

# City Council Agenda

**Tuesday, May 19, 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 – May 5, 2015

**C.** Approval of Shortel Telephone Procurement

**D.** Approve Cancelation of May 26, 2015 Study Session

**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**

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**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.

**A. COAL CREEK GOLF COURSE GRAND RE-OPENING**

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

**B. COAL CREEK GOLF COURSE 2015 FEE SCHEDULE**

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

**C. HIGHWAY 42 GATEWAY PLAN REVIEW**

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

**D. 1125 PINE STREET – *Continued from 04/21/2015***

**1. RESOLUTION NO. 18, SERIES 2015 – A RESOLUTION APPROVING A PURCHASE CONTRACT TO BUY AND SELL REAL ESTATE FOR THE CITY’S ACQUISITION OF APPROXIMATELY 0.39 ACRES OF PROPERTY LOCATED AT 1125 PINE STREET IN THE CITY OF LOUISVILLE**

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

**2. ORDINANCE NO. 1684, SERIES 2015 - AN ORDINANCE AUTHORIZING THE PAYMENT OF CITY MONEYS FOR THE CITY’S ACQUISITION OF APPROXIMATELY 0.39 ACRES OF PROPERTY LOCATED AT 1125 PINE STREET IN THE CITY OF LOUISVILLE – 1<sup>st</sup> Reading – Set Public Hearing 06/02/2015**

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

**E. GRAIN ELEVATOR**

**1. RESOLUTION NO. 29, SERIES 2015 – A RESOLUTION APPROVING A FINAL PLAT, FINAL PLANNED UNIT DEVELOPMENT (PUD) PLAN, AND SPECIAL REVIEW USE (SRU) TO ALLOW FOR THE CONSTRUCTION OF A NEW BUILDING AND ADDITIONS TO TWO EXISTING BUILDINGS TOTALING 27,000 SQUARE FEET AND ALLOW OUTDOOR SALES AND ACTIVITIES AT THE GRAIN ELEVATOR SITE, 500-544 COUNTY ROAD**

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

**2. RESOLUTION NO. 30, SERIES 2015 – A RESOLUTION DESIGNATING THE LOUISVILLE GRAIN ELEVATOR AT 540 COUNTY ROAD A HISTORIC LANDMARK**

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

**F. REVIEW AND CONFIRMATION OF ALTERNATIVE LAND USE SCENARIOS AND MAIN STREET AND CENTENNIAL DRIVE INTERSECTION ALIGNMENTS TO BE STUDIED AS PART OF THE SOUTH BOULDER ROAD SMALL AREA PLAN**

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

**G. QUESTIONS FOR MCCASLIN BOULEVARD SMALL AREA PLAN SURVEY – *Continued from 03/17/2015***

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

**H. HISTORIC PRESERVATION MASTER PLAN - REVIEW AND ENDORSEMENT OF GOALS AND OBJECTIVES**

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

**I. WASTEWATER UTILITY RATE CORRECTIONS**

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

**J. APPROVE CONSTRUCTION SERVICES AGREEMENT WITH MWH CONSTRUCTORS, INC., FOR THE WASTEWATER TREATMENT FACILITY UPGRADES**

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

**K. ORDINANCE NO. 1692, SERIES 2015 – AN ORDINANCE FOR THE REGULATION OF TRAFFIC BY THE CITY OF LOUISVILLE, COLORADO; AMENDING CERTAIN SECTIONS OF THE LOUISVILLE MUNICIPAL CODE CONCERNING FLASHING YELLOW SIGNALS AND DRIVING THROUGH PRIVATE PROPERTY – 2nd Reading –Public Hearing (Advertised *Daily Camera* 05/10/2015)**

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

**L. DISCUSSION/DIRECTION/ACTION –COUNTY-WIDE ECOPASS DETAILED STUDY**

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

**M. ORDINANCE NO. 1693, SERIES 2015 – AN ORDINANCE APPROVING A REZONING OF A 3.9-ACRE PARCEL OF LAND LOCATED AT 1055 COURTESY ROAD FROM CITY OF LOUISVILLE INDUSTRIAL (I) ZONING TO CITY OF LOUISVILLE COMMUNITY-COMMERCIAL (CC) AND CITY OF LOUISVILLE MIXED-USE RESIDENTIAL (MU-R) FOR THE DEVELOPMENT OF DELO PLAZA – SET PUBLIC HEARING 06/02/2015**

- City Attorney Introduction
- Action

**N. EXECUTIVE SESSION**

**1. REAL PROPERTY ACQUISITION**

(Louisville Charter, Section 5-2(c) – Authorized Topics – Consideration of real property acquisitions, only as to appraisals and other value estimates and strategy, and C.R.S. 24-6-402(4)(a))

**City Manager is Requesting the City Council Convene an Executive Session for the Purpose of Consideration of Potential Real Property Acquisition Concerning Property in Louisville**

**Mayor is Requesting the City Council Convene An Executive Session for the Purpose of Conducting A Semi-Annual Performance Review of the City Manager**

**REGULAR BUSINESS ITEMS SUSPENDED**

- Requests for Executive Session
- City Clerk Statement
- City Attorney Statement of Authority
- City Council Action on Motions for Executive Session
- Executive Session
- Council Reconvene

**REGULAR BUSINESS ITEMS CONTINUED**

**REPORT – DISCUSSION/DIRECTION/ACTION – REAL PROPERTY ACQUISITIONS**

**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: 90290 Period: 04/30/15

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	
14034-1	ALEXEI KAZANTSEV 11032011	STONE BENCHES GC	04/15/15	05/15/15	2,587.50	2,587.50
13640-1	CHILD SUPPORT ENFORCE OFFICE 042415	EMPLOYEE GARNISHMENT PP#09	04/24/15	05/24/15	255.23	255.23
13911-1	J & M DISPLAYS INC 10661	2015 FIREWORKS DISPLAY	03/19/15	04/18/15	10,000.00	10,000.00
14002-1	KANSAS PAYMENT CENTER 042415	EMPLOYEE GARNISHMENT PP#09	04/24/15	05/24/15	270.46	270.46
9750-1	LEGALSHIELD 042515	#22554 APR 15 EMPLOYEE PREMIUM	04/25/15	05/25/15	332.95	332.95
7735-1	LINCOLN FINANCIAL GROUP LIFE0515	000010008469 MAY 15 LIFE/AD&D	05/01/15	05/31/15	5,618.62	
	LTD0515	000010008470 MAY 15 LTD PREM	05/01/15	05/31/15	2,933.25	8,551.87
8	CAROL RUSSO 040715	ART CENTER RENTAL REFUND	04/07/15	05/07/15	180.00	180.00
10	MOHAMMAD KASSIR 042415	RETURNED ACH PP#09	04/24/15	05/24/15	1,257.59	1,257.59
5178-1	PETTY CASH LRC - KATHY MARTIN 043015	PETTY CASH LRC	04/30/15	05/30/15	211.63	211.63
8442-1	VISION SERVICE PLAN VSP0515	12 059727 0001 MAY 15 EMP PREM	04/21/15	05/21/15	2,577.54	2,577.54
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BANK TOTAL PAYMENTS					26,224.77	26,224.77
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GRAND TOTAL PAYMENTS					26,224.77	26,224.77

City of Louisville  
 Cash Disbursement Edit List

Batch: 90364 Period: 05/07/15

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
14072-1	JESSICA ARVANITES 050415	TRAVEL RECON 4/27-5/1/15	05/04/15	06/03/15	772.20	772.20
2360-1	LIGHT KELLY, PC 040615	LEGAL SERVICES 3/1-3/31/15	04/06/15	05/06/15	24,416.75	
	040615	LEGAL SERVICES 3/1-3/31/15	04/06/15	05/06/15	1,038.00	
	040615	LEGAL SERVICES 3/1-3/31/15	04/06/15	05/06/15	1,070.95	26,525.70
55	FIDELITY NATIONAL TITLE U!00000971	7001/443107972: 797 NIGHTHAWK	04/30/15	04/30/15	69.11	69.11
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		BANK TOTAL PAYMENTS			27,367.01	27,367.01
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		GRAND TOTAL PAYMENTS			27,367.01	27,367.01

City of Louisville  
Cash Disbursement Edit List

Batch: 90416 Period: 05/14/15

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	
14034-1	ALEXEI KAZANTSEV 11032012	STONE BENCHES	05/13/15	06/12/15	1,725.00	1,725.00
14058-1	BRETT TUBBS 051215	EXPENSE REPORT 4/1-4/30/15	05/12/15	06/11/15	211.20	211.20
248-1	CDW GOVERNMENT SV74538	SNOWCAM UPS BATTERY BACKUP	03/02/15	04/01/15	58.04	
	TH10402	HR TELEPHONE HEADSET	03/20/15	04/19/15	252.11	
	TH23740	GOLF COURSE MONTIOR	03/20/15	04/19/15	576.74	
	TN37884	FRONT DESK HEADSET BATTERY	04/01/15	05/01/15	27.02	913.91
13640-1	CHILD SUPPORT ENFORCE OFFICE 050815	EMPLOYEE GARNISHMENT PP#10	05/08/15	06/07/15	255.23	255.23
1115-1	COLONIAL INSURANCE 0501970	#9711888 MAY 15 EMPLOYEE PREM	05/03/15	06/02/15	18.00	18.00
5255-1	FAMILY SUPPORT REGISTRY 050815	EMPLOYEE GARNISHMENT PP#10	05/08/15	06/07/15	211.50	211.50
2475-1	HILL PETROLEUM 0473299-IN	OIL	02/11/15	03/13/15	1,681.98	
	0473299-IN	OIL	02/11/15	03/13/15	379.15	
	0473299-IN	OIL	02/11/15	03/13/15	342.17	
	0473299-IN	OIL	02/11/15	03/13/15	129.42	2,532.72
14002-1	KANSAS PAYMENT CENTER 050815	EMPLOYEE GARNISHMENT PP#10	05/08/15	06/07/15	270.46	270.46
5280-1	NANCY VARRA 050515	TRAVEL ADVANCE 5/16-5/21/15	05/05/15	06/04/15	320.00	320.00
12644-1	PUBLIC SERVICE COMPANY OF COLORADO 042915	XCEL GAS SERVICE CSF	04/29/15	05/29/15	438.27	
	042915	XCEL GAS SERVICE CSF	04/29/15	05/29/15	438.28	
	042915	XCEL GAS SERVICE CSF	04/29/15	05/29/15	438.28	
	042915	XCEL GAS SERVICE CSF	04/29/15	05/29/15	438.28	1,753.11
55	HOMESTEAD TITLE & ESCROW U!00000972	3317/273035001: 1006 TURNBERRY	05/14/15	05/14/15	37.74	37.74
11094-1	WESTERN DISPOSAL SERVICES 050115XCITY	APR 15 CITY TRASH SERVICE	05/01/15	05/31/15	1,809.75	
	050115XCITY	APR 15 CITY TRASH SERVICE	05/01/15	05/31/15	312.00	
	050115XCITY	APR 15 CITY TRASH SERVICE	05/01/15	05/31/15	155.00	
	050115XCITY	APR 15 CITY TRASH SERVICE	05/01/15	05/31/15	430.75	
	050115XCITY	APR 15 CITY TRASH SERVICE	05/01/15	05/31/15	491.00	3,198.50
11371-1	XCEL ENERGY 45060460	APR 15 FLASHERS	05/01/15	05/31/15	5.84	

City of Louisville  
 Cash Disbursement Edit List

Batch: 90416 Period: 05/14/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	454677042	APR 15 TRAFFIC LIGHT	04/28/15	05/28/15	6.34	
	455060709	APR 15 STREET LIGHTS	05/01/15	05/31/15	44,194.73	
	455061132	APR 15 TRAFFIC LIGHTS	05/01/15	05/31/15	1,317.75	45,524.66
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		BANK TOTAL PAYMENTS			56,972.03	56,972.03
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		GRAND TOTAL PAYMENTS			56,972.03	56,972.03

City of Louisville  
Cash Disbursement Edit List

Batch: 90422 Period: 05/19/15

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			
10832-1	AGFINITY INC H19447	FERTILIZER	04/29/15	05/29/15	3,560.00	3,560.00
9891-1	AMBIANCE 10161	MAY 15 PLANT MAINT	05/10/15	06/09/15	195.00	195.00
13665-1	ANN LINCOLN 060815	SUMMER READING PROGRAM 6/8/15	06/08/15	07/08/15	250.00	250.00
500-1	BAKER AND TAYLOR 4011199890	CHILDRENS BOOKS AND MEDIA	04/10/15	05/10/15	18.99	18.99
13643-1	BATCO 042815	BATCO TRAIL MAPS	04/28/15	05/28/15	120.00	120.00
12306-1	BEACON ATHLETICS 0445027-IN	BALLFIELD PAINT STRIPER	04/09/15	05/09/15	2,620.00	2,620.00
13855-1	BIG AIR JUMPERS INC 014917	NITE AT REC INFLATABLES	04/24/15	05/24/15	535.00	
	014926	NITE AT REC INFLATABLES	05/01/15	05/31/15	535.00	
	014927	NITE AT REC INFLATABLES	05/08/15	06/07/15	535.00	1,605.00
640-1	BOULDER COUNTY 043015	APR 15 BOULDER COUNTY USE TAX	04/30/15	05/30/15	28,820.62	28,820.62
12880-1	BOYAGIAN CONSULTING LLC 050415	APR 15 PROFESSIONAL SERVICES	05/04/15	06/03/15	2,500.00	2,500.00
7706-1	BRANNAN SAND & GRAVEL CO LLC 138022	ASPHALT	04/22/15	05/22/15	43.15	
	138231	ASPHALT	04/24/15	05/24/15	44.01	
	138371	ASPHALT	04/28/15	05/28/15	43.58	130.74
14028-1	CAROL L BUTTERFIELD 050715	SEW UNIFORM PATCHES PD	05/07/15	06/06/15	12.00	12.00
935-1	CENTENNIAL PRINTING CO 57277	ENVELOPES CMO	04/23/15	05/23/15	161.67	
	57301	ENVELOPES PLANNING	04/23/15	05/23/15	177.94	339.61
10773-1	CENTRIC ELEVATOR CORP 235853	MAY 15 ELEVATOR MAINT PC	05/01/15	05/31/15	243.09	
	235854	MAY 15 ELEVATOR MAINT LIB	05/01/15	05/31/15	443.50	
	235855	MAY 15 ELEVATOR MAINT RSC	05/01/15	05/31/15	260.71	
	235856	MAY 15 ELEVATOR MAINT CH	05/01/15	05/31/15	265.59	1,212.89
980-1	CENTURY CHEVROLET INC 45009815	SENSOR UNIT 3510	04/28/15	05/28/15	21.09	21.09
13352-1	CGRS INC 2-10242-49740	FUEL TANK POLLING	04/30/15	05/30/15	25.00	25.00
13964-1	CHANDLER ASSET MANAGEMENT					

City of Louisville  
Cash Disbursement Edit List

Batch: 90422 Period: 05/19/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	197.69	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	15.27	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	2.08	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	0.29	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	245.36	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	31.49	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	22.44	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	5.80	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	46.58	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	400.76	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	20.91	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	486.70	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	407.56	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	90.21	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	16.95	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	8.25	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	38.66	
	17393	APR 15 INVESTMENT FEES	05/04/15	06/03/15	45.00	2,082.00
4785-1	CINTAS CORPORATION #66					
	66307125	UNIFORM RENTAL WTP	04/27/15	05/27/15	121.17	
	66310956	UNIFORM RENTAL WTP	05/04/15	06/03/15	121.17	
	66314771	UNIFORM RENTAL WTP	05/11/15	06/10/15	121.17	363.51
13820-1	COLORADO BARRICADE CO					
	65127524-001	STREET SIGNS	04/20/15	05/20/15	351.00	351.00
10916-1	COLORADO CODE CONSULTING LLC					
	6665	PLAN REVIEW	04/16/15	05/16/15	2,850.00	2,850.00
10329-1	COLORADO DEPT OF HUMAN SERVICE					
	050815	PRESCHOOL LICENSE FEE #1524815	05/08/15	06/07/15	121.00	121.00
13132-1	COLORADO DEPT OF HUMAN SERVICES					
	050115	BACKGROUND CHECKS STATE LIC	05/01/15	05/31/15	60.00	60.00
13742-1	COLORADO DEPT OF LABOR & EMPLOYMENT					
	042415	CIPSEA MICRO DATA BLDR CNTY	04/24/15	05/24/15	230.00	230.00
11353-1	COLORADO LIBRARY CONSORTIUM					
	C2895	PEBBLEGO/TUMBLEBOOKS	01/01/15	01/31/15	1,241.00	1,241.00
13897-1	COMPASS MINERALS AMERICA INC					
	71316284	COMPLEX CHLORIDE QUICK SALT	03/10/15	04/09/15	2,580.60	
	71316774	COMPLEX CHLORIDE QUICK SALT	03/11/15	04/10/15	2,499.26	
	71317377	COMPLEX CHLORIDE QUICK SALT	03/12/15	04/11/15	2,347.79	7,427.65
10909-1	CTL THOMPSON INC					
	384192	TEST CONTACT TANK WALLS NWTP	03/31/15	04/30/15	330.00	330.00

City of Louisville  
Cash Disbursement Edit List

Batch: 90422 Period: 05/19/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
14008-1	CUNINGHAM GROUP ARCHITECTURE INC 42886	SMALL AREA PLANS	05/01/15	05/31/15	6,148.00	6,148.00
1570-1	DANA KEPNER COMPANY INC 1407327-00	METER SETTERS	04/22/15	05/22/15	175.94	175.94
5367-1	DENVER ZOOLOGICAL FOUNDATION 071615	SUMMER READING PROGRAM 7/16/15	07/16/15	08/15/15	100.00	100.00
10638-1	DLT SOLUTIONS LLC SI286859	AUTODESK SOFTWARE RENEWAL	04/28/15	05/28/15	3,990.36	3,990.36
9782-1	DREXEL BARRELL AND CO INC 15240	DILLON/ST ANDREW SIGNAL DESIGN	04/03/15	05/03/15	450.00	450.00
13009-1	EIDE BAILLY LLP EI00273301	2014 AUDIT PROGRESS BILLING	04/28/15	05/28/15	5,184.00	
	EI00273301	2014 AUDIT PROGRESS BILLING	04/28/15	05/28/15	3,780.00	
	EI00273301	2014 AUDIT PROGRESS BILLING	04/28/15	05/28/15	1,836.00	10,800.00
13963-1	ENSCICON CORPORATION 87385	ENGINEERING SERV TOWNSEND	04/28/15	05/28/15	2,106.04	
	87527A	ENGINEERING SERV TOWNSEND	05/05/15	06/04/15	113.84	
	87527B	ENGINEERING SERV TOWNSEND	05/05/15	06/04/15	455.36	
	87527C	ENGINEERING SERV TOWNSEND	05/05/15	06/04/15	1,536.84	
	87527D	ENGINEERING SERV TOWNSEND	05/05/15	06/04/15	227.68	4,439.76
6258-1	ENVIROTECH SERVICES INC CD201511946	ICE SLICER	03/04/15	04/03/15	2,580.84	
	CD201512301	ICE SLICER	03/06/15	04/05/15	2,561.14	
	CD201512498	ICE SLICER	03/09/15	04/08/15	2,689.72	7,831.70
13196-1	ESRI INC 92970266	ESRI ENTERPRISE LICENSING	04/24/15	05/24/15	25,000.00	25,000.00
1970-1	FEDEX 5-010-07039	SHIP UTILITY EASEMENT TO XCEL	04/23/15	05/23/15	21.50	21.50
13098-1	G4S SECURE SOLUTIONS INC 7349223	BAILIFF SERVICES 4/20/15	04/26/15	05/26/15	144.38	144.38
10722-1	GALE/CENGAGE LEARNING 55037714	ADULT BOOKS AND MEDIA	04/27/15	05/27/15	17.04	17.04
13571-1	GRAYBAR ELECTRIC CO INC 978602731	LED LIGHT FIXTURES N R-BALL CT	04/30/15	05/30/15	4,927.56	4,927.56
14081-1	GUARDIAN TRACKING LLC 2015-0045	EMPLOYEE TRACKING SOFTWARE PD	02/01/15	03/03/15	1,473.00	1,473.00
13117-1	HELEN M TRENCHER 050415	SUMMER READING PROGRAM 6/20/15	05/04/15	06/03/15	235.00	235.00
2475-1	HILL PETROLEUM 0487731-IN	UNLEADED/BIODIESEL FUEL	04/29/15	05/29/15	9,517.64	9,517.64

City of Louisville  
Cash Disbursement Edit List

Batch: 90422 Period: 05/19/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
14019-1	HISTORY MATTERS LLC					
	042915	PRESERVATION MASTER PLAN	04/29/15	05/29/15	2,427.84	2,427.84
9710-1	INDUSTRIAL CHEMICALS CORP					
	331298	SODIUM SILICATE WTP	04/17/15	05/17/15	10,558.79	10,558.79
2615-1	INGRAM LIBRARY SERVICES INC					
	84565996	CHILDRENS BOOKS AND MEDIA	04/02/15	05/02/15	196.99	
	84625985	TEEN BOOKS AND MEDIA	04/07/15	05/07/15	137.25	
	84625986	TEEN BOOKS AND MEDIA	04/07/15	05/07/15	11.04	
	84628544	CHILDRENS BOOKS AND MEDIA	04/07/15	05/07/15	381.14	
	84669903	TEEN BOOKS AND MEDIA	04/09/15	05/09/15	51.54	
	84673382	CHILDRENS BOOKS AND MEDIA	04/09/15	05/09/15	124.22	
	84789692	CHILDRENS BOOKS AND MEDIA	04/17/15	05/17/15	300.08	
	84829082	CHILDRENS BOOKS AND MEDIA	04/21/15	05/21/15	67.36	
	84831439	TEEN BOOKS AND MEDIA	04/21/15	05/21/15	325.55	
	84865935	TEEN BOOKS STATE GRANT	04/23/15	05/23/15	66.08	
	84871637	TEEN BOOKS AND MEDIA	04/23/15	05/23/15	254.72	
	84886950	TEEN BOOKS AND MEDIA	04/24/15	05/24/15	11.69	
	84973110	TEEN BOOKS AND MEDIA	04/30/15	05/30/15	204.77	
	84974778	CHILDRENS BOOKS AND MEDIA	04/30/15	05/30/15	257.09	2,389.52
8881-1	INGRAM LIBRARY SERVICES INC					
	84547152	ADULT BOOKS AND MEDIA	04/01/15	05/01/15	46.74	
	84584453	ADULT BOOKS AND MEDIA	04/03/15	05/03/15	199.92	
	84612795	ADULT BOOKS AND MEDIA	04/06/15	05/06/15	687.95	
	84628542	ADULT BOOKS AND MEDIA	04/07/15	05/07/15	70.38	
	84628543	ADULT BOOKS AND MEDIA	04/07/15	05/07/15	26.42	
	84639663	ADULT BOOKS STATE GRANT	04/07/15	05/07/15	105.60	
	84653724	ADULT BOOKS AND MEDIA	04/08/15	05/08/15	56.59	
	84677662	ADULT BOOKS AND MEDIA	04/09/15	05/09/15	44.53	
	84738850	ADULT BOOKS AND MEDIA	04/14/15	05/14/15	494.56	
	84775816	ADULT BOOKS AND MEDIA	04/16/15	05/16/15	354.83	
	84789691	ADULT BOOKS AND MEDIA	04/17/15	05/17/15	335.64	
	84873168	ADULT BOOKS AND MEDIA	04/23/15	05/23/15	77.98	
	84873169	ADULT BOOKS AND MEDIA	04/23/15	05/23/15	1,147.18	
	84896016	ADULT BOOKS AND MEDIA	04/26/15	05/26/15	380.26	
	84974775	ADULT BOOKS AND MEDIA	04/30/15	05/30/15	200.01	
	84974776	ADULT BOOKS STATE GRANT	04/30/15	05/30/15	113.20	
	84974777	ADULT BOOKS STATE GRANT	04/30/15	05/30/15	14.30	4,356.09
11267-1	INSIDE OUT HEALTH AND FITNESS					
	1510027-2	CONTRACTOR FEES PIYO	05/13/15	06/12/15	763.00	763.00
13280-1	INSIGHT PUBLIC SECTOR INC					

