Real Estate Business Trust on January 30, 2014 was obtained from Boulder County Public Records, and places additional restrictions on the property over the next 25 years. These restrictions explicitly prohibit any wholesale clubs and discount department stores, which are precisely the type of use that formerly existed on the property. Pharmacies, liquor stores, bars, and grocery stores are also prohibited.

The combined effect of the various restrictions in place on the property is that the most viable uses for the property are not allowed. Any prospective tenant that could potentially utilize the 127,000 square foot facility on the property would almost certainly be prevented from doing so; the restrictions are broad enough to mandate a commercial retail use, but simultaneously prohibit the sale of almost anything "at a discount in a retail operation" and also any

entertainment venue. Even a large home improvement store or electronics could easily be interpreted as being prohibited under the broad language of the warranty deed.

Because of the lack of marketability of the 550 S McCaslin property, this factor is considered present.

Existence of Conditions that Endanger Life or Property by Fire or Other Causes

Access to the building, emergency vehicle turning radii, and fire protection facilities such as hydrants were found to be adequate.

This blight factor is considered **not** to be present in the Survey Area.

Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities

No structural analysis was performed on the retail structure, and there was no evidence to suggest it was deteriorated enough to present a danger to occupants.

Therefore, this factor is **not** present in the Survey Area.

Environmental Contamination of Buildings or Property

A Phase I Environmental Site Analysis (ESA) conducted in March 2010 by Environmental Restoration, LLC found no evidence of material environmental contamination in the Survey Area, and no additional testing or research was performed for the purposes of this Conditions Survey.

Therefore, there is **no** finding of *environmental contamination of buildings or property*.

The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements

The Survey Area is 13 acres, located in an urbanized area, surrounded by commercial and residential development, on a busy arterial street near a highway interchange, but is currently vastly underutilized.

Since early 2010, the site has been largely vacant, excepting a few transitional uses that do not approach the full potential of the property. Currently, the signage on the 127,000 square foot retail facility reveals that it is being used for a community church, leaving the property unused except for half a day per week.

During the field survey, conducted during regular business hours in June 2014, over four years since the closing of the former Sam's Club, the over 600 parking spaces on the property were empty, except for a few miscellaneous vehicles parked along the periphery.

This represents a substantial underutilization of the property, which contributes to a general blight in the area and a reduction in retail traffic for the surrounding area that an anchor tenant of the sort the property was designed for would provide.

This blight factor is considered present in the Survey Area.



The vast parking area and the building lie largely vacant

Section 6: Survey Summary and Recommendation

Within the entire Survey Area, 4 of the 11 blight factors were identified as being present. The blight factors identified within the Survey Area are:

- Faulty Lot Layout
- Deterioration of Site or Other Improvements
- Defective or Unusual Conditions of Title Rendering the Title Non-marketable
- High Levels of Municipal Services or Underutilization or Vacancy of Sites, Buildings, or Other Improvements

Blight Survey Recommendation

As discussed in **Section 2**, in order for an area to be declared blighted, a certain number of the 11 blight factors must be found within the Survey Area. **Four** of the 11 factors is the required minimum, unless none of the property owners or tenants object to being included within an urban renewal area; then, the required minimum is only **one** of the 11 factors. In the event, however, that eminent domain is to be used to acquire property within the urban renewal area, the required minimum is **five** of the 11 factors. Since **four** blight factors were identified within the Survey Area, a sufficient number of blight factors exist for the area to be declared blighted; however, the Louisville Revitalization Commission may not exercise eminent domain to acquire any property in the Survey Area without the written consent of the property owners.

It is the recommendation of this blight Survey report to the City of Louisville, the Louisville Revitalization Commission, and the Louisville City Council that the Survey Area, in its present condition, exhibits a sufficient level of blight to be considered a “blighted area” under the standards set forth in State Statute. Whether the blighted area “*substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare*” is a determination that must be made by the Louisville City Council.

SUBJECT: CITY SERVICES FACILITY PROJECT UPDATE

DATE: JANUARY 20, 2015

PRESENTED BY: MALCOLM FLEMING, CITY MANAGER

SUMMARY:

Construction work on the City Services Facility (CSF) site at Dillon Road and S. 104th St is proceeding favorably and prospects look good for substantial completion and move-in by August of this year. However, the cost of this project will exceed the amount anticipated when Council approved the construction contract with Bryan Construction, Inc. on September 2, 2014. Funding for the project in the 2014 and 2015 budgets totals \$11.9 million. Staff anticipates a range of up to an additional \$500,000 beyond the 2014-2015 budget totals for design, construction, testing services and all other project related costs. Continued definition and assessment of such costs is ongoing. However, it will likely be necessary for Council to approve a budget amendment or for staff to identify other ways to reduce project costs.