City of Louisville  
Cash Disbursement Edit List

Batch: 90422 Period: 05/19/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	1100410508	ADOBE ACROBAT LICENSE GC	03/21/15	04/20/15	265.20	
	1100410655	ADOBE CREATIVE CLOUD GC	03/23/15	04/22/15	544.55	
	1100413058	ADOBE ACROBAT HR	04/08/15	05/08/15	265.20	
	1100415147	ADOBE ACROBAT PW LAPTOP	04/23/15	05/23/15	297.84	1,372.79
13999-1	INTEGRAL STEPS					
	041515	SUMMER READING PROGRAM 6/30/15	04/15/15	05/15/15	140.00	140.00
9761-1	INTERMOUNTAIN SWEEPER CO					
	96725	PARTS UNIT 3261	04/22/15	05/22/15	900.00	
	96739	PARTS UNIT 3261	04/22/15	05/22/15	306.00	1,206.00
13817-1	ISRAEL ALVARADO					
	2015-11	NITE AT REC DJ SERVICES	04/24/15	05/24/15	275.00	
	2015-12	NITE AT REC DJ SERVICES	05/01/15	05/31/15	275.00	
	2015-13	NITE AT REC DJ SERVICES	05/08/15	06/07/15	275.00	825.00
9877-1	J-8 EQUIPMENT COMPANY INC					
	185626	FUEL CARDS UNIT 5357	04/24/15	05/24/15	20.64	
	185627	FUEL CARDS UNIT 2211	04/24/15	05/24/15	20.64	41.28
14053-1	JCG TECHNOLOGIES					
	4704	MINUTE RECORDING SYSTEM	03/30/15	04/29/15	5,490.00	5,490.00
13936-1	JEANNE A REINHARDT					
	060215	SUMMER READING PROGRAM	06/02/15	07/02/15	100.00	100.00
11289-1	JVA INC					
	54924	STORM SEWER MASTER PLAN	04/20/15	05/20/15	13,025.00	13,025.00
2780-1	KAISER LOCK & KEY SERVICE INC					
	101651	DUPLICATE KEYS GC	04/06/15	05/06/15	22.00	22.00
10341-1	KEMP AND HOFFMAN INC					
	PPF041415	LOUISVILLE LATERAL PIPING	04/17/15	05/17/15	14,651.41	14,651.41
11337-1	KISSINGER AND FELLMAN PC					
	21167	COMCAST FRANCHISE NEGOTIATIONS	04/20/15	05/20/15	385.39	385.39
13828-1	LANDSCAPES UNLIMITED LLC					
	PP10043015	2015 GROW IN	04/30/15	05/30/15	87,614.34	
	PP12043015	CCGC PHASE 2 CONSTRUCTION	04/30/15	05/30/15	37,021.38	124,635.72
14079-1	LIBERTY COMMUNICATIONS					
	447458	PHONE SYSTEM SUPPORT GC	05/01/15	05/31/15	656.25	
	447459	PHONE SYSTEM SUPPORT GC	05/08/15	06/07/15	125.00	781.25
13692-1	LIGHTNING MOBILE INC					
	63713	SWEEP LIBRARY PARKING GARAGE	05/01/15	05/31/15	320.00	320.00
13382-1	LODESTONE DESIGN GROUP					
	1558	SCHEMATIC REMODEL PLANS AC	05/01/15	05/31/15	250.00	250.00
5432-1	LOUISVILLE FIRE PROTECTION DISTRICT					
	043015	APR 15 FIRE PROTECT DIST FEES	04/30/15	05/30/15	5,815.00	5,815.00

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Batch: 90422 Period: 05/19/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
13905-1	MARK ZAREMBA 050115	927 MAIN ST GRANTS	05/01/15	05/31/15	27,651.75	27,651.75
14071-1	MARY RITTER 1510043-1A	CONTRACTOR FEES FLUID RUNNING	04/30/15	05/30/15	42.00	42.00
13846-1	METECH RECYCLING INC 33927	IT ELECTRONIC RECYCLING	05/01/15	05/31/15	281.97	281.97
13525-1	MICHAEL BAKER JR INC 903791	96TH ST BRIDGE DESIGN	04/03/15	05/03/15	91,159.39	91,159.39
12087	HARPER MANAGEMENT 133	SUMMER READING PROGRAM 7/21/15	02/12/15	03/14/15	250.00	250.00
10	COLORADO SEWER SERVICE INC 632822	LOCATE SEWER MAIN 547 COUNTY	04/20/15	05/20/15	300.00	300.00
10	GLOBAL UNDERGROUND CORP 940	BULK WATER METER REFUND	04/23/15	05/23/15	819.70	819.70
10	NEW TECH CONSTRUCTION INC 941	BULK WATER METER REFUND	04/23/15	05/23/15	872.97	872.97
6	MARY MULCAHEY 042315	BLOOMIN SENIOR SUPPLIES	04/23/15	05/23/15	64.19	64.19
6	LINDA JACKSON 042815	SENIOR DINNER ESCORT	04/28/15	05/28/15	54.01	54.01
4	COLONY SQUARE II PROPERTY MANAGER 050615	REFUND BLDG USE TAX	05/06/15	06/05/15	313.36	313.36
4	AUDIT LOGISTICS LLC 051315	REFUND SALES TAX OVERPAYMENT	05/13/15	06/12/15	20.00	20.00
9668-1	MUNICIPAL CODE CORPORATION 255059	MUNICIPAL CODE #58 UPDATE 2	03/18/15	04/17/15	186.54	186.54
11365-1	NATIONAL METER & AUTOMATION INC S1060663.001	BADGER METERS & ITRON ERTS	04/24/15	05/24/15	1,439.00	
	S1060663.002	BADGER METERS & ITRON ERTS	04/29/15	05/29/15	1,610.65	
	S1060696.001	BADGER METERS	04/27/15	05/27/15	1,025.00	
	S1060697.001	BADGER METERS	04/27/15	05/27/15	1,025.00-	3,049.65
8016-1	NATIONAL RESEARCH CENTER INC 5461	2015 PERMIT SURVEY	04/30/15	05/30/15	2,950.00	2,950.00
11477-1	P.R.O.S. INC LO1508SR	ADULT SOFTBALL OFFICIALS	05/03/15	06/02/15	56.00	56.00
13520-1	PLAY-GROUND THEATRE CO INC 1128	SUMMER READING PROGRAM 6/4/15	06/04/15	07/04/15	350.00	350.00
13792-2	POLLARD WATER 12203	HYDRANTPRO ALUM SWIVEL	04/20/15	05/20/15	521.14	521.14
9105-1	POSTMASTER					

City of Louisville  
 Cash Disbursement Edit List

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Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	051115	SUMMER NEWSLETTER MAILING	05/11/15	06/10/15	2,316.57	2,316.57
700-1	PRAIRIE MOUNTAIN PUBLISHING LLP					
	446867	SUMMER REC CENTER CATALOG	04/30/15	05/30/15	6,415.00	6,415.00
13893-1	REBECCA TSUI					
	415	CONTRACTOR FEES TAI CHI	04/30/15	05/30/15	408.80	408.80
6500-1	RECORDED BOOKS LLC					
	75120958	ADULT BOOKS AND MEDIA	04/20/15	05/20/15	260.20	
	75125972	ADULT BOOKS AND MEDIA	04/28/15	05/28/15	6.95	267.15
14080-1	ROCKY MOUNTAIN PUPPETS					
	1017	SUMMER READING PROGRAM 6/22/15	03/19/15	04/18/15	250.00	250.00
11033-1	ROCKY MOUNTAIN WILDLIFE SERVICES INC					
	15107	PRAIRIE DOG REMOVAL SWTP	04/10/15	05/10/15	650.90	650.90
11224-1	S CORPORATION INC					
	3178	LASERFICHE DOCUMENT SCANNING	03/30/15	04/29/15	6,324.80	6,324.80
11306-1	SAFEWARE INC					
	3460006	GAS DETECTOR CALIBRATION WTP	04/22/15	05/22/15	412.00	412.00
13673-1	STERLING INFOSYSTEMS INC					
	416913	BACKGROUND CHECKS	03/31/15	04/30/15	1,545.13	
	422854	BACKGROUND CHECKS	04/30/15	05/30/15	1,176.86	2,721.99
1201-1	SUPPLYWORKS					
	335664298	BREAKROOM SUPPLIES PC	04/24/15	05/24/15	286.67	286.67
13930-1	SUSANNAH M VANDYKE					
	1541-56ARTSV	CONTRACTOR FEES PAINTING	05/06/15	06/05/15	588.00	588.00
13415-1	TECTA AMERICA COLORADO LLC					
	SI14599	ROOF REPAIR PC	04/30/15	05/30/15	230.00	
	SI14714	ROOF REPAIR RSC	04/30/15	05/30/15	251.75	481.75
7917-1	THE AQUEOUS SOLUTION INC					
	65690	POOL CHEMICALS	04/30/15	05/30/15	1,153.99	1,153.99
12287-1	TIMOTHY WIRTH					
	050215	PIANO TUNING ART CTR	05/02/15	06/01/15	100.00	100.00
14065-1	TYLER TECHNOLOGIES INC					
	045-131961	TYLER SOFTWARE	04/16/15	05/16/15	761.33	
	045-131961	TYLER SOFTWARE	04/16/15	05/16/15	163.14	
	045-131961	TYLER SOFTWARE	04/16/15	05/16/15	163.14	
	045-132127	TYLER SOFTWARE	04/22/15	05/22/15	1,205.83	
	045-132127	TYLER SOFTWARE	04/22/15	05/22/15	258.39	
	045-132127	TYLER SOFTWARE	04/22/15	05/22/15	258.39	2,810.22
12378-1	ULTRAMAX					
	148643	40 CALIBER AMMUNITION	04/28/15	05/28/15	828.00	828.00
4765-1	UNCC					

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 Cash Disbursement Edit List

Batch: 90422 Period: 05/19/15

Vendor/ Remit#	Invoice Number	Description	Invoice Date	Due Date	Invoice Amount	Check Amount
	21504493	APR 15 LOCATES #48760	04/30/15	05/30/15	526.24	526.24
11087-1	UNITED SITE SERVICES					
	114-2867834	TOILET RENTAL SKATE PARK	04/20/15	05/20/15	188.65	
	114-2875540	TOILET RENTAL MEMORY SQUARE	04/22/15	05/22/15	193.60	
	114-2875541	TOILET RENTAL STEINBAUGH	04/22/15	05/22/15	193.60	
	114-2875542	TOILET RENTAL PIRATES PARK	04/22/15	05/22/15	193.60	
	114-2875543	TOILET RENTAL ANNETTE BRAND	04/22/15	05/22/15	193.60	963.05
10960-1	VANCE BROTHERS INC					
	AC41348	TACK/LUTE/VALVES SHOPS	04/23/15	05/23/15	554.00	554.00
13891-1	VERIS ENVIRONMENTAL LLC					
	J001019	BIOSOLIDS HAULING	01/31/15	03/02/15	5,440.66	
	J001089	BIOSOLIDS HAULING	02/28/15	03/30/15	3,826.95	
	J001215	BIOSOLIDS HAULING	03/31/15	04/30/15	5,181.23	
	J001309	BIOSOLIDS HAULING	04/30/15	05/30/15	3,195.15	17,643.99
4380-1	VIA MOBILITY SERVICES					
	10312	2015 TRANSPORTATION SERVICES	04/22/15	05/22/15	36,680.00	36,680.00
5115-1	WL CONTRACTORS INC					
	25240	FEB 15 TRAFFIC SIGNAL MAINT CR	03/24/15	04/23/15	5,153.30	
	25241	FEB 15 TRAFFIC SIGNAL MAINT	03/24/15	04/23/15	3,172.80	
	25323	MAR 15 TRAFFIC SIGNAL MAINT	04/10/15	05/10/15	5,072.16	
	25323	MAR 15 TRAFFIC SIGNAL MAINT	04/10/15	05/10/15	48.75	
	25325	TRAFFIC SIGNAL REPAIR	04/10/15	05/10/15	406.67	3,547.08
10884-1	WORD OF MOUTH CATERING INC					
	2015-09	SR MEAL PROGRAM 4/27-5/8/15	05/08/15	06/07/15	2,226.00	2,226.00
11324-1	XCEL ENERGY					
	455063709	APR 15 SPRINKLERS	05/01/15	05/31/15	99.66	99.66
13507-1	YATES LAW FIRM LLC					
	040215	MAR 15 WATER LEGAL FEES	04/02/15	05/02/15	17,527.00	17,527.00
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	BANK TOTAL PAYMENTS				556,040.59	556,040.59
					-----	-----
	GRAND TOTAL PAYMENTS				556,040.59	556,040.59

**CITY OF LOUISVILLE**  
**PURCHASING CARD SUMMARY**  
**STATEMENT PERIOD 03/21/15 - 04/21/15**

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
0770 CED	BOULDER	BRETT TUBBS	FACILITIES	03/20/2015	66.04
2457 CED	FORT COLLINS	ROBERT DUPORT	WATER	04/16/2015	131.64
2457 CED	FORT COLLINS	ROBERT DUPORT	WATER	04/09/2015	326.50
4 RIVERS EQUIPMENT LLC	PUEBLO WEST	MASON THOMPSON	OPERATIONS	04/02/2015	8.24
AGFINITY HENDERSON AGR	HENDERSON	BOB BERNHARDT	PARKS	03/24/2015	408.24
AGFINITY HENDERSON AGR	HENDERSON	BOB BERNHARDT	PARKS	03/24/2015	97.00
ALBERTSONS #00812	LOUISVILLE	JESSE DEGRAW	REC CENTER	04/17/2015	83.89
ALBERTSONS #00812	LOUISVILLE	LINDA PARKER	REC CENTER	04/15/2015	7.32
ALBERTSONS #00812	LOUISVILLE	KAYLA FEENEY	REC CENTER	04/13/2015	63.08
ALBERTSONS #00812	LOUISVILLE	LINDA PARKER	REC CENTER	04/04/2015	36.63
ALBERTSONS #00812	LOUISVILLE	POLLY A BOYD	PARKS	03/26/2015	55.97
ALLIED DEMOLITION INC	303-2893366	VICKIE ILKO	OPERATIONS	03/28/2015	30.00
ALLPART 8774755660	02686857599	DAVID DEAN	GOLF COURSE	03/24/2015	427.91
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	KAREN FREITER	LIBRARY	04/20/2015	22.80
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	MATTHEW BUSH	IT	04/18/2015	140.38
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	DAVID SZABADOS	FACILITIES	04/15/2015	159.44
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/14/2015	105.96
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	DAVID SZABADOS	FACILITIES	04/13/2015	139.32
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	04/13/2015	81.35
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	AMANDA PERERA	REC CENTER	04/13/2015	8.29
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	04/09/2015	23.98
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	04/10/2015	8.61
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	AMANDA PERERA	REC CENTER	04/09/2015	16.86
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/31/2015	22.49
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	03/31/2015	28.94
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	03/30/2015	237.45
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	03/27/2015	21.98
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	DAVID SZABADOS	FACILITIES	03/27/2015	47.30
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/26/2015	22.02
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/26/2015	76.05
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/25/2015	24.90
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/24/2015	171.57
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/23/2015	17.64
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	03/24/2015	35.92
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	03/20/2015	68.20
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/22/2015	9.75
AMAZON MKTPLACE PMTS	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	03/21/2015	112.14
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/01/2015	105.49

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/23/2015	95.40
AMERICAN PAYROLL ASSOC	210-226-4600	DIANE M KREAGER	FINANCE	04/08/2015	219.00
AMERICAN WATERWORKS	08009267337	PATRICK FARRELL	WATER	04/07/2015	187.00
AMERICANS FOR THE ARTS	02023710424	SUZANNE JANSSEN	CITY MANAGER	04/10/2015	425.00
AMERICANS FOR THE ARTS	02023710424	SUZANNE JANSSEN	CITY MANAGER	04/08/2015	50.00
ARAMARK UNIFORM	800-504-0328	JULIE SEYDEL	REC CENTER	04/12/2015	116.16
ARC*SERVICES/TRAINING	800-733-2767	KAYLA FEENEY	REC CENTER	04/16/2015	152.00
ARC*SERVICES/TRAINING	800-733-2767	KAYLA FEENEY	REC CENTER	04/14/2015	38.00
ARC*SERVICES/TRAINING	800-733-2767	KAYLA FEENEY	REC CENTER	04/14/2015	108.00
ARROW OFFICE EQUIPMENT	03034470500	JENNI DUNCAN	POLICE	04/01/2015	956.00
ASSOCIATED SUPPLY	07012587302	PAUL BORTH	REC CENTER	03/27/2015	646.00
AT&T DATA	08003310500	CRAIG DUFFIN	PUBLIC WORKS	04/09/2015	30.00
AT&T DATA	08003310500	KURT KOWAR	PUBLIC WORKS	03/22/2015	30.00
ATLANTIC SAFETY PRODUC	WMOUSSEAU@ATL	JENNI DUNCAN	POLICE	04/01/2015	123.75
ATOMIC CAR WASH	LOUISVILLE	TYLER DURLAND	PARKS	04/14/2015	7.00
AV-TECH ELECTRONICS	GOLDEN	JENNI DUNCAN	POLICE	04/17/2015	340.00
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/15/2015	-.01
AMAZON.COM	AMZN.COM/BILL	KRISTEN PORTER	REC CENTER	04/15/2015	6.49
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/13/2015	14.86
AMAZON.COM	AMZN.COM/BILL	KRISTEN PORTER	REC CENTER	04/14/2015	12.95
AMAZON.COM	AMZN.COM/BILL	KRISTEN PORTER	REC CENTER	04/12/2015	52.22
AMAZON.COM	AMZN.COM/BILL	KRISTEN PORTER	REC CENTER	04/09/2015	30.15
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/08/2015	15.03
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/07/2015	9.98
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/08/2015	16.00
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/02/2015	-1.92
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/02/2015	-.04
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	04/01/2015	29.94
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/30/2015	65.85
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/30/2015	22.36
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/23/2015	29.98
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/23/2015	12.99
AMAZON.COM	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	03/22/2015	41.97
AMAZON.COM	AMZN.COM/BILL	AMANDA PERERA	REC CENTER	03/21/2015	142.99
AMAZON.COM	AMZN.COM/BILL	AMANDA PERERA	REC CENTER	03/21/2015	142.99
B & G EQUIPMENT INC	09703522288	MASON THOMPSON	OPERATIONS	04/08/2015	259.44
BARNES&NOBLE*COM	800-843-2665	RICHARD S LAMBORNE	LIBRARY	04/11/2015	2.99
BARNES&NOBLE*COM	800-843-2665	RICHARD S LAMBORNE	LIBRARY	04/11/2015	2.00
BARNES&NOBLE*COM	800-843-2665	RICHARD S LAMBORNE	LIBRARY	04/11/2015	2.99
BARNES&NOBLE*COM	800-843-2665	RICHARD S LAMBORNE	LIBRARY	04/11/2015	2.00
BATTERY MART.COM	05406650065	RON CHOATE	OPERATIONS	03/20/2015	409.75
BBTOOLS LLCMATCO DIS	BROOMFIELD	MASON THOMPSON	OPERATIONS	04/10/2015	40.94

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
BELL PARK LOT	DENVER	HEATHER BALSER	CITY MANAGER	04/02/2015	12.00
BEST WESTERN HOTELS	ST GEORGE	JUSTIN ELKINS	WASTEWATER	04/17/2015	357.12
BLACK BEAR-ST GEORGE	ST GEORGE	JUSTIN ELKINS	WASTEWATER	04/17/2015	20.20
BLACKJACK PIZZA	LOUISVILLE	ALLISON DICARO	REC CENTER	04/03/2015	53.50
BOBCAT COMMERCE CITY	COMMERCE CITY	RON CHOATE	OPERATIONS	04/20/2015	78.39
BOBCAT COMMERCE CITY	COMMERCE CITY	MASON THOMPSON	OPERATIONS	04/09/2015	134.07
BOBCAT COMMERCE CITY	COMMERCE CITY	MASON THOMPSON	OPERATIONS	04/01/2015	101.32
BRIGHT SETTINGS	08148277070	PATRICIA MORGAN	REC CENTER	04/02/2015	475.64
BRIGHT SETTINGS	08148277070	PATRICIA MORGAN	REC CENTER	03/25/2015	1.95
BROOMFIELD RENTALS INC	BROOMFIELD	MICHAEL CLEVELAND	OPERATIONS	03/25/2015	22.50
C I ACTUATION	07706644319	ROBERT DUPORT	WATER	03/31/2015	-14.48
C I ACTUATION	07706644319	ROBERT DUPORT	WATER	03/30/2015	400.37
C.G.R.S., INC.	FORT COLLINS	ANGELA NORENE	OPERATIONS	04/08/2015	25.00
CANTEEN 74052176	DENVER	POLLY A BOYD	PARKS	04/09/2015	47.42
CAROLINA BIOLOGIC SUPP	08003345551	KRISTEN PORTER	REC CENTER	04/14/2015	19.20
CARRABBAS 0608	LOUISVILLE	LESLIE RINGER	HUMAN RESOURCES	04/17/2015	369.00
CBI IDENTIFICATION UNI	03032395728	CAROL HANSON	CITY CLERK	04/08/2015	77.00
CENTENNIAL PRINTING	LOUISVILLE	PENNEY BOLTE	SALES TAX	04/14/2015	142.50
CENTENNIAL PRINTING	LOUISVILLE	POLLY A BOYD	PARKS	04/02/2015	210.50
CENTENNIAL PRINTING	LOUISVILLE	PENNEY BOLTE	SALES TAX	03/24/2015	232.63
CENTRAL CITY OPERA	03032926700	KATIE BEASLEY	REC CENTER	03/30/2015	198.40
CENTURYLINK	800-244-1111	DIANE M KREAGER	FINANCE	04/16/2015	86.04
CENTURYLINK	800-244-1111	DIANE M KREAGER	FINANCE	04/16/2015	4,697.40
CHIPOTLE 0114	LOUISVILLE	AMANDA PERERA	REC CENTER	04/06/2015	44.55
CITY OF LONGMONT	LONGMONT	AMANDA PERERA	REC CENTER	04/10/2015	75.00
CO ASPHALT ASSOC 1	303-7416148	CRAIG DUFFIN	PUBLIC WORKS	03/31/2015	225.00
COAL CREEK GLASS	303-665-2968	KATHY MARTIN	REC CENTER	03/20/2015	865.00
COB PARKING 14 & WALNU	BOULDER	AARON DEJONG	CITY MANAGER	03/27/2015	4.25
COLORADO BARRICADE	DENVER	VICKIE ILKO	OPERATIONS	03/26/2015	383.90
COLORADO GOLF & TURF,	LITTLETON	RON CHOATE	OPERATIONS	04/10/2015	71.48
COLORADO GOLF & TURF,	LITTLETON	RON CHOATE	OPERATIONS	04/10/2015	19.84
COLORADO GOLF & TURF,	LITTLETON	RON CHOATE	OPERATIONS	04/10/2015	431.77
COLORADO GOLF & TURF,	LITTLETON	RON CHOATE	OPERATIONS	04/06/2015	111.71
COLORADO HOMETOWN WEEK	303-6845358	JILL SIEWERT	LIBRARY	04/02/2015	28.00
COLORADO LTAP	03037353503	JEFF LEBECK	OPERATIONS	04/14/2015	200.00
COLORADO LTAP	03037353503	JEFF LEBECK	OPERATIONS	04/01/2015	100.00
COLORADO PARKS AND REC	303-2310943	PEGGY JONES	REC CENTER	03/31/2015	72.00
COLORADO PARKS AND REC	303-2310943	PEGGY JONES	REC CENTER	03/27/2015	95.00
COLORADO RAILROAD MUSE	GOLDEN	KATIE BEASLEY	REC CENTER	04/08/2015	112.00
COMCAST CABLE COMM	800-COMCAST	POLLY A BOYD	PARKS	03/25/2015	246.62
COMCAST DENVER CS 1X	800-266-2278	DIANE M KREAGER	FINANCE	03/26/2015	5.98
COMCAST DENVER CS 1X	800-266-2278	DIANE M KREAGER	FINANCE	03/26/2015	5.98

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
CPS DISTRIBUTORS INC B	BOULDER	MATT LOOMIS	PARKS	04/13/2015	137.66
CPS DISTRIBUTORS INC B	BOULDER	GLEN SIEDENBURG	WATER	04/08/2015	258.97
CPS DISTRIBUTORS INC B	BOULDER	MATT LOOMIS	PARKS	04/03/2015	46.24
CPS DISTRIBUTORS INC M	WESTMINSTER	MATT LOOMIS	PARKS	04/14/2015	89.79
CRAIGSLIST.ORG	04153995200	RONDA ROMERO	HUMAN RESOURCES	04/03/2015	25.00
CUSTOM FENCE & SUPPLY	LONGMONT	ERIK SWIATEK	PARKS	04/14/2015	707.40
CUSTOM FENCE & SUPPLY	LONGMONT	BRADLEY AUSTIN	PARKS	03/31/2015	79.08
DAILY CAMERA SUBSCRIPT	303-4443444	DAWN BURGESS	CITY MANAGER	04/11/2015	11.14
DBC IRRIGATION SUPPLY	BROOMFIELD	MATT LOOMIS	PARKS	04/15/2015	66.30
DBC IRRIGATION SUPPLY	BROOMFIELD	DAVID ALDERS	PARKS	04/09/2015	130.86
DBC IRRIGATION SUPPLY	LONGMONT	MATT LOOMIS	PARKS	04/09/2015	53.52
DBC IRRIGATION SUPPLY	BROOMFIELD	MATT LOOMIS	PARKS	04/09/2015	307.63
DBC IRRIGATION SUPPLY	LONGMONT	DAVID ALDERS	PARKS	04/07/2015	190.66
DBC IRRIGATION SUPPLY	LONGMONT	DAVID ALDERS	PARKS	03/23/2015	95.33
DECLAN SUITES	SAN DIEGO	MIKE MILLER	POLICE	04/13/2015	516.00
DENVER BUSINESS JOURNA	303-837-3500	JILL SIEWERT	LIBRARY	04/01/2015	108.00
DICK'S CLOTHING&SPORTI	BROOMFIELD	JESSE DEGRAW	REC CENTER	04/02/2015	104.97
DRCOG	DENVER	DAWN BURGESS	CITY MANAGER	04/15/2015	-65.00
DRCOG	DENVER	DAWN BURGESS	CITY MANAGER	03/25/2015	260.00
DX SERVICE	281-457-4825	ROBERT DUPORT	WATER	04/01/2015	798.00
E 470 EXPRESS TOLLS	303-5373470	CRAIG DUFFIN	PUBLIC WORKS	04/14/2015	13.25
EARL'S SAW SHOP	BOULDER	CHRIS LICHTY	PARKS	03/25/2015	164.95
EB SOLVING PROBLEMS C	8888102063	PATRICK FARRELL	WATER	03/24/2015	60.00
ENGINEERSUPPLY COM	800-5918907	KERRY HOLLE	PUBLIC WORKS	03/20/2015	471.99
FASTENAL COMPANY01	LOUISVILLE	ANTHONY M BRUNNING	WASTEWATER	04/13/2015	72.40
FASTENAL COMPANY01	LOUISVILLE	BRIAN GARDUNO	OPERATIONS	03/24/2015	29.41
FASTENAL COMPANY01	LOUISVILLE	MASON THOMPSON	OPERATIONS	03/23/2015	106.11
FASTENAL COMPANY01	LOUISVILLE	BRETT TUBBS	FACILITIES	03/23/2015	3.73
FASTSIGNS 370801	BOULDER	ERIK SWIATEK	PARKS	04/15/2015	166.00
FEDEX 805444328163	MEMPHIS	CHRIS LICHTY	PARKS	04/08/2015	142.86
FEDEXOFFICE 00007427	LOUISVILLE	CATHERINE JEPSON	PARKS	04/03/2015	164.85
FEDEXOFFICE 00007427	LOUISVILLE	CHRIS LICHTY	PARKS	04/01/2015	3.99
FERGUSON ENT #1166	303-245-0456	GLEN SIEDENBURG	WATER	04/08/2015	17.30
FIRST CHOICE-BOYER'S C	303-9649400	DAWN BURGESS	CITY MANAGER	04/06/2015	394.90
FRONTIER	DENVER	MONICA GARLAND	BUILDING SAFETY	04/16/2015	40.00
FRONTIER	DENVER	MONICA GARLAND	BUILDING SAFETY	03/31/2015	212.70
FUN EXPRESS	800-228-0122	AMANDA PERERA	REC CENTER	04/09/2015	150.80
FUN EXPRESS	800-228-0122	KIM CONTINI	REC CENTER	04/06/2015	23.15
G & G EQUIPMENT INC	FREDERICK	KERRY KRAMER	PARKS	04/16/2015	183.52
G & G EQUIPMENT INC	FREDERICK	KERRY KRAMER	PARKS	04/07/2015	98.06
G & G EQUIPMENT INC	FREDERICK	KERRY KRAMER	PARKS	03/26/2015	709.68
G & G EQUIPMENT INC	FREDERICK	TYLER DURLAND	PARKS	03/26/2015	375.00

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
GENERAL AIR SERVICE WA	BOULDER	DAVE NICHOLS	OPERATIONS	04/01/2015	10.69
GEORGE T SANDERS 09	LOUISVILLE	BRETT TUBBS	FACILITIES	04/17/2015	85.81
GEORGE T SANDERS 09	LOUISVILLE	PHIL LIND	FACILITIES	04/16/2015	77.64
GEORGE T SANDERS 09	LOUISVILLE	BRETT TUBBS	FACILITIES	04/16/2015	49.50
GEORGES CORNER RESTAUR	SAINT GEORGE	JUSTIN ELKINS	WASTEWATER	04/15/2015	22.48
GREEN CO2 SYSTEMS	FORT COLLINS	PAUL BORTH	REC CENTER	04/07/2015	611.20
HACH COMPANY	LOVELAND	ANTHONY M BRUNNING	WASTEWATER	03/24/2015	737.67
HACH COMPANY	LOVELAND	TANNER THORSON	WASTEWATER	03/24/2015	88.74
HACH COMPANY	LOVELAND	TANNER THORSON	WASTEWATER	03/27/2015	276.76
HOBART SERVICE-W	09373323000	KATIE BEASLEY	REC CENTER	04/07/2015	251.00
HOBBY LOBBY #21	LOUISVILLE	RONDA ROMERO	HUMAN RESOURCES	04/14/2015	-128.99
HOBBY LOBBY #21	LOUISVILLE	RONDA ROMERO	HUMAN RESOURCES	04/14/2015	118.90
HOBBY LOBBY #21	LOUISVILLE	RONDA ROMERO	HUMAN RESOURCES	04/14/2015	128.99
HOBBY LOBBY #21	LOUISVILLE	AMANDA PERERA	REC CENTER	04/07/2015	43.06
HOLIDAY INNS	WASHINGTON	ROBERT P MUCKLE	CITY MANAGER	03/20/2015	544.09
HOLIDAY INNS	WASHINGTON	HEATHER BALSER	CITY MANAGER	03/20/2015	524.42
HOMEDPOT.COM	800-430-3376	HARLAN VITOFF	PARKS	04/08/2015	59.99
HOMEDPOT.COM	800-430-3376	DAVID SZABADOS	FACILITIES	03/30/2015	69.99
ID EDGE INC	303-665-0405	KAYLA FEENEY	REC CENTER	04/14/2015	492.20
IN *EMECOLE	815-3722493	DAVID SZABADOS	FACILITIES	04/13/2015	235.00
INSTANT IMPRINTS	LOUISVILLE	BRETT TUBBS	FACILITIES	04/15/2015	114.92
INSTANT IMPRINTS	LOUISVILLE	KATIE BEASLEY	REC CENTER	04/14/2015	438.39
INSTANT IMPRINTS	LOUISVILLE	JESSE DEGRAW	REC CENTER	04/14/2015	763.80
INT'L CODE COUNCIL INC	888-422-7233	MONICA GARLAND	BUILDING SAFETY	04/01/2015	780.00
INTEGRATED SAFETY SERV	303-2781538	DEAN JOHNSON	PARKS	03/26/2015	138.00
INTERMNTN SWEEPER CO.-	DENVER	RON CHOATE	OPERATIONS	04/20/2015	572.98
INTERMOUNTAIN SAFETY S	GOLDEN	ROBERT DUPORT	WATER	03/23/2015	227.75
JAX OUTDOOR GEAR	LAFAYETTE	JESSE DEGRAW	REC CENTER	04/17/2015	14.11
JAX OUTDOOR GEAR	LAFAYETTE	MICHAEL TOWERS	PARKS	04/10/2015	34.98
JAX OUTDOOR GEAR	LAFAYETTE	CHRIS LICHTY	PARKS	04/09/2015	97.96
JAX RANCH & HOME	LAFAYETTE	HARLAN VITOFF	PARKS	04/20/2015	30.00
JAX RANCH & HOME	LAFAYETTE	ANTHONY M BRUNNING	WASTEWATER	04/15/2015	312.91
JAX RANCH & HOME	LAFAYETTE	ANTHONY M BRUNNING	WASTEWATER	04/15/2015	44.99
JAX RANCH & HOME	LAFAYETTE	CATHERINE JEPSON	PARKS	04/14/2015	14.99
JAX RANCH & HOME	LAFAYETTE	TANNER THORSON	WASTEWATER	04/09/2015	63.67
JAX RANCH & HOME	LAFAYETTE	HARLAN VITOFF	PARKS	04/01/2015	21.99
JOHN DEERE LANDSCAPES3	BROOMFIELD	CHRIS LICHTY	PARKS	03/25/2015	898.49
JOURNEYS #0960	DENVER	MICHAEL TOWERS	PARKS	04/12/2015	129.99
KAISER LOCK & KEY	LOUISVILLE	MIKE THOMPSON	FACILITIES	04/15/2015	27.10
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	04/20/2015	133.70
KING SOOPERS #0013	LOUISVILLE	JENNI DUNCAN	POLICE	04/20/2015	12.36
KING SOOPERS #0013	LOUISVILLE	KATHLEEN HIX	HUMAN RESOURCES	04/15/2015	51.72

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
KING SOOPERS #0013	LOUISVILLE	MEREDITH KRAUTLER-KLEM	REC CENTER	04/10/2015	107.23
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	04/09/2015	15.46
KING SOOPERS #0013	LOUISVILLE	AMANDA PERERA	REC CENTER	04/07/2015	173.55
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	04/06/2015	144.28
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	04/06/2015	39.30
KING SOOPERS #0013	LOUISVILLE	CATHERINE JEPSON	PARKS	04/03/2015	11.28
KING SOOPERS #0013	LOUISVILLE	MEREDITH KRAUTLER-KLEM	REC CENTER	04/03/2015	286.96
KING SOOPERS #0013	LOUISVILLE	LANA FAUVER	REC CENTER	04/02/2015	26.84
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	04/01/2015	9.68
KING SOOPERS #0013	LOUISVILLE	JENNI DUNCAN	POLICE	04/01/2015	40.46
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	03/30/2015	28.97
KING SOOPERS #0013	LOUISVILLE	POLLY A BOYD	PARKS	03/26/2015	35.61
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	03/26/2015	22.98
KING SOOPERS #0013	LOUISVILLE	ERIK J STEVENS	PARKS	03/25/2015	10.67
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	03/24/2015	23.48
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	03/23/2015	120.08
KING SOOPERS #0013	LOUISVILLE	JENNI DUNCAN	POLICE	03/20/2015	37.54
KITCHENS BY WEDGEWOOD	LOUISVILLE	DAVID SZABADOS	FACILITIES	03/20/2015	527.00
L.L. JOHNSON DIST	03033201270	DAVID DEAN	GOLF COURSE	04/10/2015	521.71
L.L. JOHNSON DIST	DENVER	RON CHOATE	OPERATIONS	04/09/2015	195.94
LATHEM TIME CORPORATIO	08002414990	DENNIS COYNE	PARKS	04/14/2015	66.34
LEISURE TIME AWARDS	BOULDER	JENNI DUNCAN	POLICE	04/04/2015	300.00
LEWAN & ASSOCIATES INC	303-759-5440	JENNI DUNCAN	POLICE	04/17/2015	78.20
LEWAN & ASSOCIATES INC	303-759-5440	DIANE M KREAGER	FINANCE	04/09/2015	6,256.86
LEXISNEXIS RISK DAT	08883328244	CHRISTI GORDANIER	POLICE	04/03/2015	99.50
LOUISVILLE CAR WASH	LOUISVILLE	HUGO ROMERO	OPERATIONS	04/09/2015	10.00
LOUISVILLE CAR WASH	LOUISVILLE	DAVE NICHOLS	OPERATIONS	04/08/2015	5.00
LOUISVILLE CAR WASH	LOUISVILLE	DAVID SZABADOS	FACILITIES	03/30/2015	5.00
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	04/20/2015	9.82
LOWES #00220*	LOUISVILLE	TANNER THORSON	WASTEWATER	04/20/2015	145.84
LOWES #00220*	LOUISVILLE	DAVID DEAN	GOLF COURSE	04/20/2015	19.98
LOWES #00220*	LOUISVILLE	PAUL BORTH	REC CENTER	04/17/2015	260.04
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	04/17/2015	33.82
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	04/17/2015	24.19
LOWES #00220*	LOUISVILLE	CHRIS LICHTY	PARKS	04/17/2015	26.39
LOWES #00220*	LOUISVILLE	MICHAEL TOWERS	PARKS	04/16/2015	16.96
LOWES #00220*	LOUISVILLE	MASON THOMPSON	OPERATIONS	04/16/2015	10.79
LOWES #00220*	LOUISVILLE	MICHAEL TOWERS	PARKS	04/15/2015	14.97
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	04/14/2015	1.96
LOWES #00220*	LOUISVILLE	KATHLEEN D LORENZO	PARKS	04/13/2015	5.78
LOWES #00220*	LOUISVILLE	MICHAEL TOWERS	PARKS	04/13/2015	5.98
LOWES #00220*	LOUISVILLE	ROBERT DUPORT	WATER	04/10/2015	25.75

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
LOWES #00220*	LOUISVILLE	DAVID DEAN	GOLF COURSE	04/11/2015	3.69
LOWES #00220*	LOUISVILLE	KATHLEEN D LORENZO	PARKS	04/09/2015	3.98
LOWES #00220*	LOUISVILLE	DAVID DEAN	GOLF COURSE	04/09/2015	15.23
LOWES #00220*	LOUISVILLE	KATHLEEN D LORENZO	PARKS	04/09/2015	11.06
LOWES #00220*	LOUISVILLE	KATHLEEN D LORENZO	PARKS	04/08/2015	42.09
LOWES #00220*	LOUISVILLE	JEFF LEBECK	OPERATIONS	04/08/2015	88.92
LOWES #00220*	LOUISVILLE	BRETT TUBBS	FACILITIES	04/08/2015	134.32
LOWES #00220*	LOUISVILLE	HARLAN VITOFF	PARKS	04/07/2015	19.86
LOWES #00220*	LOUISVILLE	HARLAN VITOFF	PARKS	04/07/2015	213.34
LOWES #00220*	LOUISVILLE	KATHLEEN D LORENZO	PARKS	04/06/2015	7.98
LOWES #00220*	LOUISVILLE	ROBERT ERICHSEN	PARKS	04/03/2015	15.00
LOWES #00220*	LOUISVILLE	GLEN SIEDENBURG	WATER	04/03/2015	22.60
LOWES #00220*	LOUISVILLE	CLIFFORD SWETT	IT	04/03/2015	19.45
LOWES #00220*	LOUISVILLE	ROBERT DUPORT	WATER	04/02/2015	12.58
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	04/02/2015	26.86
LOWES #00220*	LOUISVILLE	MIKE THOMPSON	FACILITIES	04/01/2015	14.16
LOWES #00220*	LOUISVILLE	BRETT TUBBS	FACILITIES	04/01/2015	49.82
LOWES #00220*	LOUISVILLE	BRETT TUBBS	FACILITIES	03/31/2015	37.39
LOWES #00220*	LOUISVILLE	ERIK SWIATEK	PARKS	03/31/2015	58.95
LOWES #00220*	LOUISVILLE	BRETT TUBBS	FACILITIES	03/31/2015	49.44
LOWES #00220*	LOUISVILLE	BRETT TUBBS	FACILITIES	03/31/2015	-20.19
LOWES #00220*	LOUISVILLE	ROBERT DUPORT	WATER	03/31/2015	22.33
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	03/30/2015	12.16
LOWES #00220*	LOUISVILLE	GLEN SIEDENBURG	WATER	03/28/2015	306.85
LOWES #00220*	LOUISVILLE	DAVID DEAN	GOLF COURSE	03/27/2015	25.93
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	03/26/2015	13.10
LOWES #00220*	LOUISVILLE	BRIAN SINNER	PARKS	03/26/2015	49.70
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	03/26/2015	87.84
LOWES #00220*	LOUISVILLE	RUSSELL K BROWN	WATER	03/25/2015	70.50
LOWES #00220*	LOUISVILLE	BRIAN SINNER	PARKS	03/25/2015	55.56
LOWES #00220*	LOUISVILLE	KATIE MEYER	REC CENTER	03/25/2015	43.04
LOWES #00220*	LOUISVILLE	DAVID BARIL	GOLF COURSE	03/25/2015	21.93
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	03/24/2015	74.74
LOWES #00220*	LOUISVILLE	BRIAN SINNER	PARKS	03/24/2015	85.46
LOWES #00220*	LOUISVILLE	BRETT TUBBS	FACILITIES	03/24/2015	221.06
LOWES #00220*	LOUISVILLE	HARLAN VITOFF	PARKS	03/23/2015	46.52
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	03/23/2015	14.33
LOWES #00220*	LOUISVILLE	MASON THOMPSON	OPERATIONS	03/20/2015	59.94
LULU'S BBQ LLC	LOUISVILLE	MALCOLM H FLEMING	CITY MANAGER	04/02/2015	53.00
LAMARS DONUTS #45	LOUISVILLE	JUSTIN ELKINS	WASTEWATER	04/08/2015	21.66
LAMARS DONUTS #45	LOUISVILLE	ERIK J STEVENS	PARKS	03/28/2015	113.91
LAMARS DONUTS #45	LOUISVILLE	JENNI DUNCAN	POLICE	03/20/2015	19.98

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
M ADCOX AUTH SNAPON D	303-910-7476	BRETT TUBBS	FACILITIES	03/30/2015	189.52
MAPO	3035387547	JEFF LEBECK	OPERATIONS	03/20/2015	50.00
MCCANDLESS TRUCK CENTE	AURORA	MASON THOMPSON	OPERATIONS	04/17/2015	79.80
MCCANDLESS TRUCK CENTE	AURORA	RON CHOATE	OPERATIONS	04/14/2015	47.34
MEDILOWINCC	8004133302	PHIL LIND	FACILITIES	03/30/2015	272.92
MESSAGE MEDIA	MELBOURNE	MEREDYTH MUTH	CITY MANAGER	04/07/2015	900.00
MICHAELS STORES 2059	SUPERIOR	CATHERINE JEPSON	PARKS	04/10/2015	4.58
MICROSOFT - 8058 BROOM	BROOMFIELD	MATTHEW BUSH	IT	03/23/2015	39.99
MICROSOFT - 8058 BROOM	BROOMFIELD	MATTHEW BUSH	IT	03/23/2015	-43.25
MOST DEPENDABLE FOUNTA	800-552-6331	DENNIS COYNE	PARKS	04/09/2015	233.31
MUDROCKS TAP AND T	LOUISVILLE	BRIAN GARDUNO	OPERATIONS	03/23/2015	24.60
MURDOCHS RANCH & HOME	WESTMINSTER	DAVID DEAN	GOLF COURSE	04/20/2015	68.93
MURDOCHS RANCH & HOME	WESTMINSTER	BRETT TUBBS	FACILITIES	04/01/2015	14.99
NAPA AUTO PART 0026903	LOUISVILLE	JEFF LEBECK	OPERATIONS	04/14/2015	18.42
NAPA AUTO PART 0026903	LOUISVILLE	HARLAN VITOFF	PARKS	04/09/2015	103.63
NAPA AUTO PART 0026903	LOUISVILLE	ANTHONY M BRUNNING	WASTEWATER	04/08/2015	96.79
NAPA AUTO PART 0026903	LOUISVILLE	BOB BERNHARDT	PARKS	04/01/2015	30.24
NAPA AUTO PART 0026903	LOUISVILLE	ROBERT ERICHSEN	PARKS	03/31/2015	13.50
NAPA AUTO PART 0026903	LOUISVILLE	BOB BERNHARDT	PARKS	03/31/2015	20.16
NAPA AUTO PART 0026903	LOUISVILLE	ROBERT ERICHSEN	PARKS	03/25/2015	31.40
NAPA AUTO PART 0026903	LOUISVILLE	ROBERT ERICHSEN	PARKS	03/24/2015	7.34
NAPA AUTO PART 0026903	LOUISVILLE	TANNER THORSON	WASTEWATER	03/23/2015	23.20
NETWORX-BULB DIRECT	5853412000	KATIE BEASLEY	REC CENTER	03/26/2015	59.97
NEXT DOOR FOOD & DRINK	LOVELAND	SUZANNE JANSSEN	CITY MANAGER	03/23/2015	-32.00
NOR*NORTHERN TOOL	800-222-5381	TANNER THORSON	WASTEWATER	04/08/2015	418.02
NORTHWEST PARKWAY LLC	303-9262500	CRAIG DUFFIN	PUBLIC WORKS	03/24/2015	12.15
O MEARA FORD	NORTHGLENN	MASON THOMPSON	OPERATIONS	03/23/2015	65.87
O MEARA FORD	NORTHGLENN	MASON THOMPSON	OPERATIONS	03/23/2015	44.92
O MEARA FORD	NORTHGLENN	RON CHOATE	OPERATIONS	03/20/2015	193.61
O.C.P.O. /C.E.C.T.I.	303-3948994	JUSTIN ELKINS	WASTEWATER	04/10/2015	35.00
O.C.P.O. /C.E.C.T.I.	303-3948994	JUSTIN ELKINS	WASTEWATER	04/10/2015	35.00
O.C.P.O. /C.E.C.T.I.	303-3948994	JUSTIN ELKINS	WASTEWATER	04/10/2015	35.00
O.C.P.O. /C.E.C.T.I.	303-3948994	TANNER THORSON	WASTEWATER	04/02/2015	35.00
OFFICE MAX	SUPERIOR	CAROL HANSON	CITY CLERK	03/25/2015	23.99
OFFICE MAX	SUPERIOR	DEAN JOHNSON	PARKS	03/25/2015	15.19
OFFICEMAX CT*IN#060286	877-969-6629	MONICA GARLAND	BUILDING SAFETY	04/07/2015	52.05
OFFICEMAX CT*IN#200143	877-969-6629	MONICA GARLAND	BUILDING SAFETY	04/03/2015	5.84
OFFICEMAX/OFFICEDEPOT6	SUPERIOR	EMBER K BRIGNULL	PARKS	04/20/2015	57.74
OFFICEMAX/OFFICEDEPOT6	SUPERIOR	EMBER K BRIGNULL	PARKS	04/13/2015	40.47
OFFICEMAX/OFFICEDEPOT6	SUPERIOR	JENNI DUNCAN	POLICE	04/06/2015	15.99
OFFICEMAX/OFFICEDEPOT6	SUPERIOR	JENNI DUNCAN	POLICE	04/06/2015	47.96
OFFICEMAX/OFFICEDEPOT6	SUPERIOR	JUSTIN ELKINS	WASTEWATER	04/03/2015	14.49

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
OFFICEMAX/OFFICEDEPOT6	SUPERIOR	JENNI DUNCAN	POLICE	04/01/2015	33.98
OFFICEMAX/OFFICEDEPOT6	SUPERIOR	JENNI DUNCAN	POLICE	03/30/2015	162.44
OFFICEMAX/OFFICEDEPOT6	SUPERIOR	CAROL HANSON	CITY CLERK	03/27/2015	118.88
OLD SANTA FE MEXICAN G	LOUISVILLE	DAVID D HAYES	POLICE	04/10/2015	34.69
OWPSACSTATE	9162786142	BRIAN GARDUNO	OPERATIONS	04/06/2015	441.00
PACKAGING AIDS CORP	415-454-4868	DAVE HINZ	POLICE	04/14/2015	101.07
PAPER DIRECT	800-272-7377	AMANDA PERERA	REC CENTER	04/03/2015	45.98
PARKER STORE LOUISVILL	303-762-6512	VICKIE ILKO	OPERATIONS	03/26/2015	142.25
PARKSON CORPORATION	954-9746610	TANNER THORSON	WASTEWATER	04/03/2015	305.22
PAYFLOW/PAYPAL	08888839770	DIANE M KREAGER	FINANCE	04/02/2015	19.95
PAYFLOW/PAYPAL	08888839770	DIANE M KREAGER	FINANCE	04/02/2015	139.25
PAYPAL *CCCMA	4029357733	DAWN BURGESS	CITY MANAGER	04/14/2015	15.00
PAYPAL *CCCMA	4029357733	MEREDYTH MUTH	CITY MANAGER	04/09/2015	15.00
PAYPAL *COLORADOASS	4029357733	LAURA LOBATO	POLICE	03/25/2015	75.00
PAYPAL *NATIONALASS	4029357733	SEAN MCCARTNEY	PLANNING	03/31/2015	52.24
PAYPAL *NATIONALASS	4029357733	SEAN MCCARTNEY	PLANNING	03/31/2015	81.93
PAYPAL *REGION8PRET	4029357733	JUSTIN ELKINS	WASTEWATER	03/23/2015	190.00
PETSMART INC 1015	SUPERIOR	RUSSELL ELLIOTT	WATER	04/19/2015	54.29
PIONEER SAND COMPANY	BROOMFIELD	HARLAN VITOFF	PARKS	04/07/2015	36.19
PREMIER CHARTERS	03032892222	KATIE BEASLEY	REC CENTER	04/09/2015	529.00
PREMIER CHARTERS	03032892222	KATIE BEASLEY	REC CENTER	03/25/2015	451.00
PREMIER CHARTERS	03032892222	KATIE BEASLEY	REC CENTER	03/20/2015	451.00
PRESTIGE FLAG	06194972220	DAVID DEAN	GOLF COURSE	04/20/2015	557.62
PROVANTAGE LLC	800-3361166	DAVID SZABADOS	FACILITIES	03/24/2015	105.40
PUBLICGRANT	8478753620	JEFFREY FISHER	POLICE	04/07/2015	103.89
QDOBA MEXICAN GRILLQPS	LOUISVILLE	LESLIE RINGER	HUMAN RESOURCES	04/16/2015	260.00
R & M SALES CO INC	DENVER	CHRIS LICHTY	PARKS	04/09/2015	213.58
R & M SALES CO INC	DENVER	CHRIS LICHTY	PARKS	04/02/2015	169.18
ROBERT BROOKE & ASSOCI	08006422403	BRETT TUBBS	FACILITIES	04/10/2015	192.61
ROYCE ROLLS RINGER CO	GRAND RAPIDS	DENNIS COYNE	PARKS	04/09/2015	236.40
RS AND I INC	800-8257999	CLIFFORD SWETT	IT	04/03/2015	55.48
S&S WORLDWIDE	800-9373482	PEGGY JONES	REC CENTER	04/03/2015	96.49
S&S WORLDWIDE	800-9373482	AMANDA PERERA	REC CENTER	03/20/2015	93.49
SAFE SYSTEMS, INC	03034441191	POLLY A BOYD	PARKS	04/01/2015	122.55
SD HARDWARE SOURCE	SAN DIEGO	BRETT TUBBS	FACILITIES	04/10/2015	111.72
SEARS.COM 9301	08003494358	JENNI DUNCAN	POLICE	04/01/2015	-29.97
SEARS.COM 9301	08003494358	JENNI DUNCAN	POLICE	03/26/2015	429.57
SIGNS NOW BOULDER INC	BOULDER	SEAN MCCARTNEY	PLANNING	04/09/2015	109.00
SINCLAIR & RUSH INC	636-282-6805	DAVID SZABADOS	FACILITIES	04/09/2015	40.15
SIRCHIE FINGER PRINT L	800-3567311	JENNI DUNCAN	POLICE	04/07/2015	50.76
SMARTSIGN	07187971900	KERRY HOLLE	PUBLIC WORKS	03/20/2015	249.90
SMILING MOOSE DELI	LOUISVILLE	JEFFREY FISHER	POLICE	04/08/2015	30.46