Staff, the design and construction team continue working hard to identify cost savings and to-date have implemented, without compromising the functionality and long-term cost effectiveness of the facility, "Value Engineering" in design, materials, equipment and other changes. Although staff will continue to look for ways to save, at this point in the project, staff does not think it is likely to identify other significant savings.

Staff presented to Council in September 2014 a Guaranteed Maximum Price contract with Bryan Construction Inc. that appeared to lock in a guaranteed price above which the project would not go. However, the GMP figure presented during the September 2 Council meeting was based on the Design Development documents (60% design), which means there were many details in the scope remaining to be worked out. As the project has progressed, the design work to bring the documents to the 100% level has resulted in scope changes (everything from rebar sizing and spacing to the size of electrical panels and the thickness of asphalt) that have produced additional costs/change orders.

Staff believes the design and construction team is working well, the construction is proceeding successfully and that it was poor communication, not other issues, that failed to highlight in September the remaining uncertainty and unavoidable risks of cost increases. We have made staffing and procedural changes to prevent such communication lapses from happening in the future.

SUBJECT: CITY SERVICES FACILITY PROJECT UPDATE

DATE: JANUARY 20, 2015

PAGE 2 OF 2

In order to present the most accurate and up to date project accounting, staff suggests holding a January 23 study session, including visiting the City Services Facility site, and having the contractor and design team in attendance. This will ensure the most qualified response to all questions/comments City Council may have on the project. An agenda for this meeting is attached.

FISCAL IMPACT:

Potential cost increases to the project on the high end of up to \$500,000 split evenly among the Capital Projects, Open Space and Parks, Water and Wastewater Funds.

RECOMMENDATION:

Discussion/Direction

ATTACHMENT(S):

1. Agenda for January 23, 2015 Study Session

City Council Study Session

**January 23, 2015
Library Conference Room
951 Spruce Street
12:30 PM – 3:30 PM**

- | | | |
|-------------------|-------------|--|
| 12:30 p.m. | I. | Call to Order |
| 12:45 – 2:00 p.m. | II. | Visit to City Services Facility Construction Site (739 South 104 th Street) & Presentations by City Staff, Design Team and General Contractor |
| 2:00 – 2:15 p.m. | III. | Return to Library Meeting Room |
| 2:15 p.m. | IV. | Discussion – City Services Facility Construction Costs, Change Orders, Project Schedule and Budget |
| 3:30 p.m. | V. | Adjourn |

Council members will leave for the site visit at 12:30 PM. Members of the public must provide their own transportation to the site. All discussion will take place following the site visit in the Library Meeting Room.

Additional background/packet materials for the Study Session will be online by 12 pm on Tuesday, January 20, 2015.

SUBJECT: CITY COUNCIL SUMMER MEETING SCHEDULE

DATE: JANUARY 20, 2015

PRESENTED BY: CITY MANAGER'S OFFICE

SUMMARY:

Some members of the City Council have asked about the possibility of creating a longer break between meetings this summer to allow for some extended vacation time. The City Charter requires the City Council hold at least two regular meetings each month (Section 4-1(a)). Given that requirement, and the 2015 calendar, staff came up with three possible scenarios. Other options could be considered as well.

Option 1:

- June 2 – regular meeting
 - June 9 – budget retreat and regular meeting
 - July regular schedule
- Three weeks between meetings*

Option 2:

- June 2 – regular meeting
 - June 9 – budget retreat and regular meeting
 - July 14 – regular meeting
 - July 21 – study session
 - July 28 – regular meeting
- Four weeks between meetings*

Option 3:

- June 2 – regular meeting
 - June 9 – budget retreat and regular meeting
 - July 21 – regular meeting
 - July 28 – regular meeting
- Five weeks between meetings*

FISCAL IMPACT:

None

RECOMMENDATION:

Discussion

ATTACHMENT(S):

1. None



City Council
Meeting Packet
January 20, 2015

Addendum #1
Items presented at the meeting.

A new aquatic center in Louisville will be useful for:

- Louisville Dolphin's practice location
- Louisville citizens who travel out of town for a more modern and larger pool (aquatics center)
- Citizens who can't find a spot at Memory Square
- High school competitions and swimming events



AQUATIC CENTER

FOR LOUISVILLE

Possible Amenities:

- Water slides, diving boards, lazy rivers, etc.
- Outdoor sports (volleyball, water polo...)
- Hot tub and/or jacuzzi
- Water exercise classes
- Boutique food vendors
- Olympic sized pool and stands

A new, larger, more modern aquatic center has been a necessity for Louisville for many years and we should begin working on it.

I want to begin by trying to put this issue in context.

This is not about intersection design or urban planning.

This is not about making Louisville more pedestrian or bicycle friendly.

Louisville citizens and the Council addressed those issues when the input was considered and the decision was made to build an underpass to carry pedestrian and bicycle traffic between Washington Ave/ Harper Lake and Davidson Mesa. Both citizens and staff believed the crosswalk was a safety concern. After very careful consideration, Council supported the concept and the funding for the underpass.

I use the underpass it almost every day. It's beautiful, safe and an asset to the community. Many of us who spend time at Harper Lake and Davidson Mesa were extremely dismayed to see the dangerous crosswalk reinstalled at the conclusion of construction.

CDOT adopted the Federal Manual on Uniform Traffic Control Devices. (attached). The decision to create a marked crosswalk is challenging. Why? Because when traffic volume and speeds increase, pedestrian accidents increase more at marked crosswalks than at unmarked crosswalks. Speeds on McCaslin are posted at 40 mph but cars consistently drive above that speed. As you know, traffic volume has grown significantly because it is being used as an alternative to Highway 36. These conditions mitigate against a crosswalk.

We do not need to offer an alternative to the well-planned, well-used, underpass. Usage of the cross walk appears to have dropped well below the 20 persons per peak hour that should be documented before considering installation of a crosswalk. Although it's anecdotal only, my observations are that the numbers are well below that number.

The manual, used by officials and planners, states: *The question should not simply be, "Do we want a marked crosswalk or not? Instead, the question should be: "What is the most effective measure that can be used to help pedestrians cross the street?" Crosswalks are not considered safety devices but are used to direct pedestrians along the safest routes rather than to stop traffic.*

This City Council has already determined the safest route for crossing McCaslin at Washington Avenue. It is the underpass. Please, don't continue to let this crosswalk sit as a terrible accident waiting to happen.

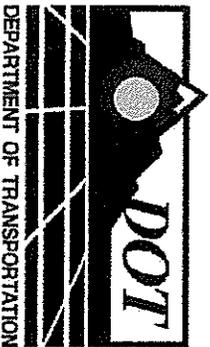
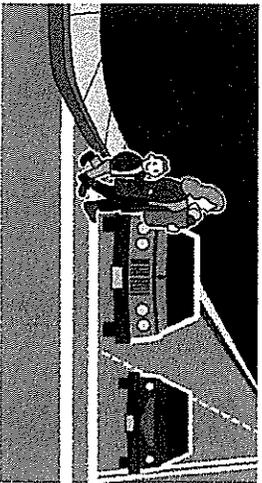
Terre Rushton Sisk
January 20, 2015

MARKED

CROSSWALKS



The purpose of this brochure is to provide guidance to Colorado citizens who are considering installation of marked crosswalks on state highways as a solution to a pedestrian crossing need. It does not set decision criteria.



INTRODUCTION TO MARKED CROSSWALKS

Pedestrians are legitimate users of the transportation system and they should be able to use the state highway system safely and without unreasonable delay. Providing marked crosswalks is one of many ways to facilitate crossings.

There have been many studies regarding the safety effects of marked crosswalks. Some studies contradict others regarding when a crossing location should be marked or unmarked, making the decision process challenging. Some studies indicate that as traffic volume and speeds increase, such as on a state highway, pedestrian accidents may increase more at marked crosswalks than at unmarked crosswalks.

When considering how to provide safer crossings for pedestrians, the question should NOT simply be: "Do I want a marked crosswalk or not?" Instead, the question should be: "What is the most effective measure that can be used to help pedestrians safely cross the street?" Selecting the appropriate measures depend on site conditions.

The Colorado Department of Transportation follows the national guidelines outlined in the federal Manual on Uniform Traffic Control Devices, the Traffic Control Devices Handbook, the Traffic Engineering Handbook, and other references. These references cover all aspects of the placement, construction and maintenance of all approved traffic control devices.

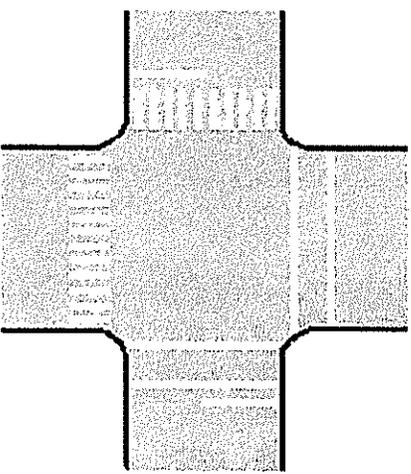
All traffic devices, including crosswalk markings and signs, must conform to the federal and state regulations for dimensions, color, wording and graphics. Uniformity of traffic control devices protects the clarity of their messages and ensures that signs or paint markings convey the same meaning at all locations.