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
SOURCE OFFICE PRODUCTS	303-9648100	ANGELA NORENE	OPERATIONS	04/20/2015	19.66
SOURCE OFFICE PRODUCTS	303-9648100	KERRY HOLLE	PUBLIC WORKS	04/20/2015	92.91
SOURCE OFFICE PRODUCTS	303-9648100	ANGELA NORENE	OPERATIONS	04/13/2015	116.37
SOURCE OFFICE PRODUCTS	GOLDEN	ANGELA NORENE	OPERATIONS	04/02/2015	-210.37
SOURCE OFFICE PRODUCTS	303-9648100	DAWN BURGESS	CITY MANAGER	04/09/2015	78.33
SOURCE OFFICE PRODUCTS	303-9648100	LESLIE RINGER	HUMAN RESOURCES	04/09/2015	260.31
SOURCE OFFICE PRODUCTS	303-9648100	POLLY A BOYD	PARKS	04/02/2015	46.58
SOURCE OFFICE PRODUCTS	303-9648100	LESLIE RINGER	HUMAN RESOURCES	03/30/2015	13.65
SOURCE OFFICE PRODUCTS	303-9648100	POLLY A BOYD	PARKS	03/24/2015	55.48
SPEEDY SIGN WORKS INC	303-5302595	CATHERINE JEPSON	PARKS	04/15/2015	36.00
SQ *STEVE LANZ	LOUISVILLE	HARLAN VITOFF	PARKS	03/30/2015	375.00
STAPLS7133730461000001	877-8267755	DIANE M KREAGER	FINANCE	03/20/2015	1,419.18
STAPLS7133766640000001	877-8267755	KAREN FREITER	LIBRARY	03/21/2015	91.09
STAPLS7133986225000001	877-8267755	TANNER THORSON	WASTEWATER	03/26/2015	78.52
STAPLS7133986225000002	877-8267755	TANNER THORSON	WASTEWATER	03/26/2015	53.29
STAPLS7134051947000001	877-8267755	JUSTIN ELKINS	WASTEWATER	03/27/2015	33.65
STAPLS7134051947000002	877-8267755	JUSTIN ELKINS	WASTEWATER	03/27/2015	20.00
STAPLS7134317077000001	877-8267755	KAREN FREITER	LIBRARY	04/02/2015	9.78
STAPLS7134317077000002	877-8267755	KAREN FREITER	LIBRARY	04/02/2015	4.50
STAPLS7134317077000003	877-8267755	KAREN FREITER	LIBRARY	04/01/2015	24.38
STAPLS7134468091000001	877-8267755	JENNI DUNCAN	POLICE	04/03/2015	328.41
STAPLS7134793220000001	877-8267755	POLLY A BOYD	PARKS	04/10/2015	108.89
STARBUCKS #05587 LOUIS	LOUISVILLE	JENNI DUNCAN	POLICE	03/20/2015	29.90
STERICYCLE	08667837422	POLLY A BOYD	PARKS	04/10/2015	264.11
SUMMIT LABORATORIES	03032939862	BRETT TUBBS	FACILITIES	04/09/2015	177.66
SUPPLYWORKS CORP	08565333261	PATRICIA MORGAN	REC CENTER	04/17/2015	238.53
SUPPLYWORKS CORP	08565333261	ROBERT ERICHSEN	PARKS	04/17/2015	349.92
SUPPLYWORKS CORP	08565333261	PATRICIA MORGAN	REC CENTER	04/16/2015	-73.39
SUPPLYWORKS CORP	08565333261	PATRICIA MORGAN	REC CENTER	03/27/2015	279.18
SUPPLYWORKS CORP	08565333261	ROBERT ERICHSEN	PARKS	03/25/2015	587.92
SUPPLYWORKS CORP	08565333261	ROBERT ERICHSEN	PARKS	03/25/2015	471.28
TARGET 00017699	SUPERIOR	CATHERINE JEPSON	PARKS	04/10/2015	28.33
TARGET 00017699	SUPERIOR	KIM CONTINI	REC CENTER	03/29/2015	67.92
TEACHERSPAYTEACHERS.CO	6468011276	LARISSA COX	REC CENTER	04/01/2015	8.00
THE BLUE PARROT	LOUISVILLE	POLLY A BOYD	PARKS	03/27/2015	270.70
THE HOME DEPOT 1506	LOUISVILLE	CHRIS LICHTY	PARKS	04/16/2015	7.25
THE HOME DEPOT 1506	LOUISVILLE	JEFF LEBECK	OPERATIONS	04/17/2015	70.44
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	04/16/2015	12.94
THE HOME DEPOT 1506	LOUISVILLE	BRETT TUBBS	FACILITIES	04/17/2015	258.60
THE HOME DEPOT 1506	LOUISVILLE	BRIAN GARDUNO	OPERATIONS	04/16/2015	11.36
THE HOME DEPOT 1506	LOUISVILLE	TYLER DURLAND	PARKS	04/16/2015	15.83
THE HOME DEPOT 1506	LOUISVILLE	ANTHONY M BRUNNING	WASTEWATER	04/15/2015	210.80

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
THE HOME DEPOT 1506	LOUISVILLE	TYLER DURLAND	PARKS	04/15/2015	4.60
THE HOME DEPOT 1506	LOUISVILLE	PATRICIA MORGAN	REC CENTER	04/15/2015	6.58
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	04/14/2015	74.55
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	04/14/2015	-29.91
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	04/14/2015	49.32
THE HOME DEPOT 1506	LOUISVILLE	MIKE THOMPSON	FACILITIES	04/13/2015	12.58
THE HOME DEPOT 1506	LOUISVILLE	MATT LOOMIS	PARKS	04/13/2015	8.05
THE HOME DEPOT 1506	LOUISVILLE	TYLER DURLAND	PARKS	04/10/2015	7.94
THE HOME DEPOT 1506	LOUISVILLE	BRETT TUBBS	FACILITIES	04/09/2015	45.49
THE HOME DEPOT 1506	LOUISVILLE	BRETT TUBBS	FACILITIES	04/09/2015	19.61
THE HOME DEPOT 1506	LOUISVILLE	KERRY KRAMER	PARKS	04/09/2015	83.76
THE HOME DEPOT 1506	LOUISVILLE	TYLER DURLAND	PARKS	04/08/2015	18.94
THE HOME DEPOT 1506	LOUISVILLE	PATRICK FARRELL	WATER	04/08/2015	65.96
THE HOME DEPOT 1506	LOUISVILLE	KATHLEEN D LORENZO	PARKS	04/08/2015	9.53
THE HOME DEPOT 1506	LOUISVILLE	VICKIE ILKO	OPERATIONS	04/07/2015	180.97
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	04/07/2015	19.92
THE HOME DEPOT 1506	LOUISVILLE	BRADLEY AUSTIN	PARKS	04/07/2015	37.74
THE HOME DEPOT 1506	LOUISVILLE	HARLAN VITOFF	PARKS	04/07/2015	55.71
THE HOME DEPOT 1506	LOUISVILLE	BRIAN SINNER	PARKS	04/06/2015	150.00
THE HOME DEPOT 1506	LOUISVILLE	BRIAN SINNER	PARKS	04/06/2015	24.98
THE HOME DEPOT 1506	LOUISVILLE	PHIL LIND	FACILITIES	04/06/2015	259.00
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	04/06/2015	31.88
THE HOME DEPOT 1506	LOUISVILLE	BRETT TUBBS	FACILITIES	04/06/2015	235.51
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	04/06/2015	3.88
THE HOME DEPOT 1506	LOUISVILLE	BRIAN SINNER	PARKS	04/06/2015	-76.30
THE HOME DEPOT 1506	LOUISVILLE	TYLER DURLAND	PARKS	04/02/2015	22.00
THE HOME DEPOT 1506	LOUISVILLE	ANTHONY M BRUNNING	WASTEWATER	04/03/2015	75.35
THE HOME DEPOT 1506	LOUISVILLE	JEFF LEBECK	OPERATIONS	04/03/2015	93.92
THE HOME DEPOT 1506	LOUISVILLE	BOB BERNHARDT	PARKS	04/02/2015	41.91
THE HOME DEPOT 1506	LOUISVILLE	KATHLEEN D LORENZO	PARKS	04/01/2015	21.92
THE HOME DEPOT 1506	LOUISVILLE	TYLER DURLAND	PARKS	04/01/2015	37.59
THE HOME DEPOT 1506	LOUISVILLE	KATHLEEN D LORENZO	PARKS	03/30/2015	84.97
THE HOME DEPOT 1506	LOUISVILLE	BRIDGET BACON	LIBRARY	03/29/2015	7.48
THE HOME DEPOT 1506	LOUISVILLE	GLEN SIEDENBURG	WATER	03/28/2015	82.84
THE HOME DEPOT 1506	LOUISVILLE	ERIK SWIATEK	PARKS	03/25/2015	35.87
THE HOME DEPOT 1506	LOUISVILLE	KENNETH SWANSON	BUILDING SAFETY	03/24/2015	31.41
THE HOME DEPOT 1506	LOUISVILLE	RUSSELL ELLIOTT	WATER	03/23/2015	11.94
THE HOME DEPOT 1506	LOUISVILLE	BRADLEY AUSTIN	PARKS	03/23/2015	25.84
THE HOME DEPOT 1506	LOUISVILLE	MATT LOOMIS	PARKS	03/19/2015	13.00
THE HOME DEPOT 1506	LOUISVILLE	DAVID SZABADOS	FACILITIES	03/20/2015	49.02
THE HOME DEPOT 1506	LOUISVILLE	PHIL LIND	FACILITIES	03/20/2015	49.00
THE HOME DEPOT 1506	LOUISVILLE	DAVID DEAN	GOLF COURSE	03/19/2015	64.98

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
THE LIFEGUARD STORE IN	309-451-5858	KATIE MEYER	REC CENTER	04/04/2015	170.40
THE SSL STORE.COM	727-8201163	CLIFFORD SWETT	IT	04/12/2015	497.50
TOSHIBA BUSINESS SOLUT	CHANDLER	AMANDA PERERA	REC CENTER	03/23/2015	242.50
THE HUCKLEBERRY	LOUISVILLE	KATIE BEASLEY	REC CENTER	04/03/2015	26.25
THE HUCKLEBERRY	LOUISVILLE	JILL SIEWERT	LIBRARY	04/01/2015	180.00
ULINE *SHIP SUPPLIES	800-295-5510	JEFF LEBECK	OPERATIONS	03/27/2015	336.01
UNITED AIRLINES	800-932-2732	JUSTIN ELKINS	WASTEWATER	04/17/2015	25.00
UNITED AIRLINES	800-932-2732	JUSTIN ELKINS	WASTEWATER	04/13/2015	25.00
UNITED AIRLINES	800-932-2732	MIKE MILLER	POLICE	04/12/2015	25.00
UNITED SITE SERVICE	508-594-2564	DAVID DEAN	GOLF COURSE	04/13/2015	168.00
UNIV SPACE RESEARCH AS	02814862147	REBECCA CAMPBELL	LIBRARY	04/14/2015	249.00
UPSTART/EDUPRESS	866-8905385	KRISTEN BODINE	LIBRARY	04/09/2015	207.46
US PLASTICS/NEATLY SMA	419-228-2242	DAVID SZABADOS	FACILITIES	03/23/2015	168.67
USA BLUE BOOK	08004939876	RUSSELL K BROWN	WATER	04/07/2015	56.95
USA BLUE BOOK	08004939876	RUSSELL K BROWN	WATER	04/07/2015	637.61
VANCE BROTHERS COLORAD	DENVER	MICHAEL CLEVELAND	OPERATIONS	03/20/2015	152.00
VSN*DOTGOVREGISTRATION	877-734-4688	CLIFFORD SWETT	IT	04/17/2015	125.00
VWR INTERNATIONAL INC	08009325000	TANNER THORSON	WASTEWATER	04/07/2015	23.93
VWR INTERNATIONAL INC	08009325000	TANNER THORSON	WASTEWATER	04/04/2015	16.31
VZWRLLS*MY VZ VB P	ALPHARETTA	DIANE M KREAGER	FINANCE	04/16/2015	1,272.19
VZWRLLS*MY VZ VB P	ALPHARETTA	DIANE M KREAGER	FINANCE	04/07/2015	1,252.94
VZWRLLS*PRPAY AUTOPAY	888-294-6804	CRAIG DUFFIN	PUBLIC WORKS	04/05/2015	20.00
WALGREENS #1286	LOUISVILLE	KATHLEEN D LORENZO	PARKS	04/14/2015	8.97
WALGREENS #1286	LOUISVILLE	MIKE THOMPSON	FACILITIES	04/10/2015	19.12
WATEREUSE ASSOCIATION	703-5480880	TANNER THORSON	WASTEWATER	03/25/2015	650.00
WAYFAIR*WAYFAIR	WAYFAIR.COM	JESSE DEGRAW	REC CENTER	04/04/2015	59.96
WHITESIDES BOOTS & CLO	BRIGHTON	ROBERT CARRA	WATER	03/30/2015	-97.64
WHITESIDES BOOTS & CLO	BRIGHTON	ROBERT CARRA	WATER	03/30/2015	89.99
WW GRAINGER	877-2022594	HARLAN VITOFF	PARKS	04/15/2015	569.85
WW GRAINGER	877-2022594	PHIL LIND	FACILITIES	04/15/2015	6.19
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	04/14/2015	42.07
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/13/2015	655.41
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/13/2015	4.55
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/13/2015	10.36
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/13/2015	110.66
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/13/2015	590.03
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	04/13/2015	18.21
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/13/2015	50.00
WW GRAINGER	877-2022594	CATHERINE JEPSON	PARKS	04/10/2015	60.80
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	04/10/2015	143.96
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/03/2015	163.88
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	04/03/2015	51.27

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/03/2015	96.36
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/03/2015	110.72
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/03/2015	40.63
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/03/2015	432.85
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/03/2015	19.14
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	04/02/2015	49.15
WW GRAINGER	877-2022594	PHIL LIND	FACILITIES	04/02/2015	792.00
WW GRAINGER	877-2022594	BRETT TUBBS	FACILITIES	03/26/2015	27.88
WW GRAINGER	877-2022594	DAVID SZABADOS	FACILITIES	03/23/2015	4.96
X-TRADING INC	DENVER	ALLISON DICARO	REC CENTER	03/25/2015	176.76
CREDIT BALANCE APPLIED		CLIFFORD SWETT	IT	04/12/2015	-154.83
CREDIT BALANCE ON ACCT		ANGELA NORENE	PUBLIC WORKS	04/02/2015	49.34
CREDIT BALANCE ON ACCT		ROBERT CARRA	WATER	03/30/2015	7.65
TOTAL					\$ 77,211.14

## ***City Council Meeting Minutes***

**May 5, 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: Jeff Lipton, Sue Loo,  
Ashley Stolzmann, Chris Leh and Jay Keany***

**Staff Present:**       ***Malcolm Fleming, City Manager  
Heather Balsler, Deputy City Manager  
Kevin Watson, Finance Director  
Kurt Kowar, Public Works Director  
Dave Hayes, Police Chief  
Troy Russ, Planning & Building Safety Director  
Sean McCartney, Principal Planner  
Meredyth Muth, Public Relations Manager  
Nancy Varra, City Clerk***

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

### **PLEDGE OF ALLEGIANCE**

All rose for the pledge of allegiance.

### **APPROVAL OF AGENDA**

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

### **PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

No comments.

### **APPROVAL OF THE CONSENT AGENDA**

MOTION: Council member Stolzmann moved to approve the consent agenda, seconded by Council member Leh. All were in favor.

- A. *Approval of Bills***
- B. *Approval of Minutes –April 21, 2015***
- C. *Award Bid for 2015 Water Main Replacement Project***

**COUNCIL INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA**

Mayor Muckle announced the Coal Creek Golf Course will reopen on June 27<sup>th</sup> at 10:00 a.m.

**CITY MANAGER’S REPORT**

No items to report.

**REGULAR BUSINESS**

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**PROCLAMATION – OLDER AMERICANS MONTH**

Senior Services Supervisor Beasley introduced members of the Senior Advisory Board: Julie Stone, Debbie Fahey and Betty Heinrich and Senior Services staff members Diane Evans and Trish Morgan.

Mayor Muckle proclaimed May as Older Americans Month in the City of Louisville. He read the proclamation and presented it to the Senior Advisory Board members and the Senior Services.

Senior Advisory Board Member Julie Stone thanked the Mayor and City Council for the proclamation. She invited all seniors to a Hawaiian Luau on May 20<sup>th</sup> at the Louisville Recreation Center. Senior Services Supervisor Beasley thanked the Mayor and Council for recognizing Louisville’s seniors.

**RESOLUTION No. 25, SERIES 2015 - A RESOLUTION APPROVING A BUSINESS ASSISTANCE AGREEMENT WITH MCCASLIN RETAIL, LLC FOR AN ECONOMIC DEVELOPMENT PROJECT IN THE CITY OF LOUISVILLE**

Mayor Muckle requested a staff presentation.

Economic Development Director DeJong explained staff requests City Council action on a proposed Economic Development Business Assistance Package (BAP) for a retail expansion project located at 994 Dillon Road. The McCaslin Marketplace project is a redevelopment of the property at 994 Dillon Road. The property is currently tenanted by

Old Santa Fe Grill and is proposed to be redeveloped into an approximately 13,000 sf retail building able to accommodate up to 6 retail tenants. The property is owned by McCaslin Retail, LLC an entity controlled by Signature Partners.

McCaslin Retail, LLC is currently negotiating leases with the current tenant, Old Santa Fe Grill, as well as several food establishments and retailers not currently in Louisville. The retail additions have the potential to generate an additional \$4,000,000 in retail sales above the current sales generated at the property. The prospective new tenants wish to remain confidential, but are national and regional brands that have had success in the metro Denver area.

City staff estimates the redevelopment will generate new revenue of approximately \$776,000 from building permit fees, construction use taxes, and increased sales tax generation directly to the City in the first 5 years of operation, given the investment. Based upon the estimated revenue projection, staff recommended the following:

<b>Proposed Assistance</b>	<b>Approximate Value</b>
50% rebate of Building Permit Fees	\$13,500
50% rebate of Construction Use	\$21,000
40% rebate of increased Sales Taxes for 5 years	<u>\$240,000</u>
Total Rebates	\$274,500

Staff Recommendation: Staff recommended the City Council approve Resolution No. 25, Series 2015.

#### PUBLIC COMMENTS

Sherry Sommer, 910 S. Palisade Court, Louisville, CO questioned whether there was really a need to refund 30% of the City's financial gain to the developer.

#### PUBLIC COMMENTS

Council member Stolzmann responded to Ms. Sommers question and explained the City tries to stay competitive with the surrounding municipalities, who also offer incentives to developers and new businesses. What is rebated is just a portion of the sales tax they bring to the City. In this particular case, it is sales tax over what is currently being generated on the property. She felt it was a fair amount to rebate in order to stay competitive because the City does want the retail. The City will get the 60% of the sales tax for five years and afterwards they will get 100% of the sales tax.

MOTION: Mayor Pro Tem Dalton moved to approve Resolution No. 25, Series 2015, seconded by Council member Leh. Roll call vote was taken. The motion passed by a vote of 7-0.

**GATEWAY ANNEXATION – Continued from 04/21/2015**

- 1. ORDINANCE No. 1687, SERIES 2015 – AN ORDINANCE AMENDING ORDINANCE Nos. 1165 AND 1166, SERIES 1994 CONCERNING THE GATEWAY ANNEXATION AND APPROVING AN AMENDMENT TO AN ADDENDUM TO ANNEXATION AGREEMENT – 2<sup>nd</sup> READING – PUBLIC HEARING**
  
- 2. RESOLUTION No. 22, SERIES 2015 – A RESOLUTION APPROVING AN AMENDMENT TO THE GATEWAY FINAL PLANNED UNIT DEVELOPMENT (PUD) TO MODIFY THE HEIGHT ALLOWANCE LANGUAGE ON LOTS 1 AND 2, BLOCK 1 FROM “1 STORY WITH A 26 FEET MAXIMUM BUILDING HEIGHT” TO “1 OR 2 STORIES WITH A MAXIMUM BUILDING HEIGHT OF 26 FEET”**

Mayor Muckle reminded the public they may speak on either agenda item. He requested a City Attorney introduction.

City Attorney Light introduced Ordinance No. 1687, Series 2016 and Resolution No. 22, Series 2015.

Mayor Muckle reopened the public hearing and requested a staff presentation.

Planning and Building Safety Director Russ explained this is a Gateway PUD Amendment request. The applicant is requesting an ordinance to modify the height allowance language on Lots 1 and 2, Block 1 from “1 story with a 26 feet maximum building height” to “1 or 2 stories with a maximum building height of 26 feet”.

At the April 21<sup>st</sup> hearing Council directed staff to work with the applicant to determine if there was a potential agreement between the land owner and City to introduce a lot coverage reduction in exchange for the City agreeing to modify the 1 story restriction and permit a 2<sup>nd</sup> story within the allowed 26-foot height allowance. The applicant did not want to accept a lot coverage reduction from the allowed 10%. The applicant requested the City allow a 2<sup>nd</sup> floor within the allowed 26-foot height restriction.

Staff believes the request, if approved, will not negatively impact the view corridors when compared to what is expected with the current building allowances.

Staff Recommendation: Staff recommended the City Council approve Ordinance No. 1687, Series 2015 and Resolution No. 22, Series 2015.

**APPLICANT PRESENTATION**

Jeremy Weiss, 2287 S. Columbine, Denver, CO, land owner, thanked Council for the opportunity to address them. He explained at the last City Council meeting he

presented a proposition to amend the language in the existing PUD to allow a 2-story home within the allowable 26' height restriction. He was asked to forfeit lot coverage in exchange for approval of a 2-story home. After discussing the matter, they decline to forfeit any of the current allowable 10% lot coverage. They do not believe the lot coverage should not be part of the discussion. He stated his understanding the Council wants a written guarantee a future land owner will not build a structure or addition to block the views. He suggested this would best be handled by mandating any additions or improvements to the property be reviewed by the Home Owners Association (HOA) and the Design Review Committee (DRC). They have already received endorsements from the HOA and the DRC for a 2 story home and approved the placement of the footprint for the home. He requested the Council change the language to allow the two story structure.

[REDACTED] co-owner of the property, reviewed their proposal through a conceptual plan, which reflected the difference between a one-story and two-story house on the lot. She noted the blue spruces in the area, when they reach the maximum height will be taller than their proposed house. She explained the second story is a cape top and will be smaller than the first floor. She stated this project will have a smaller footprint, decreasing the amount of cement and have more land for water absorption. She felt it would also be a benefit for Louisville by decreasing the blockage for the views. She noted this project was unanimously supported by the Planning Commission and has the strong support of the HOA.

## COUNCIL COMMENTS

Council member Loo commented on the lovely design for the home, but questioned why the applicant is not flexible on lot coverage. Mr. Weiss stated they did not want to do anything to hurt the value of the property. He explained the home would still be the same height so it did not seem appropriate to reduce the lot coverage.

Council member Loo stated her understanding that the PUD did not have any restrictions on roof pitches. If the change is made without an altered lot coverage agreement, there would be nothing to prevent a person from building a massive 9,800 SF, flat-roofed home. Her concern centered on the property changing hands and a massive structure being built. Mr. Weiss explained the lot to the south is a 1 story, 26' high home with the ability to cover 10% of the lot. He questioned why his lot would be any different.

Council member Loo inquired about the regulations for roof pitch. Planning and Building Safety Director explained in the current PUD regulations there is nothing governing roof pitch. He noted an applicant could come forward with a request for a 26' high, 1 story, 9,800 SF home with a flat roof, but it would have an enormous vaulted ceiling. Architecture and practicality would limit such a structure. Council member Loo

agreed it is unlikely such a home would be built, but noted there is a large home on the mesa with a flat roof, and there is nothing preventing such a structure being built.

City Attorney Light responded to Council member Loo's question relative to the control mechanism to prevent such large homes being built as follows: Council could direct staff to negotiate with the applicant as to whether they would be willing to include language in the annexation agreement amendment to address this issue. The current controls in place are provisions in the annexation ordinance; the initial zoning ordinance; in the contract and in the PUD. All four of which would need to be amended to allow the 2 stories within the 26'. He noted Council's direction at the last meeting was for staff to negotiate with the applicant on a lot coverage requirement. He noted a roof pitch requirement has not been negotiated.

Council member Stolzmann explained the Council is tasked with looking at various criteria, making sure the view corridors are protected and other items the HOA does not look at. The applicant presented information relative to their proposal, but was unwilling to document certain information. She would approve what was presented with some flexibility, but without documentation, would not approve amending the ordinances or to modify the PUD.

Mayor Muckle agreed with Council member Loo's comments. He called for public comment and hearing none, closed the public hearing.

#### **ORDINANCE No. 1687, SERIES 2015**

MOTION: Mayor Pro Tem Dalton moved to approve Ordinance No. 1687, Series 2015, seconded by Council member Leh. Roll call vote was taken. The motion failed by a vote of 5-2. Mayor Pro Tem Dalton and Council member Leh voted yes.

City Attorney Light explained with the disapproval of Ordinance No. 1687, Series 2015, Ordinance Nos. 1165 and 1166 and the amendment to the addendum to the annexation agreement shall remain as currently written. He offered language for the motion for Resolution No. 22, Series 2015.

#### **RESOLUTION No. 22, SERIES 2015**

MOTION: Mayor Muckle moved to disapprove Resolution 22, Series 2015 on the basis that with the disapproval of Ordinance No. 1687, Series 2015, the proposed PUD amendment is inconsistent with existing annexation and zoning ordinances and the annexation agreement that governs the property. The motion was seconded by Council member Keany.

Council member Stolzmann requested clarification on the amendment in the motion. City Attorney Light explained the disapproval of Resolution No. 22 clarifies the reason for disapproval is if the existing ordinances and annexation agreement stays in place,

the PUD cannot be approved because it would be inconsistent with the existing documents governing the property.

VOTE: Roll call vote was taken. The motion carried by a vote of 5-2. Mayor Pro Tem Dalton and Council member Leh voted no.

### **RENEWAL OF COMCAST CABLE FRANCHISE**

- 1. ORDINANCE No. 1685, SERIES 2015, AN ORDINANCE GRANTING A NON-EXCLUSIVE FRANCHISE BY THE CITY OF LOUISVILLE TO COMCAST OF COLORADO I, LLC AND ITS LAWFUL SUCCESSORS, TRANSFEREES AND ASSIGNS, FOR THE RIGHT TO MAKE REASONABLE AND LAWFUL USE OF RIGHTS-OF-WAY WITHIN THE CITY TO CONSTRUCT, OPERATE, MAINTAIN, RECONSTRUCT, REPAIR AND UPGRADE A CABLE SYSTEM FOR THE PURPOSE OF PROVIDING CABLE SERVICES WITHIN THE CITY – 2<sup>nd</sup> Reading – Public Hearing**
- 2. ORDINANCE No. 1686, SERIES 2015, AN ORDINANCE REESTABLISHING CITY OF LOUISVILLE CABLE TELEVISION CUSTOMER SERVICE STANDARDS – 2<sup>nd</sup> Reading – Public Hearing**
- 3. LETTER OF AGREEMENT BETWEEN THE CITY OF LOUISVILLE AND COMCAST**

Mayor Muckle requested a City Attorney introduction.

City Attorney Light introduced Ordinance Nos. 1685 and 1686, Series 2015 and the Letter of Agreement between the City of Louisville and Comcast.

Mayor Muckle opened the public hearing and requested a staff presentation.

Public Relations Manager Muth explained before the Council is the ordinance granting a Comcast Cable Franchise, the ordinance reestablishing the City of Louisville Cable Television Standards, and a letter of agreement. Comcast Cable is currently the only source of cable television services in Louisville, and serves approximately 4,500 subscribers. They are currently working under a month-to-month agreement based on the 2006 franchise. It is a non-exclusive franchise and the City is open to other providers. The Franchise does not cover rates, cable packages or broadband. The Franchise does cover use of the right-of-way; Access Channels (Public, Educational and Government) and Franchise and PEG Fees. The proposed agreement is unlikely to resolve most of the issues residents have with Comcast. The negotiating team tried to address what they could under current law while balancing cost and impacts. Public Input: Most of the complaints staff received related to Comcast fall into the following categories:

- Comcast storefront in Louisville.
- Customer Service reports of poor service from the call center, missed service calls and poor treatment from staff.
- Unclear billing: bills were unclear and changed month-to-month even when no service changes were made.
- Rates: Complaints rates continually go up and there is no rate for low income residents or seniors.

The negotiating team tried to address the following in the franchise:: returning a storefront in Louisville; improved reporting of complaints; continued PEG Channels; two-hour window for service calls and a larger letter of credit for service infractions.

The cost of returning a storefront to Louisville would likely double bill of every Louisville resident so the team dropped that point. Comcast would not change their reporting process so City staff will compile a report of complaints. Comcast is currently advertising a two-hour service window, but would only agree to a four-hour window in the Customer Service Standards. They will agree to the two-hour window as long that that remains company practice.

Some of the proposal specifics are as follows: It is a 10-year franchise; franchise fees equal to 5% gross revenue; there is an option for high definition for Channel 8 in three years and PEG fees will equal 50 cents per customer.

Fiscal Impact: Franchise fees equaled approximately \$260,000 in 2014; PEG fees totaled approximately \$25,000 in 2014.

Unknown items that could affect the franchise in the future include possible changes in technology and changes in federal law.

Side Agreement: An Agreement with Comcast to cover the following issues:

- Service will be provided to the new City Services Facility in CTC.
- Comcast volunteers to adhere to two-hour service window as long as that is company practice (it cannot go longer than four hours under the CSS).
- Comcast agrees to the billing clarity language in the CSS and the City recognizes it has no current intent to initiate a complaint related to this.

Staff recommendation: Staff recommended the City Council approve the renewed franchise with Comcast Cable and the reestablishment of Customer Service Standards. The following people were available to respond Council's questions: Public Relations Manager Muth, Mayor Pro Tem Dalton, the City's legal counsel, Nancy Rodgers and Comcast Representative Andy Davis.

COUNCIL COMMENTS

Council member Leh disclosed one of his wife's legal clients is Comcast. He recused himself and left the room.

Council member Stolzmann felt residents would be upset if Comcast was not granted a franchise. She was interested in looking at effective competition sometime in the future. She felt it may provide a way to assist low income and seniors by having the City control the basic cable packages.

Council member Lipton commended the negotiation team on their work. He noted it is difficult to negotiate with all the limitations prescribed from the federal jurisdictions. He stated Council must be realistic on what can and cannot be done. He was comfortable moving forward with approving the franchise agreement. Mayor Muckle concurred.

Council member Lipton commented over the next decade the technologies will change and there will be more options available to Louisville residents in terms of how they receive broadband and internet. He felt the City should review the ordinances on cell towers and antennas to ensure the community is prepared to adopt and accept some of the new technologies in the future. This would give Comcast more competition.

Mayor Muckle inquired whether the PEG fees will be enough to support Channel 8 and any other channels. Public Relations Manager Muth stated the PEG fees will be sufficient enough to support Channel 8. She reported hearing there may be a request for Channel 54 (public) funding.

Mayor Muckle asked if there is precedence for changing the PEG fee rate if or when another public channel requests funding. Special Counsel Nancy Rodgers explained the PEG fees are not established by channel. The 50 cents per household is fairly standard for this fee. She had not seen anyone negotiate an additional PEG fee.

Andy Davis, Comcast Director of Governmental Affairs explained PEG fees are specific for equipment and hardware. It is not for operations. If there was a point when the City wanted to revisit the PEG fees, Comcast would be willing to discuss.

Mayor Muckle called for public comment and hearing none, closed the public hearing.

Mayor Pro Tem Dalton thanked Council member Lipton for his comments and expressed his appreciation to Meredyth Muth and Nancy Rodgers for their work on the franchise negotiations. He noted, even though Comcast was slow in responding to the teams' questions, they did respond and he thanked Andy Davis also.

**ORDINANCE No. 1685, SERIES 2015**

MOTION: Mayor Pro Tem Dalton moved to approve Ordinance No. 1685, Series 2015, seconded by Mayor Muckle. Mayor Muckle noted with the limitations mentioned this franchise will meet the cable needs of the community who choose to use Comcast.

VOTE: Roll call vote was taken. The motion carried by a vote of 6-0. Council member Leh recused.

### **ORDINANCE No. 1686, SERIES 2015**

MOTION: Mayor Muckle moved to approve Ordinance No. 1686, Series 2015, seconded by Mayor Pro Tem Dalton. Roll call vote was taken. The motion carried by a vote of 6-0. Council member Leh recused.

### **LETTER OF AGREEMENT BETWEEN THE CITY OF LOUISVILLE AND COMCAST**

MOTION: Mayor Pro Tem Dalton moved to approve the Letter of Agreement between the City of Louisville and Comcast and authorize the Mayor's signature, seconded by Council member Keany. All were in favor. Council member Leh recused.

### **RESOLUTION No. 26, SERIES 2015 – A RESOLUTION APPROVING A CONSTRUCTION AND MAINTENANCE AGREEMENT WITH BNSF RAILWAY COMPANY FOR THE SOUTH STREET PEDESTRIAN/BIKE UNDERPASS**

Mayor Muckle requested a staff presentation.

City Manager Fleming explained the City selected Atkins North American, Inc. ("Atkins") in 2013 to design the underpass to connect the west side of Louisville to the east side of the railroad tracks. Atkins developed a conceptual design, which was approved by Council in 2013. 60% of the design plans were submitted to the BNSF Railroad in January of 2014. The City anticipated a response in a few months, but 18 months later the BNSF Railroad responded with the proposed contract which provides construction and maintenance agreement for the underpass. The agreement contains a number of different components, including an easement for the recreation trail and pedestrian bike underpass; a permanent easement for the recreational trail and underpass and an undefined term lease for parking within the BNSF right-of-way (north and south of the underpass and several hundred feet south of Pine Street).

Staff is still negotiating with the railroad the exact areas to be covered by the parking agreement. In order to move this project forward, staff asked Council to consider and approve the agreement with the provision the Mayor and City Manager would have the ability to negotiate additional details as long as they do not alter the substantial form of the agreement approved by Council.

Staff worked with several railroad representatives over the past several weeks. One of the elements is a cost agreement for the bridge structure, which would be paid for by

the City, but constructed by the railroad. The initial budgeting two years ago estimated a total project cost of \$2.7 Million Dollars, with the bridge structure costing \$600,000. The current agreement puts the total cost of the bridge to be \$1 Million Dollars (\$800,000 for construction and \$150,000 for flagging and other construction aspects). Staff will prepare a budget amendment to provide full funding for the entire project. He stated there was enough money in the City's 2015 budget. Staff will present options to address this issue for Council to consider in the 2016-2020 Capital Improvements Program.

## COUNCIL COMMENTS

Council member Stolzmann asked what this means in terms of timeframe for executing items later on this year. City Manager explained the City has an agreement, which requires more work from the railroad. It does not commit the railroad to any specific timeframe for the construction. The City, along with other communities is trying to determine when construction may happen. There is some chance the construction may begin this year, but there are no assurances.

Council member Stolzmann inquired about the easement from the center of the track, in response to an email from Erik Hartronft and Randy Caranci. The question was how far out from the middle of the track would the fence be placed. She asked if the City has to fence south of Pine Street if the easement is only 25' instead of 18'.

City Manager Fleming reported meeting with Erik Hartronft and Randy Caranci this afternoon to address the issue of fencing along the project. Everyone agreed on minimizing the amount of land fenced off from parking. BNSF has agreed from Griffith to Pine Street would be 18' from the center of the rails to the fence. They have proposed the fence be located 25' from the centerline south of Pine Street. Everyone involved has tried to get the railroad to agree to an 18' or smaller right-of-way fence location. Staff intends to continue to work with the railroad to scale the fencing back to 18' south of Pine Street. He explained it is very difficult to negotiate with the railroad and it takes months to get a response. He urged Council to consider the agreement and allow what can get in place.

Council member Stolzmann asked if the agreement required a fence south of Pine Street. Planning and Building Safety Director Russ explained the agreement does not require the fence. The original cost of the bridge was reduced by \$1 Million Dollars when the City agreed to a fence between Griffith and Pine. There was a shed to protect pedestrians from flying ballast and there was a different bridge structure. When the fence was proposed, the cost was lowered. Subsequently, with desire to get downtown parking, staff tried to get the fencing south of Pine Street. Because of the steepness of slope south of Pine Street, the railroad requires a standard 25' vehicle access to maintain the track. The railroad has three divisions: Real Estate, Engineering and Operations and all three must approve the right-of-way.

Council member Stolzmann commented she did not favor a fence at 25' out. She did not see the benefit. She asked when the financial options are brought back she would like to see the Urban Renewal Authority provide money to address some of the cost overruns.

Mayor Muckle asked if the agreement with Urban Renewal Authority is they will pay for half of the cost of the underpass. Economic Development Director DeJong stated the agreement is for the Louisville Revitalization Commission (LRC) to pay for half of the cost outside the stormwater improvements projects. If it is greater than the \$1.3 Million Dollars, the LRC will review the cost increase.

#### PUBLIC COMMENT

Sherry Sommers, 910 S. Palisade Court, Louisville, CO stated her understanding there would be benefits, trails easements, urban renewal funding, but inquired why this particular spot was chosen, when there are other competing intersections that appears to have more traffic.

Randy Caranci, 441 Elk Trail, Louisville, CO reported meeting with City Manager Fleming this afternoon. He was still not sure where the negotiations currently are in connection with his lease. He noted he has a 28' setback from his building to the east. He would be giving up 3' if this fence goes forward.

Planning and Building Safety Director Russ explained in the negotiations with the railroad, the Caranci property was never represented because the City was representing downtown interests. The agreement with Caranci and Hartronft was a common interest to make the railroad parking (easement parking) as large as possible. There is not a lease agreement in terms of the land, as the City did not want to renegotiate the Caranci lease with the railroad.

Randy Caranci asked that the City keep them informed with respect to the railroad negotiations. He stated the City Manager assured him there were no negotiations, just emails and phone calls. He stated his understanding this is for the South Street Underpass. He was asked last year to give up his lease to get additional parking. He stated the setback from the centerline of the railroad tracks running south from Caledonia Street to Pine Street is 18', but from Pine Street south it is 25'. His current lease allows for a 22' setback. He would be giving up 3'. He wanted to see this project move forward. They hope to be part of discussions and City Manager Fleming has agreed to keep them informed.

Bruce MacKenzie, 1612 Cottonwood Drive, Louisville, CO inquired about the cost of this project for the City of Louisville.

#### COUNCIL COMMENTS

Mayor Muckle addressed Ms. Summer's question and explained the underpass placement was intended to serve as many residents as possible. It has been a long-time plan to connect the east side of the railroad tracks to the west side.

City Manager Fleming addressed Mr. MacKenzie's question and explained there are still a lot of uncertainties. BNSF will do the work and then bill the City for the work. It could be \$1 Million Dollars or less. The City will also have to bid out the remainder of the project. He estimated a range of \$3.2 Million to \$3.7 Million, with the Louisville Revitalization Commission paying half through TIF revenue.

Mayor Muckle addressed Mr. Caranci's concern and noted the City does not want to decrease the amount of available parking south of Pine Street. City Manager Fleming explained he has asked any staff members involved with any written communications relative to the railroad fencing south of Pine Street to copy Mr. Caranci and Mr. Hartronft and advise them after phone conversations with the railroad and if it is an actual meeting, check to see their availability.

Council member Stolzmann stressed the importance to work with all the surrounding property owners. If the railroad only agrees to 25', she did not believe the area should be fenced, which would reduce the existing parking.

Planning and Building Safety Director Russ explained the fencing is not the City's choosing. The railroad is legally allowed to fence their right-of-way. City Attorney Light explained the BNSF contract includes a maintenance agreement for the underpass, which states the City shall cause to be constructed a fence along a particular distance. It does not mean there cannot be a dialogue to get the fence moved to a more advantageous position. BNSF has required the City to construct the fence. When the lease is finalized it will provide the opportunity to discuss the maximum benefit for parking.

Mayor Pro Tem Dalton stating his understanding the agreement runs from Griffith Street to South of Pine. He asked if the railroad is requiring a fence south of Pine Street. Planning and Building Safety Director Russ explained it is required in the agreement.

Council member Stolzmann stated her understanding the agreement was related to the underpass and the City added to it to get additional parking. She inquired whether the City needs the additional parking to get the underpass.

Planning and Building Safety Director Russ stated the fencing from Griffith Street to Pine is part of the underpass agreement. City Attorney Light stated one of the obligations put on the City by the railroad is the fencing from Griffith to 600' south of Pine Street. A separate document provides for leasing areas within the right-of-way for parking. The BNSF railroad is tying the fencing obligation to their authorization for the underpass. Planning and Building Safety Director Russ explained north of Mr.

Caranci's lease, the 25' from center track is workable. It would provide for head-in parking and a drive aisle.

Council member Stolzmann stated part of Mr. Caranci's property is within the diagram. Mr. Caranci confirmed it was. Planning and Building Safety Director Russ explained the railroad did not present Mr. Caranci's property to the City, nor did the City present the Caranci property to the railroad. The City does not want to affect Mr. Caranci's lease. The leasing diagram illustrates what the City would lease from the railroad, which is north of the Caranci property. He noted the fence line would be pulled back to that location.

Council member Loo referred to the scale of the diagram and noted 600' would end at Mr. Caranci's lease. Mr. Caranci was interested in knowing where the 600' ended.

City Manager Fleming stated the provision in the agreement still needs some editing. What the City received from the railroad is a work in progress. The diagram does not reflect the lease agreement with Mr. Caranci and the railroad should be informed. He requested the City Council authorize the Mayor, City Manager and staff to finalize the agreement to be consistent with Council's direction.

Council member Loo noted Mayor Pro Tem Dalton measured the area and it is 600' into Mr. Caranci's property. Mayor Muckle agreed it is important to get the details right, but also felt it is important to move the process along.

**MOTION:** Mayor Muckle moved to approve Resolution No. 26, Series 2015, seconded by Council member Loo

Council member Stolzmann agreed with moving the process along, but was also concerned about the issue of the fence along the east side. She felt there was still a lot of work to be done.

**VOTE:** Roll call vote was taken. The motion carried by a vote of 7-0.

### **CITY-WIDE MARGINAL COST FISCAL MODEL**

Mayor Muckle requested a staff presentation.

Planning and Building Safety Director Russ explained the Council directed staff to contract with TischlerBise, Inc. to develop a new marginal cost fiscal impact model. The model has been developed over the last six months and reviewed by the Finance Committee, who had questions about capacity and various staffing. Mr. Bise will provide an overview of the fiscal model and answer the Finance Committee's questions. Staff asked for Council direction on proceeding with the fiscal model in order to finalize the companion model for development.

Carson Bise, TischlerBise, Fiscal, Economic and Planning Consultants, reviewed the objectives of the City's RFP as follows:

1. Develop a marginal-cost fiscal impact model to demonstrate the impact of land development applications. Estimate City-wide fiscal impacts associated with various land use scenarios developed as part of any Comprehensive Plan Update, or Small Area Planning process;
2. City will use to model land use and development scenarios. Evaluate the municipal fiscal impacts anticipated with various proposed individual land development applications;
3. Reflect current capacities of City departments. Clarify the City's levels of service during City Council goal setting, budgeting, and long-range staffing analysis. Account for different financing scenarios and be easy to update.

TischlerBise was asked to create two models, one marginal cost model for City-wide planning and budgeting, and one average cost hybrid model for evaluating individual development proposals and reviewed the City's objective.

Fiscal Impact Models are project based on the following: Geographic location; Timing/phasing of new development; Density; Physical development pattern; Road network and transportation choices. A Citywide Fiscal Impact Model also includes intervention strategies and cumulative effect of development decisions.

Application Design: Developed in Excel and Visual Basic allows for a powerful and flexible application; easily modified; additional modules can be integrated at a later date. Transparent structure avoids "black box" concerns such as Data, assumptions, algorithms fully shown.

Application Design: Land Use/Scenario Input Module: Development projects and growth scenarios are represented through demographic inputs; unlimited number of land use categories can be reflected and be designed to reflect multiple subareas (fiscal analysis zones).

Capital Facilities: Option to have the model forecast the need for capital facilities or enter facilities directly; recognize unused capacities and/or determine growth's proportionate share of the costs; build new additions; lag/lead time of construction; financing mechanisms and repurchase after useful life.

Operating Expenses: Can be organized by department or program area; reflects program-related operating expenses versus facility-related operating expenses; – forecasts staff and related expenses; ability to factor one-time costs and ability to factor fixed costs.

Revenue: Will include capital and operating revenue; includes both annual and one-time revenue and the ability to factor fixed revenue.

Maintenance of Tool: Annual Update: Demographics; budget data; capital facility inventories and capital facility cost factors.

Implementation of fiscal impact model: User's Manual with LOS Assumptions as Appendix; 2 training sessions and ongoing technical support.

## PUBLIC COMMENTS

Sherry Sommers, 910 S. Palisade Court, Louisville, CO inquired if the model allows for any tipping point when the marginal costs become greater than the capacity. She provided examples such as the Recreation Center or Library where the maximum capacity is reached with the addition of more people and a new facility is needed.

Mr. Bise explained with marginal models there is a tipping point. It is assumed since the City is collecting impact fees, certain categories of infrastructure will be reviewed and new structures will be constructed. This can be accomplished by working with the department heads to determine when capacity will be reached. There is a tipping point, when infrastructure is examined.

Mayor Pro Tem Dalton asked if the model would tell the City when the Louisville Recreation Center has reached capacity. Mr. Bise confirmed it would be based on the parameters of the model.

Council member Stolzmann voiced her appreciation to TishlerBise and felt they've done excellent work. She felt responding to the Finance Committees question would show the tipping point when a new facility would have to be built.

Council member Keany noted the Finance Committee has looked at this and received public input. He felt real progress has been made. His questions related to whether staff felt certain facilities and staffing were already at capacity. He voiced his appreciation to Mr. Leary for his comments and to Directors Watson and Russ for their work on the model.

Mr. Bise stated they have spent a lot of time working with staff on capacity and some of the numbers have changed.

Mayor Muckle stated he was pleased with the flexibility of the model. He agreed it would be good to have the Finance Committee looking at the model again. He was comfortable with the model.

Mayor Pro Tem Dalton stated his understanding staff would like the Council to approve the model and then the refinements would be completed by the Finance Committee.

City Manager Fleming confirmed the model would provide the assumptions for various scenarios. He was comfortable with the marginal cost fiscal model and going forward with the average cost fiscal model.

Council member Stolzmann stated the key piece of adopting a model is the assumptions, which start in the model. There are two models, a hybrid approach and a marginal approach, but Council has only reviewed one. She felt the assumptions are the crux of the matter. She was comfortable directing staff to continue working on the model, but she was uncomfortable with approving the model.

Mayor Pro Tem Dalton felt the Council is being asked to agree with the structure of the model. The assumptions would be put in later. Council member Lipton was willing to accept the work of the consultant. It would be up to Finance Committee to use the model and provide some analysis for decision making in the future.

City Manager Fleming explained the financial projections for the next 5 years are based on key assumptions, which are made clear to Council. The assumptions are on changes in revenue over the next five years. These assumptions are presented in a summary table every June and during the budget process and Council is asked to confirm the assumptions. If staff is overly optimistic or overly cautious, Council can modify the assumptions. Staff will be able to demonstrate scenarios for the Finance Committee to make sure the approach is correct. When the model is used, the assumptions will be made clear. It was his understanding those assumptions are relatively easy to change.

Council member Loo was comfortable with approving the model. She asked if Council will be able to determine the capacity of facilities and noted that is what the public is concerned about. She asked whether it will be a staff recommendation or will it be a recommendation from the Finance Committee.

Council member Stolzmann stated a large piece of the model is to determine capacities. The model is really two models and Council has only reviewed one model. She stated her understanding was to direct staff to continue with the second model.

Mr. Bise confirmed they are waiting to see if Council is comfortable with the first model before the second model is done.

Council member Stolzmann asked if the model presented is the marginal cost model or the average cost model. Mr. Bise stated it is the marginal cost model.

Council member Stolzmann would be more comfortable with the Finance Committee looking at both models and making a recommendation. Council member Lipton was comfortable with the model and felt the process must be moved along. He accepted Council member Stolzmann's recommendation for Finance Committee review.

COUNCIL DIRECTION: There was Council support for the city-wide marginal cost fiscal model.

**RESOLUTION No. 27, SERIES 2015 – A RESOLUTION AMENDING THE 2015 BUDGET BY AMENDING APPROPRIATIONS IN THE GENERAL FUND, URBAN REVITALIZATION DISTRICT FUND, OPEN SPACE & PARKS FUND, CONSERVATION TRUST – LOTTERY FUND, CEMETERY FUND, HISTORIC PRESERVATION FUND, CAPITAL PROJECTS FUND, WATER UTILITY FUND, WASTEWATER UTILITY FUND, STORMWATER UTILITY FUND, GOLF COURSE, AND FLEET MANAGEMENT FUND FOR CARRY FORWARD OF APPROPRIATIONS AND ADDITIONAL APPROPRIATIONS WITH SUCH FUNDS AND ADJUSTING BUDGETED REVENUE IN THE GENERAL FUND, URBAN REVITALIZATION DISTRICT FUND, OPEN SPACE & PARKS FUND, HISTORIC PRESERVATION FUND, CAPITAL PROJECTS FUND, IMPACT FEE FUND, WASTEWATER UTILITY FUND, STORMWATER UTILITY FUND, GOLF COURSE FUND, AND DEBT SERVICE FUND – PUBLIC HEARING**

Mayor Muckle opened the public hearing and requested a staff presentation.

Finance Director Watson stated Resolution No. 27, Series 2015 proposes a series of amendments to the City's 2015 Operating & Capital Budget. Staff requests these proposed amendments to:

1. Carry-forward unused appropriations from 2014 to 2015 for projects Council approved for 2014 but, for various reasons, staff needed to extend work on the project or purchase into 2015. In other words, staff asks for the unspent budgets for projects not completed, or equipment not purchased, in 2014 to be added to the current 2015 budget. Total carry-forward = +\$10,796,890.
2. Formally adopt other adjustments to the 2015 expenditure budget. These adjustments are for items staff did not anticipate, or were not measureable, at the time Council adopted the original 2015 budget in November of 2014. Staff has previously discussed many of these items with the Council, but they have not been formally incorporated into the City's 2015 expenditure budget. Total other adjustments = +\$23,906,740.
3. Formally adjust the revenue budget to new revenue estimates or for new revenue sources staff did not anticipate, or were not measureable, at the time Council adopted the original 2015 budget in November 2014. Total revenue adjustments = +\$22,588,640.