WHAT IS A CROSSWALK?

Legal crosswalk locations can be either marked or unmarked. Colorado statutes at section 42-1-102 (21) C.R.S., define a crosswalk as: "... that portion of a roadway ordinarily included within the prolongation or connection of the lateral lines of sidewalks at intersections or any portion of a roadway distinctly indicated for pedestrian crossing by lines or other marking on the surface."

Accordingly, legal crosswalks exist at all public street intersections whether marked or unmarked. However, the only way a crosswalk can exist at a mid-block location is if it is marked.

A marked crosswalk is any crosswalk, which is delineated by white painted markings placed on the pavement. Crosswalks consisting of pavement materials or colored concrete are 'unmarked' crosswalks unless white paint is also present. A crosswalk may be marked with special paint, thermoplastic materials, plastic tape, and other approved materials.



Typical Crosswalk markings

COLLISIONS AT MARKED CROSSWALKS

Research indicates that on multi-lane streets with more than 12,000 vehicles per day, pedestrian collisions are higher at marked versus unmarked crosswalks at uncontrolled locations. This is especially true on higher speed facilities. This appears to occur because pedestrians expect a motorist to stop for a pedestrian in a crosswalk. However, drivers frequently fail to stop and a collision results.

To be safe before crossing any street, pedestrians should always:

- ❖ Stop at the curb, edge of the road or corner of the intersection and scan for traffic before proceeding;
- ❖ Look left-right-left, and over their shoulder for turning vehicles; and
- ❖ Continue to check for traffic while crossing the street

Another frequent cause in pedestrian crosswalk crashes is when the driver of a vehicle in the lane nearest to the curb stops for a pedestrian that is crossing in the crosswalk, but the motorist in the next vehicle passes the stopped vehicle and hits the pedestrian.

Pedestrians should be very cautious when walking in a crosswalk, especially when their visibility is limited by vehicles already stopped at the crosswalk as illustrated on the cover.

REQUESTS AND INQUIRIES

If you have questions, requests or suggestions concerning traffic please call the State Department of Transportation, Safety and Traffic Engineering Branch, at: (303) 757- 9654.

Pedestrian and bicycle educational materials are available from the CDOT Bicycle/Pedestrian Program at 303-757-9982
Also bicycleinfo@dot.state.co.us
or at www.dot.state.co.us/blkeped/

HOW TO DETERMINE IF A CROSSWALK WILL BE REASONABLE, SAFE AND EFFECTIVE

Making a decision as to the appropriateness of a crosswalk is complex and many issues must be carefully analyzed. An engineering study is normally completed prior to approving a marked crosswalk at a new location. Some of the typical items reviewed include;

- ❖ the number of pedestrians that will be served
- ❖ the function of the highway
- ❖ the volume and speed of vehicles
- ❖ the width of the road
- ❖ both current and future predicted conditions
- ❖ the typical abilities of the pedestrians that would use the crosswalk (e.g., age, disabilities, etc)
- ❖ and if approved, who will pay for and then maintain the crosswalk.

Generally, the guidance for approving a marked crosswalk recommends that a minimum of 20 pedestrians should be crossing the roadway during the peak traffic hour before considering the installation of a marked crosswalk. Where the highway speed is in excess of 40 mph, additional devices such as traffic signals and beacons should be added. Mid-block crosswalks on state highways are not desirable.

While state laws require a motorist to yield to a person within a marked crosswalk, on highways with moderate to higher speeds and traffic volumes, such behavior is very rare. Crosswalks are not considered safety devices and are primarily used to assist and direct pedestrians along the safest route rather than to 'stop' traffic.

WHERE ARE CROSSWALKS NORMALLY MARKED?

Crosswalks are marked at intersections where there is substantial conflict between vehicle and pedestrian movements, where significant pedestrian concentrations occur, where pedestrians could not otherwise recognize the proper place to cross, and where traffic movements are controlled. Examples of such locations are:

- ❖ Approved school crossings.
- ❖ Signalized and four way stop intersections.

SCHOOL CROSSWALKS

Marked crosswalks for schools follow somewhat different criteria. Besides crosswalks at the immediate school site, other marked crosswalks may be approved if certain criteria is met and the nearest point of the crosswalk is not more than 600 feet from a school building or grounds.

Crosswalks should be marked at all intersections along the suggested route to school where the volume of children reaches about 40 in a two hour period. They should also be marked where there is conflict between vehicles and students trying to cross the street and where students may be permitted to cross between intersections.

The best safety measure is to educate children on how and where to safely cross the street.