Fiscal Impact: The Finance Department updated revenue, expenditures and fund balance estimates for all funds based on the proposed budget adjustments in the resolution. The total City-wide reserves are projected to be reduced by \$15.5 Million in 2015. However, all funds are projected to retain adequate levels of fund balance. The Finance Committee approved the proposed amendments and indicated their approval.

City Manager Fleming noted \$10 Million in carryover is a very large amount. Most of the numbers were associated with four different projects: The City Services Facility; The Sludge Handling Project for the Water Treatment Plant, The Core Area Project (URA) and the Golf Course. Some of the issues included: setting a budget based on estimates in March of 2014; projects taking multiple years to finish because of an overlay in the contract and delays in the contract.

## COUNCIL COMMENTS

Council member Keany stated the Finance Committee reviewed a draft version of the 2015 Budget Amendments to Appropriations. He asked if there had been any revisions since the Finance Committee's review. Finance Director Watson explained there were a couple of very minor adjustments made.

Council member Keany stated the Finance Committee have reviewed and recommend City Council approval.

Council member Stolzmann encouraged Council and staff to do a better job next year of forecasting and putting projects in the appropriate year. She felt Council and staff could do a better job on projections and estimates.

Mayor Muckle called for public comment and hearing none, closed the public hearing.

MOTION: Mayor Muckle moved to approve Resolution No. 27, Series 2015, seconded by Mayor Pro Tem Dalton. Roll call vote was taken. The motion carried by a vote of 7-0.

## **2014 AND 2015 CAPITAL IMPROVEMENT PROJECTS UPDATE**

Mayor Muckle requested a staff presentation.

City Manager Fleming explained in conjunction with the Budget amendment, staff prepared comprehensive lists of the status of the major 2014 and 2015 Capital Improvement Projects as of April 1st. The 2014 list includes information about project status. 70 different projects were completed, what was or was not completed, and what is being requested for rollover to 2015. At the beginning of each budget year staff anticipates and works towards the completion of each project, however over the course of the year there are changes to priorities, cost overruns, third party issues, staffing changes and other issues that can delay projects.

This information is formatted to facilitate quarterly updates as the year progresses. Staff completed dozens of significant projects and several projects, specifically the City Services Facility, South Street Gateway Underpass, Sludge Treatment/Handling, Eldorado Intake, Windy Gap Firming, and Core Area [URA] Utility make up the majority of funding that staff asked to be carried forward from 2014 to 2015. The scheduling for

the South Street Gateway, Eldorado Intake, Windy Gap and Core Area Utility projects are highly unpredictable and entirely outside City staff's control, and yet it is still necessary to budget funding for these projects so the City can proceed when other parties are ready to proceed.

#### COUNCIL COMMENTS

Council member Stolzmann suggested the updated document should reflect percentage complete over anticipated complete.

**ORDINANCE No. 1690, SERIES 2015 – AN ORDINANCE AMENDING SECTION 2.32.060 OF THE LOUISVILLE MUNICIPAL CODE REGARDING THE COLLECTION OF MUNICIPAL COURT ASSESSMENTS – 2<sup>nd</sup> Reading – Public Hearing**

Mayor Muckle requested a City Attorney introduction.

City Attorney Light introduced Ordinance No. 1690, Series 2015.

Mayor Muckle opened the public hearing and requested a staff presentation.

City Clerk Varra explained the ordinance proposes to amend the Louisville Municipal Code to provide a provision to allow unpaid parking tickets to be sent to a collection agency. The current code provides that the Court can take no action unless three unpaid parking tickets have been written on the same vehicle. With the popularity of the City's summer events, the number of parking summons has risen. Recent statistics on unpaid parking tickets in 2014 reflect, an 89% increase over 2013. In 2014 there was \$990.00 in unpaid parking tickets.

The proposed collection process would prompt a letter from the Court to the defendant, noting an additional \$15 late fee has been added to the fine. The letter requests the fine and late fee to be paid within 30 days. It also notifies the defendant if the total amount due is not paid, it will be referred to a collection agency where an additional 25% collection fee will be added. If the defendant fails to pay the fine, the case is sent to collection. It is the sole responsibility for the collection agency to collect the amount due. Collected funds are sent to the court on a monthly basis. Several neighboring courts utilize a collection agency for unpaid parking tickets. Both Brighton and Superior have used collection agencies for over ten years.

Staff Recommendation: Staff recommends the City Council approve Ordinance No. 1690, Series 2015.

Municipal Judge Bruce Joss explained parking tickets are decriminalized and there is not much the court can do about collecting parking fines. Parking violations are defined as parking infractions and considered civil matters. This Code amendment will help collect fines on parking tickets.

Mayor Muckle called for public comments and hearing none, closed the public hearing.

MOTION: Council member Loo moved to approve Ordinance No. 1690, Series 2015 on second and final reading, seconded by Mayor Pro Tem Dalton. Roll call vote was taken. The motion carried by a vote of 7-0.

**ORDINANCE No. 1689, SERIES 2015 – AN ORDINANCE REPEALING AND REENACTING CHAPTER 14.16 OF THE LOUISVILLE MUNICIPAL CODE REGARDING SPECIAL EVENTS PERMITS – 2<sup>nd</sup> Reading –Public Hearing**

Mayor Muckle requested a City Attorney introduction.

City Attorney Light introduced Ordinance No. 1689, Series 2015.

Mayor Muckle opened the public hearing and requested a staff presentation. Public Relations Manager Muth explained in 2014, City staff updated the special event permitting process to address the increase in event requests in the City and concerns from residents. Adopting the ordinance would amend the Louisville Municipal Code (LMC) to clarify and codify the existing permitting requirements applicable to special events. Among other things, it clarifies the criteria for denying or revoking a special event permit, as well as the process for appealing those actions. The ordinance includes criteria for denial; revocation and an appeal process.

Fiscal Impact: None. Approval of ordinance would codify the City's current practices.

Staff Recommendation: Staff recommended approving Ordinance No. 1689, Series 2015 on second and final reading.

**COUNCIL COMMENTS**

Mayor Pro Tem Dalton addressed the criteria for denial and asked if this would be something which could come back on the City. City Attorney Light explained it is the permission to use public property and public rights-of-way. In terms of capacity of events, there may be situations where someone is denied when someone in a similar situation is approved. This is permission to use public property for which there is no general right existing outside of the permission. The permission process is a revocable license to engage in activity and does not take on any property interest.

City Manager Fleming stated the ordinance has very specific criteria should there be any denial of application.

Council member Keany stated his understanding some events beneficial to the community have been required to pay large fees. He suggested there be a way to waive fees for certain events.

Public Relations Manager Muth explained through the current process there is a \$200.00 fee, but there is also a process to charge back for police time. Staff is looking at doing that equitably across all the different events.

Council member Keany stated some of the organizations have put on the events the City could not afford to finance. He asked if the City was willing to take on the cost of those events. City Attorney Light explained the ordinance does not establish the fees. Fees will be set by the City Council.

Mayor Muckle called for public comment and hearing none closed the public hearing.

#### COUNCIL COMMENTS

Council member Leh stated his understanding if the Deputy City Manager denies a request the applicant has a right to file a written appeal to the City Manager. But if the City Manager conducts a hearing and denies the request, what is the applicants' recourse. City Attorney Light explained under the ordinance there is no further administrative appeal within the City. The applicant may file his appeal to challenge the decision of the City Manager in the District Court. He explained there is no administrative challenge through the City Council. The time periods are short to advise the applicant so the appeal will be heard in a timely manner.

Council member Leh asked City Attorney Light if this type of structure was typical in other municipalities or are there any City Council appeal processes. City Attorney Light explained in communities the size of Louisville, mid-sized or larger communities it is typically an administrative process through the City Manager or County Manager's office or their designee. In small municipalities they generally have a right to appeal to the elected officials.

MOTION: Mayor Muckle moved to approve Ordinance No. 1689, Series 2015 on second and final reading, seconded by Mayor Pro Tem Dalton. Roll call vote was taken. The motion carried by a vote of 7-0.

**RESOLUTION No. 28, SERIES 2015 – A RESOLUTION DENYING A REZONING, FINAL PLAT, FINAL PLANNED UNIT DEVELOPMENT (PUD), AND SPECIAL REVIEW USE (SRU) FOR THE REDEVELOPMENT OF A 3.9 ACRE PROPERTY WITHIN THE CORE PROJECT AREA OF THE HIGHWAY 42 REVITALIZATION AREA. THE REDEVELOPMENT INCLUDES THE ADDITION OF APPROXIMATELY 19,308 – 23,000 SQ. FT. OF COMMERCIAL SPACE**

Mayor Muckle made the following introductory comments: "This is a public hearing on a land development application for Delo Plaza at 1055 Courtesy Road. The applicant

includes four parts; a Rezoning; a Final Plat; a Final Development Plan and a Special Review Request. The City Council public hearing tonight is on all parts of the application and persons who wish to speak in regard to the application can speak on any aspect of the application as desired. The general order for the hearing will be that of the City Council will first hear a staff presentation, then an applicant presentation, followed by public comments. Public comments will be followed by City Council questions and comments and then by an additional opportunity for public comment prior to any Council action. Persons who wish to speak are asked to fill out a sign-up card and hand it to the City Clerk, seated at the end of the podium, so the clerk has your name and address for the record. Members of the public wishing to speak are asked to limit their comments to three minutes each. Speakers are not required to be sworn in, but are reminded their comments are part of the official record for this proceeding and are recorded. All comments should be directed to the City Council. If you are speaking and have any documents you wish to give to City Council, please give them to the Clerk prior to speaking so they may be distributed and copied if need be. A copy of any document submitted tonight will also be posted at the back of the room.”

City Attorney Light requested the City Council make a formal record of documents related to the public hearing. He requested the City Council by motion formally include in the record of the public hearing the following documents: All application materials submitted by the applicant in connection with the rezoning, final plat, final PUD and Special Review Use applications; all materials included in the City Council packets, consisting of the all the staff communication and all attachments included with that communication; the public hearing notices and proofs of publication and notice for this hearing; all written referral and public comments received regarding the applications; the City’s subdivision and zoning ordinances set forth in titles 16 and 17 of the Louisville Municipal Code, the development standards and guidelines discussed in the staff communication and the City’s Comprehensive Plan.

MOTION: Mayor Muckle opened the public hearing and moved to include into the record all the documents outlined by the City Attorney, seconded by Council member Keany. All were in favor.

Mayor Muckle requested a staff presentation.

Principal Planner McCartney explained at the applicant’s request he would present the draft resolution denying a rezoning, final plat, final PUD and special review use for the property located at 1055 Courtesy Road. The proposed project is known as Downtown East Louisville (DELO) Plaza. It is east of the BNSF Railway, north of Miners Field and west of Highway 42.

Parking Area Purchase and Sale Agreement: The City Council approved the Purchase and Sale Agreement to acquire the .638 acre parcel. The purchase was not binding unless Council approves this plat, PUD and SRU with the following conditions: Cannon

Street is dedicated to the City at no cost to the City; No public land dedication required on Plat; Rezoning Agreement permitting the following: 3 drive-thru's; no two story requirements; no minimum lot coverage (CC); minimum 15' setback (CC); a 5-year reprieve on Industrial uses; no required parking maximum; stormwater in regional facility instead of onsite and site plan shown in Exhibit B would be used as the overall development plan.

Rezoning: The property is currently zoned Industrial. Redevelopment of this parcel requires rezoning to comply with Exhibit A. Request to rezone to CC-Hwy 42 and MU-R-Parking. The purpose of the request is for 23,000 SF of commercial development; 79-space City parking lot and extension of Cannon Street. The zoning complies with Exhibit B of Section 17.14.

Final Plat: The Final Plat creates 4 lots: Lot 1 (27,775 SF or .64-acres) shown on the PUD as a drive thru use. Lot 2 (28,426 SF or .65-acres) shown on the PUD as a drive thru use. Lot 3 (64,639 SF or 1.48-acres) shown with a multi- unit commercial building. Lots 1-3 achieve access from Short and South Street. Lot 4 (27,752 or .64-acres) 79 space municipal parking lot; Cannon Street Right-of-way – DeLo Phase 2 Woonerf. The Block Design complies with MUDDSG. They propose 23,000 SF maximum commercial with two 4,500 SF drive-thru; one 15,000 SF multi-tenant commercial (with drive-thru option). Redevelopment will be complimentary to the surrounding land uses and lend to the pedestrian oriented nature.

Parking: 143 parking spaces are provided, only 77 are required. Additional parking provides flexibility on future land uses and the ability for a parking agreement for adjacent Miner's Field.

Site Plan: Two buildings located along Hwy 42; One multi-use, auto oriented building setback approximately 225 feet from Hwy 42. Staff believes the two buildings along Hwy 42 meet the intent of the MUDDSG. MUDDSG does not prohibit parking between the building and street.

Pedestrian Circulation: Sidewalks are internal and external. Staff recommended the following modification to enhance pedestrian connection: include crosswalk, place sidewalk in the landscape island (if possible).

Signs: Signs must comply with CDDSG. Building Mounted Signs - CDDSG permits 1 SF of sign area per linear foot. All copy shall not exceed 24 inches. The applicant proposes 2 SF of sign area per linear foot. All Copy shall be 30 inches. The proposed building mounted signs do not comply with CDDSG.

Monument signs: 4 monument signs are proposed: Two individual identifiers, 8 feet tall, 45 SF are compliant with CDDSG. One development identifier, 8 feet tall, 100 SF, does not comply with CDDSG in area and number. Development Identifier already provided in DeLo Phase 2. One project identifier, 21 feet tall, (12 feet permitted), 200 SF (60 SF permitted) does not comply with CDDSG. The CDDSG would permit the

following: 1/1 wall sign at 24 inches in height; 3 monument signs 12 feet tall and 60SF in area. Staff did not support the sign waivers as presented.

Landscaping: MUDDSG requires 20% landscape coverage. Applicant is proposing 10% landscape coverage. Staff acknowledges the reduction of landscaping allows for more flexible internal circulation and future land use. Staff required the following: Work with the City Forester and Parks Project Manager to save as many trees as possible. Staff also required the parking on the east, along Hwy 42 be removed and replaced with a landscape buffer. This will increase the overall landscaping by 3,500 SF or 3% over the entire property.

Architecture and Building Design: 35 feet is allowed, 26'3" proposed. Two stories are allowed to promote mixed use on top, one-story is proposed.

Special Review Use: This property is proposed to be used as City parking lot. Staff believed the criterion of the Special Review Use has been met.

Waivers: Staff supported the site plan waivers as long as the parking along Hwy 42 is removed and replaced with landscaping and an east/west pedestrian connection is created. Staff did not support the sign waivers. Staff supported the parking waiver if the applicant agrees to a parking agreement for Miner's Field and replaces Hwy 42 parking with landscaping/tree preservation.

Recommendation: Staff recommended approval of the requested rezoning, final plat, final PUD and SRU for DELO Plaza, with the six conditions prior to recordation of the plat at Planning Commission. The applicant did not accept staff conditions at that meeting. The Planning Commission reviewed the application without conditions on March 12th. The Planning Commission concluded the proposed PUD was not compatible with surrounding designs and neighborhoods, nor was it designed or oriented toward the pedestrian and denied the request.

City Council's three options following completion of its public hearing on the proposal are as follows:

1. Deny the application;
2. Approve the application;
3. Approve the application with conditions; or
4. Remand the application to the Planning Commission.

If City Council chooses to remand the proposal to the Planning Commission, a public hearing will be scheduled for June 11<sup>th</sup>. If Council chooses to deny the project or approve the project, staff requested the City Council direct staff to prepare a draft resolution of denial, or approval for Council consideration and continue the public hearing to a future meeting date.

## APPLICANT PRESENTATION

Justin McClure, RMCS, Inc. explained he is representing the TEBO property owner in the land use application. He is presenting the application on behalf of the owner, Mr. Tebo, and as a financial investor and as the DELO developer. He stated through the TIF process this is a clear benefit to the public infrastructure for all of DELO. It also provides a benefit to the Louisville Revitalization Commission and the City of Louisville. He noted the closing on the Cannon Street right-of-way extension is tomorrow.

He reviewed the subject property through photos taken in December of 2010. He referred to the Planning Commission action and concurred the proposal did not qualify. He explained there are two other components: the references to FasTracks and the pedestrian friendly oriented development. When the City lost FasTracks, it was no longer an amenity, and became an auto oriented development in the interim.

He reviewed the TEBO proposal and stressed the importance of getting the property improved. He addressed the conditions set forth by staff, which was not accepted by the applicant prompting the Planning Commission denial of the application. The applicant has since accommodated all the conditions. The developers are doing their best to exceed the conditions and are working with the staff. They have made adjustments to the parking and increased the landscape buffer. He noted there are benefits of retail sales and impacts to the TIF district in terms of property value with redevelopment.

MOTION: Mayor Muckle moved the applicant's PowerPoint presentation be included in the record, seconded by Council member Stolzmann. All were in favor.

## PUBLIC COMMENTS

Michael Menaker, 1827 W. Choke Cherry Drive, Louisville, CO asked if the original conditions, which went to the Planning Commission, are now agreed upon by the applicant. It was confirmed by staff and the applicant. He commented on the round table discussion on designing retail spaces and noted all the businesses the City has lost in the past. He concluded the City does not do parking or signage very well. He recommended the Council direct staff to draft a resolution of approval, with the original conditions for Council consideration. He felt this project brings in sales tax revenue.

John Leary, 1116 LaFarge Avenue, Louisville, CO stated from 10 – 15 years of observation, this process has become a series of contradictions. The issue is a conflict between ideologies and MUDDSG Guidelines and market reality. The whole issue with the Planning Commission was whether the project was auto orientated or whether it should be integrated with the DELO residential development. The history of market studies depicts this area as highway commercial. When the market analysis was done for TIF generation, it was made clear it was highway oriented and there would be no way to support it internally as a mixed-use project. Should Council rely on MUDDSG

guidelines, ideology or the developer's market knowledge. He felt it comes down to the reality of the situation. He agreed there are items to be fixed. He asked if the purpose is the development of the commercial site from Hwy 42 or whether it will be integrated into the DELO property.

Michael Menaker, 1827 W. Choke Cherry Drive, Louisville, CO concurred.

## COUNCIL COMMENTS

Mayor Muckle felt the development meets a lot of the City's original goals. It was originally envisioned in the mixed guidelines with two story buildings. He suggested the property owners have access to the back of the buildings. He felt the walking path along the parking lot and the landscaping creates an internal feeling. He supported staff bringing back the resolution for approval. Council member Loo concurred.

Council member Lipton addressed the McCaslin Blvd retail and noted they had good intentions but the building orientation did not work. He felt there has to be visibility and access from Hwy 42 to support the businesses otherwise the same mistake will occur. He supported remanding the application back to the Planning Commission.

Council member Stolzmann asked why the entire property cannot be zoned MUCC.

Principal Planner McCartney explained staff requested the applicant mirror exactly what was established in Exhibit A (CC zoning along an alley break between what is considered MU-R (Parking lot). Planning and Building Safety Director Russ explained if the entire property were zone MUCC, Exhibit A would have to be modified.

Council member Stolzmann addressed the waivers and asked if they are calculated on the entire property or just Lots 1, 2 and 3. Principal Planner McCartney confirmed they are for Lots 1, 2 and 3.

Council member Stolzmann agreed with Council member's comments. She did not want to remand the application back to the Planning Commission and requested Council go through each and every condition. She asked about the excess parking. Planning and Building Safety Director Russ explained with the excess parking proposed there was an opportunity for a public benefit in exchange for waivers.

Council member Stolzmann was not in favor of the parking agreement, but would agree to waivers in exchange for parking behind the facilities. She opposed the condition because it required City reimbursement and on-going cost to reimburse. She would rather allow the building signs as requested, but not the monument signs. She noted this is the final PUD and Council should ensure it is the best plan.

Mayor Pro Tem Dalton favored Council directing staff to bring back a resolution of approval for this project. He advised against the vegetation around the buildings facing Hwy 42 and suggested those buildings be readily seen from Hwy 42. He noted the McCaslin Blvd retail mistake should not be repeated.

Council member Lipton did not understand why the Council was not using the Planning Commission's expertise to further review the application and why Council would go around the Planning Commission to do the work themselves. He noted the Council relies on the Planning Commission for their recommendation and recommended Council send a message on their philosophy and expectations, which would provide guidance to the Planning Commission and staff. He felt the Planning Commission was on the wrong page and Council should get everyone together in the process.

Planning and Building Safety Director Russ strongly discouraged design on the dais. If Council wants a resolution of approval, staff recommends the June 2, 2015 City Council meeting to have the drawings reviewed by Public Works and Parks. Staff has already coordinated the possibility with the Parks Director and Public Works Director. There are items of conditions, particularly site grading, which Public Works is prepared to review and provide feedback. He noted the comments in the review were not just from the Planning Department. He stated there is a lot of engineering and design, which has to be reviewed by Parks and the Public Works Division once the drawings are updated.

Council member Keany inquired about the timeframe should Council remand the application back to Planning Commission. Principal Planner McCartney stated it would be reviewed at the June 11<sup>th</sup> Planning Commission meeting and brought back before Council on July 14<sup>th</sup>. First reading could be June 9<sup>th</sup> and second reading on the 28<sup>th</sup> of July.

Council member Keany asked Mr. McClure how the timing of the meetings affects the marketing of the property at the ICSC Conference. Mr. McClure stated if a resolution of approval was presented to Council on June 2<sup>nd</sup> they could represent at ICSC on May 16<sup>th</sup> the project is on track for approval as opposed to uncertainty in the process. He felt remanding the application back to the Planning Commission would be a different conversation.

Planning and Building Safety Director Russ reviewed the conditions of approval. He noted the applicant's responses do not necessarily match the conditions of approval. He reviewed the conditions as follows:

1. The City and the applicant shall develop a shared parking agreement for the private surface parking lot for the events at Miners' Field and larger downtown special events. The applicant's response: Agreed, however such agreement will include upfront capital reimbursements and ongoing costs and will be limited amount of spaces in a limited area.

Planning and Building Safety Director Russ explained this is excluding the parking lot. This property is directly across from Miner's Field. He stressed the need for a staff review of the applicant's response. Staff's intent is not to have capital reimbursement or ongoing costs. He asked if Council is interested in a shared parking agreement.

Council member Stolzmann voiced her preference the City not pay for the City Parking lot. It would be a public benefit, which would grant waivers. She did not see a shared parking agreement as a public benefit. Planning and Building Safety Director Russ explained the shared parking agreement would be beyond the purchase. It is for parking in the back.

Council member Loo asked if the shared agreement is for parking off Hwy 42. Planning and Building Safety Director Russ confirmed. Council member Loo voiced her support.

2. All signs, including any monument sign, shall comply with Chapter 7 of the CDDSG, as well as Section 17.24 of the LMC, including a 10 ft. setback from right-of-way. The applicant's response: Agreed, except that the development shall be granted a minimum of three individual monument signs (with multiple panels) at a height of 12'.

Planning and Building Safety Director Russ noted the problems along McCaslin Blvd are the font size and the text is actually smaller than what the CDDSG allows. The sign in the application is twice of what is allowed in the CDDSG. He asked for Council direction on the request for signage.

Council member Keany stated his understanding the applicant agrees to comply with the sign guidelines, therefore there is no issue. Planning and Building Safety Director Russ explained the applicant is requesting three monument signs up to 12'. Principal Planner McCartney explained there can be one sign per building. They would be allowed three monument signs 12' feet, 60 SF in size.

3. The applicant shall continue to work with Public Works on addressing the comments shown in the February 11, 2015 memo. Applicant's response: Agreed.
4. The proposed sidewalks shall match the sidewalk design included in the Highway 42 Plan. Applicant's response: Agreed.
5. Because the Highway 42 sidewalk is required, the applicant shall modify the landscape sheets prior to recordation to remove the parking stalls, located along Highway 42, and be replaced with the landscaping in compliance with the MUDDSG. The applicant shall also include an east/west sidewalk connecting Highway 42 to the larger commercial building, via a sidewalk located within a landscape island. Applicant's response: Agreed per the Site Exhibit below. Due

to the decrease in available parking for the Development, the developer, its tenants and their employees and customers shall have the unrestricted use of the parking lot to the west of the development at no cost. The parking lot is to be constructed at the cost of Louisville.

Planning and Building Safety Director Russ addressed the midblock sidewalk and explained the City is aggressively working with the Northwest Mobility Study on a transit route along Highway 42. They are looking at the stop in association with the South Street signal, which would be on Highway 42. The midblock sidewalk will service public transit. He addressed the landscaping and noted the application has 14% less landscaping than the All State Building on McCaslin Blvd.

Mayor Pro Tem Dalton explained he was referring to landscaping, which will eventually be a barrier to the buildings. Planning and Building Safety Director Russ confirmed Council direction for specific plant selection and visibility of the sign. He noted there is a difference between what staff recommended and what the applicant presented. Staff has tried to create a balance and the applicant has agreed. He revisited Condition #3 and explained the reason for this condition was the applicant proposed grading away from the regional detention pond in order to avoid paying his full portion of the pond maintenance. The City Engineer required the grading provide drainage into the regional detention pond. The applicant has agreed to re-grade the site.

Mr. McClure explained it was not an intentional effort to distract water away from the future Highway 42 Regional Detention Pond. Mr. McClure and Mr. Tebo had discussions about minimizing future maintenance costs. If less water is put into the pond, theoretically there would be less of a maintenance contribution. The highpoint of the site is the centerline of the property and the applicant did not want to alter the grade if he did not have to. Half of the drainage would be to the south, however the applicant will comply. There will be a \$70,000 cost for stormwater infrastructure and an increase in the cost for the maintenance of the pond.

6. Staff requests the applicant preserve as many of the existing trees as possible. The applicant shall work with the City Forester and Parks Project Manager, at time of construction drawings, to determine which trees may be preserved.  
Applicant's response: Agreed.

## COUNCIL COMMENTS

Mayor Muckle addressed the applicant's response to Condition #5 relative to access to the City parking lot on the west side. Mr. McClure explained staff requested parking mitigation or reductions in association with Highway 42 and reduced parking in the back of properties to allow for additional landscaping buffers. There are 225 to 235 parking spaces coming into downtown. The developer is interested in negotiating an equitable agreement to allocate and share those spaces to benefit the City and Mr. Tebo's future development. Planning and Building Safety Director Russ explained the primary need for the parking lot is for downtown evening and special events.

Council member Keany inquired whether buildings' elevation would be brought back for Council approval. Planning and Building Safety Director Russ explained Council would approve the building elevations in the PUD approval process.

Council member Keany requested the west side of the building not be a plain block monolith building and have some architectural character because it will be facing a public area.

Council member Stolzmann stated when this application comes back to Council she wanted to see the signage presented exactly how they propose the signs to look. Planning and Building Safety Director Russ credited the applicant and noted on the first submittal the LRC and staff provided very clear comments. The applicant then did significant modifications.

Council member Leh addressed the process and voiced his hope this proposal would not set a precedence for the future. He was willing to support the six conditions.

Mayor Muckle concurred with Council member Keany's comments relative to the architectural character of the buildings.

MOTION: Mayor Muckle moved Council direct staff to draft a resolution of approval, taking into account all of Council's direction, for the June 2, 2015 meeting, seconded by Mayor Pro Tem Dalton.

City Attorney Light explained the zoning application is approved by ordinance, which requires two readings. Council has the option for first reading on June 2<sup>nd</sup>, or to have first reading of the ordinance May 19<sup>th</sup> and have everything queued up for second reading on June 2<sup>nd</sup>. There was Council consensus for second reading on June 2<sup>nd</sup>.

City Attorney Light offered the following friendly amendment: The City Council continue the public hearing on the proposed rezoning, final plat, final PUD and Special Review Use for redevelopment of 1055 Courtesy Road to June 2, 2015 and staff be directed to prepare for such meeting, a draft resolution of approval with conditions and well as an ordinance for approval of the rezoning with the rezoning ordinance to be scheduled for second reading on June 2<sup>nd</sup>. Mayor Muck and Mayor Pro Tem Dalton accepted the amendment.

MOTION: Mayor Muckle restated his motion to reflect the City Attorney's friendly amendment, seconded by Mayor Pro Tem Dalton. All in favor.

Council member Loo left the meeting at 10:52 p.m.

**GRAIN ELEVATOR FINAL PLAT, FINAL PLANNED UNIT DEVELOPMENT,  
SPECIAL REVIEW USE, AND LANDMARK – REQUEST CONTINUANCE TO  
5/19/2015**

MOTION: Mayor Muckle moved to continue this matter to the May 19, 2015 City Council meeting, seconded by Mayor Pro Tem Dalton. All were in favor.

**ORDINANCE No. 1692 , SERIES 2015 – AN ORDINANCE AMENDING TITLE 17 OF  
THE LOUISVILLE MUNICIPAL CODE TO DEFINE LIVE-WORK USES AND ALLOW  
THEIR DEVELOPMENT IN THE MIXED USE ZONE DISTRICTS AND DOWNTOWN  
LOUISVILLE – 1<sup>st</sup> Reading – Set Public Hearing 05/19/2015**

Mayor Muckle requested a City Attorney introduction.

City Attorney Light introduced Ordinance No. 1692, Series 2015. He noted this ordinance proposes to amend Title 17 of the Zoning Code and requires a 15 day notice. He recommended the public hearing be set for June 2, 2015.

MOTION: Mayor Muckle moved to approve Ordinance No.1691, Series 2015 on first reading, send it out for publication and set a public hearing for June 2, 2015, seconded by Council member Mayor Pro Tem Dalton. All were in favor. Absent: Council member Loo

**ORDINANCE No.1692, SERIES 2015 – AN ORDINANCE FOR THE REGULATION  
OF TRAFFIC BY THE CITY OF LOUISVILLE, COLORADO; AMENDING CERTAIN  
SECTIONS OF THE LOUISVILLE MUNICIPAL CODE CONCERNING FLASHING  
YELLOW SIGNALS AND DRIVING THROUGH PRIVATE PROPERTY – 1<sup>st</sup> Reading –  
Set Public Hearing 05/19/2015**

Mayor Muckle requested a City Attorney introduction.

City Attorney Light introduced Ordinance No. 1692, Series 2015.

MOTION: Mayor Muckle moved to approve Ordinance No. 1691, Series 2015 on first reading, send it out for publication and set a public hearing for May 19, 2015, seconded by Mayor Pro Tem Dalton. All were in favor.

**CITY ATTORNEY’S REPORT**

City Attorney Light clarified the closing of the property referred to by Mr. McClure related to the contract the City has to purchase for a parking lot. There is a provision in the contract, which contemplates the Cannon Street right-of-way would be platted by this plat. It does not preclude RMCS or TEBO closing on the right-of-way to convey the property to the City. According to the subdivision code this right-of-way property does not require a plat if it is to be given to the City.

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

Council member Stolzmann addressed the Coal Creek Golf Course and noted the Men's Club and several golf members have expressed concern with the way the City has decided to restart the Peak Players Program once the golf course reopens. She suggested Council discuss this at a future meeting.

**ADJOURN**

MOTION: Mayor Muckle moved for adjournment, seconded by Council member Keany. All were in favor. The meeting adjourned at 11:00 p.m.

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Robert P. Muckle, Mayor

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Nancy Varra, City Clerk

**SUBJECT: APPROVAL OF SHORETEL TELEPHONE PROCUREMENT**

**DATE: MAY 19, 2015**

**PRESENTED BY: CHRIS J. NEVES, INFORMATION TECHNOLOGY**

**SUMMARY:**

The City’s NEC telephone system is over 12 years old and has been off warranty and support since 2010. The technology in the NEC telephone system is outdated and the switch and all components are overdue for replacement. Staff is challenged with keeping the current NEC system online and operational due to the lack of replacement parts and qualified service technicians to support the hardware and configuration. The current NEC telephone system cannot accommodate the expansion required to support the new City Services facility and the Coal Creek Golf Course.

In 2014, staff moved up IT Strategic Initiative Q “Telephone System Replacement”, originally scheduled for fiscal year 2016, to 2015, and began researching options to replace the current analog NEC system. Staff identified Shoretel as the most cost effective and simple Voice-over-IP (VOIP) system on the market today for a municipality Louisville’s size. Shoretel can be purchased with special state contract pricing on the MiCTA State Contract through the MiCTA preferred authorized Colorado vendor, OCx Network Consultants. OCx supports Shoretel for multiple municipal clients on the Front Range including the City of Lafayette, the City of Arvada, City of Lakewood and Larimer County. The City of Louisville is a member of MiCTA.

A VOIP system communicates via standard data network switching and will allow the City to fully leverage its investment in fiber connectivity between sites and turn off 3 leased point-to-point T1 circuits currently being utilized for analog voice traffic. This will save \$922/month (\$11,000/year). In addition to the cost savings and the easier management and inherent redundancy of the Shoretel system, a VOIP system will also be more flexible when performing system adds, moves and changes for all City sites including the new City Services facility and the Coal Creek Golf Course.

**FISCAL IMPACT:**

The Shoretel VOIP system city-wide under MiCTA state contract pricing is as follows:

<b>Description</b>	<b>Cost</b>
Hardware/Software Investment.....	\$98,694.35
Partner Support (1 Year).....	\$7,826.50
Installation (OCx).....	\$12,000.00
Shipping.....	\$692.66
Contingency for Additional Licensing...	\$4,500.00
<b>GRAND TOTAL</b>	<b>\$123,713.51</b>

**SUBJECT: APPROVAL OF SHORETEL TELEPHONE PROCUREMENT**

**DATE: MAY 19, 2015**

**PAGE 2 OF 2**

The 2015 budget includes \$125,000 in the Capital Projects Fund for replacement of the City's NEC telephone system.

Installing the Shoretel VOIP telephone system will reduce the City's operating costs by about \$11,000 annually by enabling the City to terminate 3 point-to-point T1 circuits leased with Centurylink at a cost of \$922/month total.

**RECOMMENDATION:**

Staff recommends approving the purchase of a new Shoretel Voice-over-IP (VOIP) telephone system to replace the City's NEC Telephone System.

**ATTACHMENTS:**

1. OCx Shoretel MiCTA Quote



1150 Delaware St. | Denver, CO 80204 | (303) 325-9700 Main | (866) 575-7252 Fax

# QUOTE

Sold to:	City of Louisville Chris J Neves 749 Main Street Louisville, CO 80027 Phone: (303) 335-4568
----------	---

Ship to:	(Equipment will be shipped to "Sold to" Address at left, unless otherwise specified here)
ATTN:	

Customer PO #	
Sales Rep	Trinh Pham
Date	5/8/15
Quote	7091

SKU	Description	LIST Price	Qty	Discount	Ext. Price
<b>City Hall</b>					
10261	ShoreGear 220T1 - 1U half width, Max Capacities - 1 T1, 220 IP phones, 0 analog exts, 0 LS trunks, 0 universal ports. When digital trunk capacity is reached, IP phone capacity is still 100. Requires one Tray (SKU 10223) for every two units.	\$5,995.00	1	35%	\$3,896.75
10321	ShoreGear 24A - 1U full width, Max Capacities - 24 Analog extensions. No IP Phone or trunk support. (requires ShoreTel 8 or later)	\$2,995.00	1	35%	\$1,946.75
10260	SPARE ShoreGear 90 - 1U half width, Max Capacities - 90 IP phones, 4 Analog exts, 8 LS trunks, 0 Universal ports. Not all maximum capacities can be reached at the same time. Requires one Tray (SKU 10223) for every two units.	\$2,995.00	1	35%	\$1,946.75
30035	Extension & Mailbox License	\$200.00	60	35%	\$7,800.00
40005	Personal Access License	\$0.00	60	35%	\$0.00
30039	Extension-only License	\$140.00	9	35%	\$819.00
10496	ShoreTel IP Phone - IP480	\$299.00	60	35%	\$11,661.00
10368	ShorePhone IP655 w/ Anti-Glare	\$749.00	5	35%	\$2,434.25
10401	Satellite Microphones for ShoreTel IP Phone 655, Qty 2	\$195.00	5	35%	\$633.75
10223	ShoreGear Rack Mount Tray	\$95.00	1	0%	\$95.00
OCx - Misc	OCx - Misc Cabling	\$225.00	1	0%	\$225.00
<b>City Hall Subtotal</b>					<b>\$31,458.25</b>

Quotes are valid for 14 days from date of quote, unless otherwise specified. Tax and shipping are not included in quote, but will appear on your final invoice. Returns must be factory sealed, and may be subject to a 15% restocking fee. Shipping fees are non-refundable. New customers are required to provide a 50% deposit due at time of order.. A late charge will apply after 30 days. PLEASE NOTE: THIS PRICING IS CONFIDENTIAL.



SKU	Description	LIST Price	Qty	Discount	Ext. Price
<b>Library</b>					
10259	ShoreGear 50 - 1U half width, Max Capacities - 50 IP phones, 2 Analog exts, 4 LS trunks, 0 Universal ports. Not all maximum capacities can be reached at the same time. Requires one Tray (SKU 10223) for every two units.	\$1,995.00	1	35%	\$1,296.75
30035	Extension & Mailbox License	\$200.00	25	35%	\$3,250.00
40005	Personal Access License	\$0.00	25	35%	\$0.00
30039	Extension-only License	\$140.00	4	35%	\$364.00
30044	Additional Site License	\$495.00	1	35%	\$321.75
10496	ShoreTel IP Phone - IP480	\$299.00	25	35%	\$4,858.75
10368	ShorePhone IP655 w/ Anti-Glare (Requires ShoreTel 11.1 or later)	\$749.00	2	35%	\$973.70
10401	Satellite Microphones for ShoreTel IP Phone 655, Qty 2	\$195.00	2	35%	\$253.50
10223	ShoreGear Rack Mount Tray Gen4	\$95.00	1	0%	\$95.00
OCx - Misc	OCx - Misc Cabling	\$225.00	1	0%	\$225.00
<b>Library Subtotal</b>					<b>\$11,638.45</b>

<b>City Shops</b>					
10260	ShoreGear 90 - 1U half width, Max Capacities - 90 IP phones, 4 Analog exts, 8 LS trunks, 0 Universal ports. Not all maximum capacities can be reached at the same time. Requires one Tray (SKU 10223) for every two units.	\$2,995.00	1	35%	\$1,946.75
30035	Extension & Mailbox License	\$200.00	15	35%	\$1,950.00
40005	Personal Access License	\$0.00	15	35%	\$0.00
30039	Extension-only License	\$140.00	3	35%	\$273.00
30044	Additional Site License	\$495.00	1	35%	\$321.75
10496	ShoreTel IP Phone IP480	\$299.00	15	35%	\$2,915.25
10368	ShorePhone IP655 w/ Anti-Glare	\$749.00	1	35%	\$486.85

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SKU	Description	LIST Price	Qty	Discount	Ext. Price
10401	Satellite Microphones for ShoreTel IP Phone 655, Qty 2	\$195.00	1	35%	\$126.75
10223	ShoreGear Rack Mount Tray Gen4	\$95.00	1	0%	\$95.00
OCx - Misc	OCx - Misc Cabling	\$225.00	1	0%	\$225.00
<b>City Shops Subtotal</b>					<b>\$8,340.35</b>

**WWTP**

10320	ShoreGear 30 - 1U half width, Max Capacities - 30 IP phones, 2 Analog exts, 2 LS trunks, 0 Universal ports. Not all maximum capacities can be reached at the same time. Requires one Tray (SKU 10223) for every two units.	\$1,595.00	1	35%	\$1,036.75
30035	Extension & Mailbox License	\$200.00	5	35%	\$650.00
40005	Personal Access License	\$0.00	5	35%	\$0.00
30039	Extension-only License	\$140.00	1	35%	\$91.00
30044	Additional Site License	\$495.00	1	35%	\$321.75
10496	ShoreTel IP Phone - IP480	\$299.00	5	35%	\$971.75
10223	ShoreGear Rack Mount Tray Gen4	\$95.00	1	0%	\$95.00
OCx - Misc	OCx - Misc Cabling	\$225.00	1	0%	\$225.00
<b>WWTP Subtotal</b>					<b>\$3,391.25</b>

**NWTP**

10320	ShoreGear 30 - 1U half width, Max Capacities - 30 IP phones, 2 Analog exts, 2 LS trunks, 0 Universal ports. Not all maximum capacities can be reached at the same time. Requires one Tray (SKU 10223) for every two units.	\$1,595.00	1	35%	\$1,036.75
30035	Extension & Mailbox License	\$200.00	11	35%	\$1,430.00
40005	Personal Access License	\$0.00	11	35%	\$0.00
30039	Extension-only License	\$140.00	1	35%	\$91.00
30044	Additional Site License	\$495.00	1	35%	\$321.75

Quotes are valid for 14 days from date of quote, unless otherwise specified. Tax and shipping are not included in quote, but will appear on your final invoice. Returns must be factory sealed, and may be subject to a 15% restocking fee. Shipping fees are non-refundable. New customers are required to provide a 50% deposit due at time of order.. A late charge will apply after 30 days. PLEASE NOTE: THIS PRICING IS CONFIDENTIAL.



SKU	Description	LIST Price	Qty	Discount	Ext. Price
10496	ShoreTel IP Phone - IP480	\$299.00	11	35%	\$2,137.85
10223	ShoreGear Rack Mount Tray Gen4	\$95.00	1	0%	\$95.00
OCx - Misc	OCx - Misc Cabling	\$225.00	1	0%	\$225.00
<b>NWTP Subtotal</b>					<b>\$5,337.35</b>

PD					
10229	ShoreGear 220T1A - 1U half width, Max Capacities - 1 T1, 220 IP phones, 4 Analog exts, 2 LS trunks, 0 Universal ports. When digital trunk capacity is reached, IP phone capacity is still 70. Requires one Tray (SKU 10223) for every two units.	\$6,495.00	1	35%	\$4,221.75
30035	Extension & Mailbox License	\$200.00	50	35%	\$6,500.00
40005	Personal Access License	\$0.00	50	35%	\$0.00
30040	Mailbox-only License	\$90.00	15	35%	\$877.50
30044	Additional Site License	\$495.00	1	35%	\$321.75
10496	ShoreTel IP Phone - IP480	\$299.00	42	35%	\$8,162.70
10368	ShorePhone IP655 w/ Anti-Glare	\$749.00	4	35%	\$1,947.40
10401	Satellite Microphones for ShoreTel IP Phone 655, Qty 2	\$195.00	4	35%	\$507.00
10223	ShoreGear Rack Mount Tray Gen4	\$95.00	1	0%	\$95.00
OCx - Misc	OCx - Misc Cabling	\$225.00	1	0%	\$225.00
<b>PD Subtotal</b>					<b>\$22,858.10</b>

Rec Center					
10259	ShoreGear 50 - 1U half width, Max Capacities - 50 IP phones, 2 Analog exts, 4 LS trunks, 0 Universal ports. Not all maximum capacities can be reached at the same time. Requires one Tray (SKU 10223) for every two units.	\$1,995.00	1	35%	\$1,296.75
30035	Extension & Mailbox License	\$200.00	26	35%	\$3,380.00
30039	Extension-only License	\$140.00	1	35%	\$91.00

Quotes are valid for 14 days from date of quote, unless otherwise specified. Tax and shipping are not included in quote, but will appear on your final invoice. Returns must be factory sealed, and may be subject to a 15% restocking fee. Shipping fees are non-refundable. New customers are required to provide a 50% deposit due at time of order.. A late charge will apply after 30 days. PLEASE NOTE: THIS PRICING IS CONFIDENTIAL.



SKU	Description	LIST Price	Qty	Discount	Ext. Price
30044	Additional Site License	\$495.00	1	35%	\$321.75
10496	ShoreTel IP Phone - IP480	\$299.00	26	35%	\$5,053.10
10223	ShoreGear Rack Mount Tray Gen4	\$95.00	1	0%	\$95.00
OCx - Misc	OCx - Misc Cabling	\$225.00	1	0%	\$225.00
<b>Rec Center Subtotal</b>					<b>\$10,462.60</b>

**Golf Course**

10320	ShoreGear 30 - 1U half width, Max Capacities - 30 IP phones, 2 Analog exts, 2 LS trunks, 0 Universal ports. Not all maximum capacities can be reached at the same time. Requires one Tray (SKU 10223) for every two units.	\$1,595.00	1	35%	\$1,036.75
30035	Extension & Mailbox License	\$200.00	10	35%	\$1,300.00
40005	Personal Access License	\$0.00	10	35%	\$0.00
30039	Extension-only License	\$140.00	1	35%	\$91.00
30044	Additional Site License	\$495.00	1	35%	\$321.75
10384/ 55136	Starter Kit : IP 930D DECT Phone - Includes Base, Handset & Charger - Included FREE OF CHARGE, if system is ordered before June 30th, 2015	\$599.00	1	35%	\$389.35
10496	ShoreTel IP Phone - IP480	\$299.00	9	35%	\$1,749.15
10223	ShoreGear Rack Mount Tray Gen4	\$95.00	1	0%	\$95.00
OCx - Misc	OCx - Misc Cabling	\$225.00	1	0%	\$225.00
<b>Golf Course Subtotal</b>					<b>\$5,208.00</b>

**Support, Services, and Misc**

94111	Partner Support - No Phones Coverage (1 Year)	\$7,826.50	1	0%	\$7,826.50
OCx - Install	OCx - Installation	\$12,000.00	1	0%	\$12,000.00
Shipping	Estimated Shipping via UPS Ground	\$692.66	1	0%	\$692.66

Quotes are valid for 14 days from date of quote, unless otherwise specified. Tax and shipping are not included in quote, but will appear on your final invoice. Returns must be factory sealed, and may be subject to a 15% restocking fee. Shipping fees are non-refundable. New customers are required to provide a 50% deposit due at time of order.. A late charge will apply after 30 days. PLEASE NOTE: THIS PRICING IS CONFIDENTIAL.



Sold to: City of Louisville

Quote #: 7091 | Page 6 of 6

# QUOTE

SKU	Description	LIST Price	Qty	Discount	Ext. Price
Budget	TBD: Budget for incidental licenses and materials required during installation	\$4,500.00	1	0%	\$4,500.00

**Support, Services, and Misc Subtotal \$25,019.16**

To purchase this quote, please sign and date below:

**QuoteTotal: \$123,713.51**

Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

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

Quotes are valid for 14 days from date of quote, unless otherwise specified. Tax and shipping are not included in quote, but will appear on your final invoice. Returns must be factory sealed, and may be subject to a 15% restocking fee. Shipping fees are non-refundable. New customers are required to provide a 50% deposit due at time of order.. A late charge will apply after 30 days. PLEASE NOTE: THIS PRICING IS CONFIDENTIAL.



## ShoreTel Implementation Plan

**OCx NETWORK CONSULTANTS, LLC**

1150 Delaware Street, Denver, CO 80204

**Office** 303.325.9700

**Toll Free** 800.281.8394

**Fax** 303.325.9701

[ocxnet.com](http://ocxnet.com)

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# Stage 1 - Knowledge Transfer

## Project Site

OCx Networks leverages the use of an online project tool called Teamwork. This tool allows all members of your team to access a website which will allow you to log in to the tool and see all updates and progress in regards to your current project. Members of the OCx Staff, Customer Staff and other people important to the project will have protected access. Each and every member of the project will have abilities to update the project based on tasks they have completed, check for status on upcoming tasks and see a realtime view of project updates. The project site will be live after a purchase order is created and members of the OCx team will begin populating the project with information and tasks.

## Information Gathering

Once OCx has been awarded an opportunity, we begin working on what we call the knowledge transfer. This allows us to better understand your current environment so that we can be best prepared for your implementation. This stage of the implementation is mostly front loaded with assistance that we will need from Customer. When available we like to allot for about 2 weeks of time to complete these events. Below is a high level list of events that will take place during the information gathering period.

## Telecom

- Information on current telecom provisions. OCx Networks will ask Customer to put an Letter of Agency (LOA) in place on our behalf. This allows us to call your carriers and get the necessary information that we need on your behalf. We will also use this LOA to pull a Customer Service Record (CSR). This CSR will tell us all the numbers that you own, we will double check and test those numbers making sure that we identify exactly what happens when they are called. Going through this process leaves no stone unturned, and no surprises on the Go Live date.

- Check PRI type
- Identify Direct Inward Dial Numbers (DIDs) on those PRI's
- Verify Signaling Protocol Used
- Identify Digit Translation - Digits Received
- Check Timing on the PRI

## Network Information

- Below is a list of items we will need to understand and verify when it comes to your data network.

- Understand VLAN information (If any)
- If VLANs, making sure they are untagged for ShoreTel servers and voice switches.
- ShoreTel has a few port requirements to consider, we will communicate this to you.

- Communicate the need for Spanning Tree to be turned off.
- There is also information that we will request from Customer during the information gathering stage in regards to network information.
  - Static IP's available for ShoreTel Server and Voice Switches
  - DHCP Server Scope
  - Verifying the integration with the mail server. This is an important step for Unified Communications (UC), during the implementation process we will ensure proposer mail relay and be sure that mail is exchanged between ShoreTel and the existing environment.
  - Discuss e-mail delivery - Exchange or SMTP send.

## End User Information

- Understanding the end users, their environment and the enhancements they are looking to leverage for productivity enhancements is one of the most important steps during a ShoreTel implementation. During the information gathering stage there is a lot of information that we will request on each of the end users. Below is a list of information that we will request in regards to end user information.
  - OCx Networks will begin gathering the accurate end user information necessary to program users into the system. This includes accurate spelling of first and last name, identify extension and mailbox, DID, type of phone they will receive, location of that user, e-mail information and cell phone number (if applicable)
  - We will request an Excel Spreadsheet with all the appropriate information be filled out, however, if Customer has a working document that provides us with this information we can use that and transfer to the import tools that we use.
  - General Discussions on end user configurations. We take this opportunity to go over all the features in ShoreTel and really hone in on the features that we will want to pass on to the end users.
  - During these discussions we will often decide to pre-program end users cell phones into ShoreTel so that they are all setup to begin using mobility features like "Find Me" or "Additional Phones."
  - We will also identify what feature buttons that we may program on their handsets. I believe in past conversations your Attorneys' were interested in recording their own conversations, if this is the case we will program a button on their handset so that they can record their calls on demand.
  - Identifying end user permissions, LD account codes (if any) and dialing restrictions will also be discussed while gathering end user information.

- We will also want to have a discussion in regards to end user voicemail box size and specific classes of service in regards to a voicemail user.
- Leveraging the use of ShoreTel Communicator is a great tool that sits on the end users desktop and should enhance the end users experience of using the ShoreTel phone system. OCx would recommend a Group Policy push of the package to end user workstations, however most any package manager will suffice.

## Call Flow

- Lastly, during this information gathering stage, OCx will request to sit down with the appropriate members of your staff to understand how the call flows work within your organization. Traditionally, this group of people will not only include IT staff, but sometimes includes department heads and / or receptionists. We want to leverage the use of people who use the phones everyday to better understand what happens when certain numbers are called. This is an opportunity for us, working together, to help improve business flows and processes. Traditionally we will schedule this meeting to be about 1 to 1 1/2 hours, depending on the detail of the call flow. The information that we will want to uncover an understand is listed below.

- Identify all published numbers and what happens when those numbers are dialed. Understanding if there are schedules attached to those numbers, are you front ending with an Auto-Attendant. We would also identify these main numbers and if they are part of a hunt group and understand the failover destinations in regards to these published numbers.
- Experience tells us that being proactive on scheduling is an important part of the project, understanding where the phone rings, and what happens to those calls when no one answers is important. We also encourage our customers to offer self help options for their customers during off hours. Setting up and understanding these flows are an important part of this process.
- Once call flows have been identified, we place them into an Excel spreadsheet for review.

## Stage 2

Once we have gathered all of the information required on the front end we will begin Stage 2. In this stage we really want to pre-configure the phone system and test all the equipment. During this stage we will have all the equipment and software shipped directly to our offices so that we can begin the process of setting up your phone system in our lab environment. This will allow us to let the equipment burn in and test sufficiently before it ever gets to your site. Once testing is complete we will box everything back up and bring it over to your location to begin placing the equipment into production. Below are some of the steps that we will take during this stage.

- Pre-Configure, test and burn in all ShoreTel Voice Switches and Server
- Perform necessary patch updates and upgrades to current equipment
- Place all equipment in test lab, connect all voice switches to our test environment and let all hardware run during the burn in period.
- During this time we will also pre-configure and program all users into the phone system.
- Along with the pre-configuration of the users to the phone system, we will also setup each individual users handset. This way when we arrive on site for the actual implementation, the phone rollout becomes very simple, and we only have to un-box and setup the phones on each individual users desk.
- OCx will configure the entire site, set up appropriate trunk groups and pre configure call flow.

At the completion of this stage, the goal is to have a fully functional ShoreTel PBX setup in a test environment. Although it is a lot of work on the front end for OCx, it makes the transition away from your current PBX much easier and much more predictable.

## Stage 3

Once all the equipment has been pre-configured and tested, we begin the process of taking it onto your site and installing it in the racks and begin the implementation into the production environment. Below is a step by step process that we will take during this stage to implement the ShoreTel IP PBX.

- The first day on-site we will be installing the server and integrate all equipment into the network.
- Once the equipment has been implemented into the racks, we will traditionally schedule an after hours outage for about 30 minutes to connect the PRI's to ShoreTel, make sure the services green up, test all calls, check Caller ID, Test Long Distance and 911. Once this initial testing is complete we will bring services back into your current PBX until we are ready for the official go live. Testing the services before hand gives us an opportunity to make sure telco connectivity will be ready to go for the first day of go live, making the cutover even smoother.
- Once all the equipment is implemented in the racks and tested. We will begin the phone deployment. The schedule as far as the deployment is concerned is up in the air, as we will conform to appropriate times for your business. We can do the phone deployment after hours, or on a weekend, we also have scenarios where we perform the install during the day and ask users to step away from their desks for a few minutes. Which ever way you decide to move forward with phone deployment OCx will most likely be able to accommodate.
- When we deploy the phones for the end users, we will show up at their desk and un-box the user's pre-configured phone. From there, we will disconnect the PC from the network, connect the phone to the jack in the wall, make sure the phone comes online and then connect the PC to the phone to pass data.
- We will traditionally recommend that all the phones are put out on desks about 2-3 days before the go live date. This allows users to reinforce what they have learned in training on a "live" internal system.

## Training

Based on our conversations, OCx Networks will custom design a training program based on your requirements. We would most likely setup a few different classes, please see a description for each class below. Prices still need to be calculated for training.

- End User - 30 Minutes - In this class we will want to go over basic functionality of the phone, and show them a few key features on the software. Most likely these classes will be best served as a seminar style class, with maybe 15-25 people in a room at a time.
- Power User - 60-90 minutes - This class is more for receptionists and office admins, heavy users of the phones. This is a much deeper dive that will focus on functionality of the handset and software. Users in this class will leave with a much broader knowledge of the system.

- Train the Trainer - 90 minutes - 2 Hours - This class is more for IT Staff or appropriate people who may take on the training of new employees, or deemed the expert on ShoreTel. In this class we will teach the “trainers” on how to train on the phone system.
- Administrator Training - 2 Hours - Once we have completed the install we like to schedule time with IT staff so that we can come in and train on how to administer the ShoreTel IP PBX. We will take a deep dive into configurations and troubleshooting during this class and make sure that we discuss your specific call flows and how you can change them.

Once we have setup all the users and place phones on their desks, we make sure the phone system goes through extensive testing, with most every possible scenario, so that we know everything will work on the cutover date.

## **Go Live**

When we schedule the Go Live date several considerations are made when selecting that date. It is about 50/50 on which way we go, a lot of times we will do the cutover to the new system on a Thursday evening, and the first day of Go Live is Friday. Otherwise, we will perform the cut on a Friday and the first day of actual go live is Monday morning. Traditionally, the cutover on a Thursday into Friday are more favorable so that users are not starting their week with a brand new phone system. On the first day, after the cutover, OCx Networks will have resources made available for end users to ask questions. Usually, members from our team will be walking around the building, asking users if they have questions and assisting them on further learning the system and how it can work for them. We are normally on-site the entire first day to make sure that everyone is comfortable with the new system.

## **Punch List**

After an implementation is completed there are always “punch list” items that still need to be taken care of before the install is considered complete. During our “punch list” phase sometimes call flows need to be adjusted or small, non-service affecting issues have popped up. While you are in this phase, usually about a week, you will be given first in line priority from our installers and help desk staff to troubleshoot any of those issues that you may be having. At the completion of the punch list, you will then be handed the keys to the new system and will be considered in support mode.

## Support

OCx Networks offers our customers many different ways to get in touch with us. Below is a list of communication vehicles that OCx employs for our customers to use. Any of these communications go directly to our help desk queue.

- Phone Call - You can contact OCx Networks support 24x7 at (303) 325-9710. Here a trained engineer will answer your call and begin support, if available. If a message must be left, you will be contacted by a member of our support staff within the SLA. After hours and on weekends, phone call is the preferred method of contact for service affecting issues.
- E-mail - You will have the ability to e-mail OCx Support directly by sending a message to [support@ocxnet.com](mailto:support@ocxnet.com). Here your message will pop into our support teams queue.
- Ticketing System - OCx Networks utilizes a web ticketing system which will provide you with full access to trouble tickets and a fantastic tool for tracking progress on any open issues. This is username and password protected site, when you login to the system you will have access to see any and all communications for your organization. Multiple members of your staff can be provided access to the web ticketing system if you choose.

### ShoreCare Partner Support (Full Coverage)

ShoreCare Partner Support (Full Coverage) allows your first call in a troubleshooting scenario to come directly to OCx Networks. If OCx needs to escalate directly to the manufacturer we will call in to ShoreTel TAC to escalate. OCx runs our help desk during normal business hours as 8am to 5pm Monday through Friday, with a 2 hour call back SLA. We also offer 24x7 support to our customers which will get you access to a member of our staff who is on call, there is a 4 hour SLA attached to after hours support. Along with this level of coverage, customers receive full access to new releases of major code and patch updates, 24x7 advanced replacement of ShoreTel Voice Switches and the ability to RMA ShoreTel handsets, if one should malfunction. Where the advanced replacement applies to the ShoreTel Voice Switches, the RMA of the ShoreTel handsets are shipped ground and traditionally take 5-7 business days.

### ShoreCare Partner Support (No Phones)

All of the above applies outside of the RMA abilities of ShoreTel handsets. This is to mean that any ShoreTel handset that malfunctions, outside of the 1 year warranty, cannot be returned to the factory and replaced. Phones can still be worked on to trouble shoot issues, just not returned or replaced.

### Scheduling Additional Support

All of the above notwithstanding, OCx Networks always offers availability to our customers wherever we can. We encourage our customers to schedule time with us in advance for any major upgrades, updates to the system or support. If time is scheduled with us after hours, we will be made available either on-site or remotely. Traditionally, if we are allowed to schedule enough in advance there is no charge for these additional support services.



## Company Information

OCx Network Consultants  
1150 Delaware Street  
Denver, CO 80204  
303-325-9703

**OCx Network Consultants is a Denver, CO based value added reseller (VAR) and IT solutions integrator** that was founded in 2001.

OCx specializes in the design and implementation of enterprise voice and data networks, and supports customers ranging from education and government entities, to distributed enterprises, nationwide. From 2001 to current, OCx has remained at ShoreTel's Premier Gold Level partnership. OCx has received numerous awards from ShoreTel for purchase volume achievements and, most importantly, Customer Satisfaction. Our successes also includes receiving ShoreTel's most prestigious award, the Circle of Excellence, 7 times. This award is reserved only for ShoreTel's top 10 partners worldwide and is based on a formula of volume and customer satisfaction.

OCx is the longest standing ShoreTel partner in the Western United States. As a ShoreTel Gold Partner, OCx has over 12 years experience installing and supporting IP unified communications platforms for customers in all business verticals. Having achieved 38 awards for volume achievement and customer satisfaction, OCx is among the most accomplished ShoreTel partners, nationwide.

### Website

OCx Network Consultants  
[www.ocxnet.com](http://www.ocxnet.com)

## Experience

OCx has worked with several city, county, and government entities since our inception in 2001 on public safety projects including VOIP systems.

OCx Network Consultants has been widely regarded as the leading provider of ShoreTel Unified Communication solutions in Colorado, and specifically our success in the SLED sector. Our experience with the ShoreTel product predates any other ShoreTel reseller, not only in Colorado, but the United States. Approximately 12 years ago, when ShoreTel was created, OCx took on the product line after understanding the vision and strategy to provide reliable, scalable, feature rich and affordable solutions.

### **Larimer County, Colorado (2013)**

Larimer County is located in north central Colorado. It is the sixth largest county in Colorado based on population. Larimer County has 15 sites that are connected back to the headquarters location, which is where all sites come back to for voice and data services. Larimer County has approximately 2200 handsets deployed, and the onsite implementation was undertaken by the Larimer County IT department and installed in less than 6 months. The IT staff at the Larimer County trained their end users with the assistance of OCx by putting together a training manual for their reference.

#### **Mark Pfaffinger - CIO**

(970) 498-5050 | [mpfaffinger@larimer.org](mailto:mpfaffinger@larimer.org) 200 West Oak Street Fort Collins, CO 80522

### **City of Arvada, Colorado (2012)**

The City of Arvada has 10 sites that are connected back to the headquarters location, which is where all sites come back to for voice and data services. One site has been classified as the disaster recovery site and in the unlikely event of a failure, the City can point all calls over to that location. The City of Arvada has approximately 600 handsets deployed, and the onsite implementation time was less than 3 months.

#### **Ron Czarnecki - CIO**

(720) 898-7874 | [ron-c@arvada.org](mailto:ron-c@arvada.org) 8101 Ralston Rd. Arvada, CO 80002

### **City of Lakewood, Colorado (2009)**

The City of Lakewood has 12 sites that are connected back to the headquarters location, which is where all sites come back to for voice and data services. At 10 of the remote locations, the only equipment is PoE switches and ShoreTel handsets. One site has been classified as the disaster recovery site and in the unlikely event of a failure, the City can point all calls over to that location. The City of Lakewood has approximately 1,200 handsets deployed, and the onsite implementation time was less than 3 months.

#### **Wendy Shrader - Manager of Technical Services**

(303) 987-7624 | [wenshr@lakewood.org](mailto:wenshr@lakewood.org) 445 S. Allison Parkway, Lakewood, CO 80226

## **City & County Government**

- City of Arvada
- City of Brighton
- City of Lakewood
- City of Lafayette
- City of Lone Tree
- City of Wheat Ridge
- Larimer County
- Town of Silverthorne
  
- Ralph Carr Judicial Building
  1. Colorado Dept. of Law
  2. Office of Attorney Regulations
  3. Office of Child's Representatives
  
- Colorado Judicial State Court System
  1. 3rd Judicial District
  2. 5th Judicial District
  3. 6th Judicial District
  4. 7th Judicial District
  5. 8th Judicial District
  6. 11th Judicial District
  7. 13th Judicial District
  8. 15th Judicial District
  9. 17th Judicial District
  10. 18th Judicial District
  11. 19th Judicial District
  12. 20th Judicial District

## **Public, Utility, & Education**

- Logan County Sheriff's Office
- Jefferson County Public Library
- Eagle River Water and Sanitation
- Colorado Springs Utilities
- Sangre de Cristo Electric Association
- Englewood Schools
- E-College/ NCS Pearson
- Lewis Palmer School District
- East Central BOCES
- Fremont County School District

## **Private - Enterprise**

- Performance Food Group - Vistar
- DGS Law
- IQ Navigator
- True Oil
- Cummins Distributorships (Central, Rocky Mountain, Crosspoint)
- Affinity Group Holdings - Good Sam's Family
- Leslie Pool Mart
- Noodles and Company
- Black Angus Restaurants
- Patina Restaurant Group

**SUBJECT: APPROVE CANCELATION OF MAY 26, 2015 STUDY SESSION**

**DATE: MAY 19, 2015**

**PRESENTED BY: CITY MANAGER'S OFFICE**

**SUMMARY:**

Previously scheduled agenda items have been moved to a future agenda and on May 27<sup>th</sup> at 7:30 am City Council will hold a joint meeting with the Boulder County Commissioners.

**FISCAL IMPACT:**

None.

**RECOMMENDATION:**

Approve canceling the May 26, 2015 City Council Study Session.

**ATTACHMENT(S):**

None.



# City Manager's Report May 19, 2015

**CITY OF LOUISVILLE**  
**EXPENDITURE APPROVALS \$25,000.00 - \$49,999.99**  
**APRIL 2015**

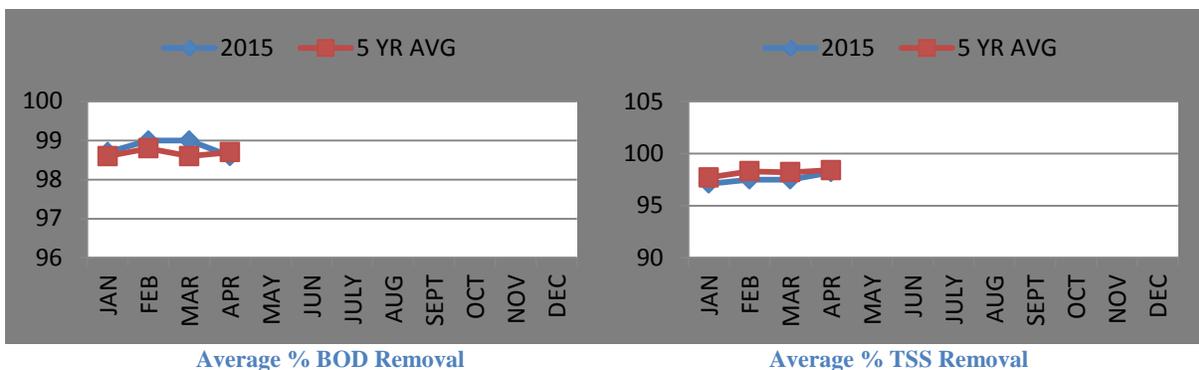
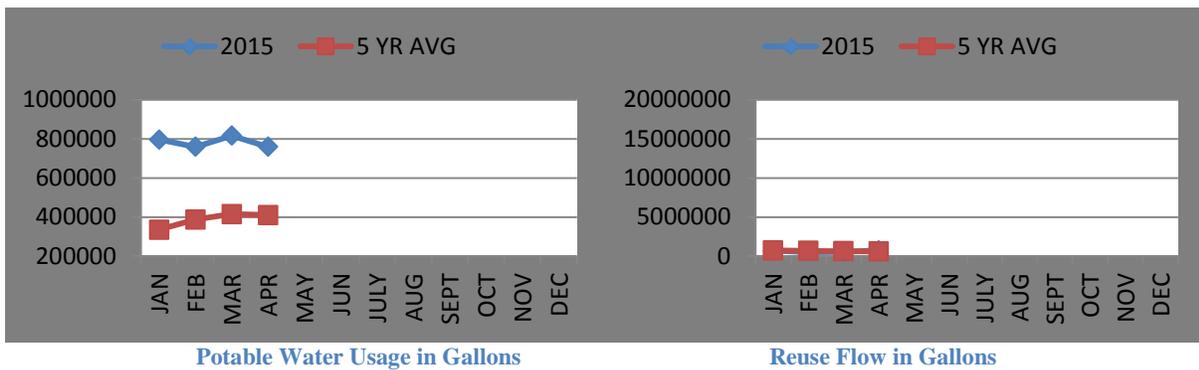
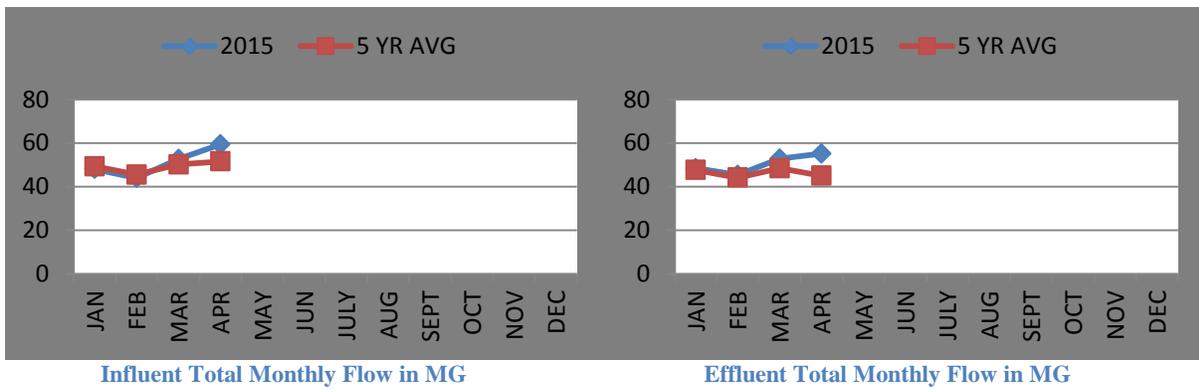
DATE	P.O. #	VENDOR	DESCRIPTION	AMOUNT
4/3/2015	92085	American Mechanical Systems	Replace Two HVAC Units at Golf Course Clubhouse  Request for Proposals were received from four contractors with American Mechanical Systems providing the lowest qualified bid.	\$28,781.00
4/23/2015	92104	ESRI Inc.	ESRI Enterprise Licensing Agreement Renewal  Annual ESRI software subscription	\$25,000.00
4/29/2015	92108	Allred & Associates	Architecture/Engineering Design and Consulting Services for ADA Restrooms at Heritage Park and Recreation Center  A Request for Proposals was published twice in the Daily Camera and only one proposal was received.	\$32,890.00

# PUBLIC WORKS MONTHLY REPORT FOR APRIL 2015

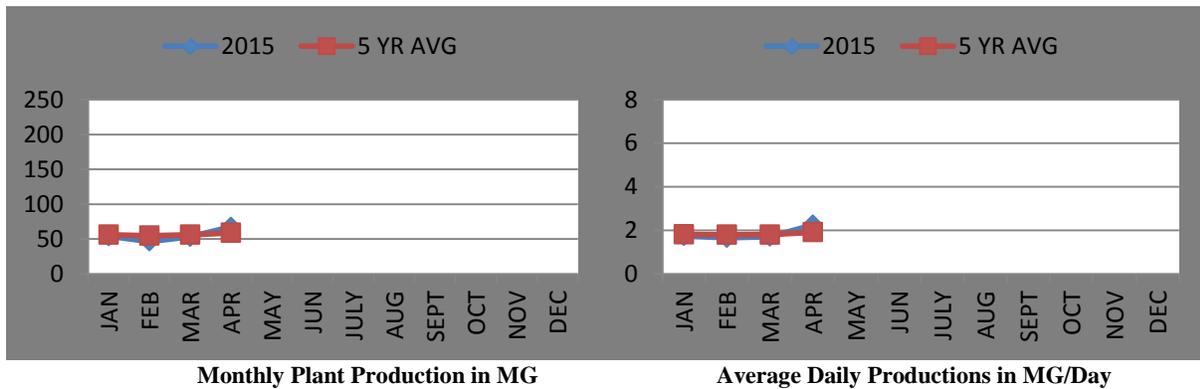
The mission of the Public Works Department is to provide high-quality, cost effective service to both our internal and external customers. The following are highlights of activities performed by the various divisions of the Public Works Department during the month of April 2015.

## DIVISION ACTIVITIES/STATISTICS:

### WASTEWATER PLANT DIVISION



**WATER PLANT DIVISION**



**Total Production Year to Date – 678.99 Acre Feet  
Million Gallons 221.28**

**RAW WATER REPORT**

Windy Gap Firming Project – The U.S. Bureau of Reclamation, Northern Water and its Municipal Subdistrict signed a new Windy Gap carriage contract. The U.S. Bureau of Reclamation issued a Record of Decision for the Project, enabling continued progress to design and construct Chimney Hollow Reservoir.

**ENGINEERING DIVISION**

**Base Services**

1. Staff is coordinating with Parks and Urban Drainage and Flood Control District on the Coal Creek Trail project under the BNSF bridge. Work has been completed.
2. Issued eleven (11) Right-of-way/Overlot Grading Permits.

**Development Projects**

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

- Howard Berry Treatment Plant – Plans reviewed and issued comments to Engineer.
- Industrial Area Replat - Reviewed and issued comments to Planning Department.
- The Lanterns – Civil and landscape plans reviewed and approved for construction.
- North End Phase 3 – Civil Plans reviewed and comments issued to Engineer.
- North End Block 10 – Material submittals reviewed and approved.
- Hutchinson Corner – Material submittals reviewed and approved.
- DELO Phase 1 & 1A – Material submittal and pavement design reviewed and approved.
- 1960 Cherry Street – Reviewed Regional Pond Plan reviewed and approved.
- 1900 Cherry Street – Improvement inspections completed and issued Construction Acceptance.
- Louisville Middle School Track & Field (Artificial Turf) – Reviewed Proposal and comments issued to Engineer.

- 994 W. Dillon Rd – *Right in/Right out access plan reviewed and comments issued to Engineer.*
- 994 W. Dillon Rd., McCaslin Retail – *Development Application reviewed and comments issued to Planning Department.*
- 1240 Lafarge – *Development Application reviewed and comments issued to Planning Department.*

### **Capital Projects**

1. 2015 Sanitary Sewer Project – Conducted preconstruction conference. Diaz Construction commenced work.
2. 2015 Concrete Replacement - Completed contract documents and advertised for bid.
3. 2015 Water Main Replacement – Bids received and recommendation issued to Council.
4. 611 Front Street Parking Lot Expansion –Solicited bids and requested direction from City Council.
5. Stormwater Master Plan - JVA, Inc. issued 50% progress report. 95% report will be issued in May and final report in June. A public meeting was held to gather any other problem areas in town.

**County Road Bridge Design** - Consultant continues to address CDOT comments.

**Dillon Road Bridge Repair Design** - Consultant continues to address CDOT comments.

### **Lafayette – Louisville Boundary Area Drainage Improvements (Formerly A-2)**

The project team has submitted the 90 percent drawings in late April. The project is on hold with Boulder County Land Use pending an easement from a private property owner. 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.

**St. Andrews & Dillon Road Signal Installation** – Landscape installation.



**Wastewater Treatment Plant Design** – The project was advertised for construction services and bids were opened. The construction services contract will be presented for Council approval on May 19.

**Louisville/Superior Interconnect** – Project design is complete and the construction services will be bid in the fall of 2015.

**South Plant Sludge Drying Beds** – This project was awarded and a pre-construction meeting held.

**Eldorado Springs Raw Water Intake Design** – The project is nearing 100% design and staff obtained approvals from the Colorado State Parks and Boulder County Commissioners. Financial reimbursement conversations with FEMA are continuing.

### **Miscellaneous**

1. Staff attended coordination meetings with KICP.
2. Staff is continuing their efforts on updating the Design and Construction Standards.
3. Staff continues its review of the new CDPHE Stormwater MS4 permit and coordinating with KICP for issuance of comments.
4. Staff is working with the operations department on updating the City wide Utility Atlas.

### **Inspections were performed at:**

- Hutchinson Corner Subdivision
- North End Block 10
- 729 Johnson St.
- 2015 Street & Concrete Project
- 740 Front St.
- 1245 Grant Ave.
- 1960 Cherry St.

Facilities Project Summary for April 2015

Project	Status	Remark
CH Sprinkler	Complete	Full coverage fire sprinkler & inert gas for IT room
Museum - Tomeo House Cellar Door	Complete	Improve access to basement and keep animals out
Library entrance drain	Complete	Prevent flooding and icing
New City Services	Interior Concrete complete, Heated vehicle storage structural framing complete, furniture design in progress	Attending weekly meetings and reviewing submittals
South water plant pre-treatment room HVAC replacement	Awarded to Colorado Mechanical Systems	Replacement
Golf Course Clubhouse HVAC replacement	Scheduled for May	Replacement
North water plant flooring replacement	Scheduled for May	Vinyl and carpet replacement
Recreation Center Racquetball lighting – north court	Scheduled for May	LED lighting for court with motion sensor – south court complete
Facilities Interior Painting - 2015	Specification complete	Police & Court, Library, City Hall

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

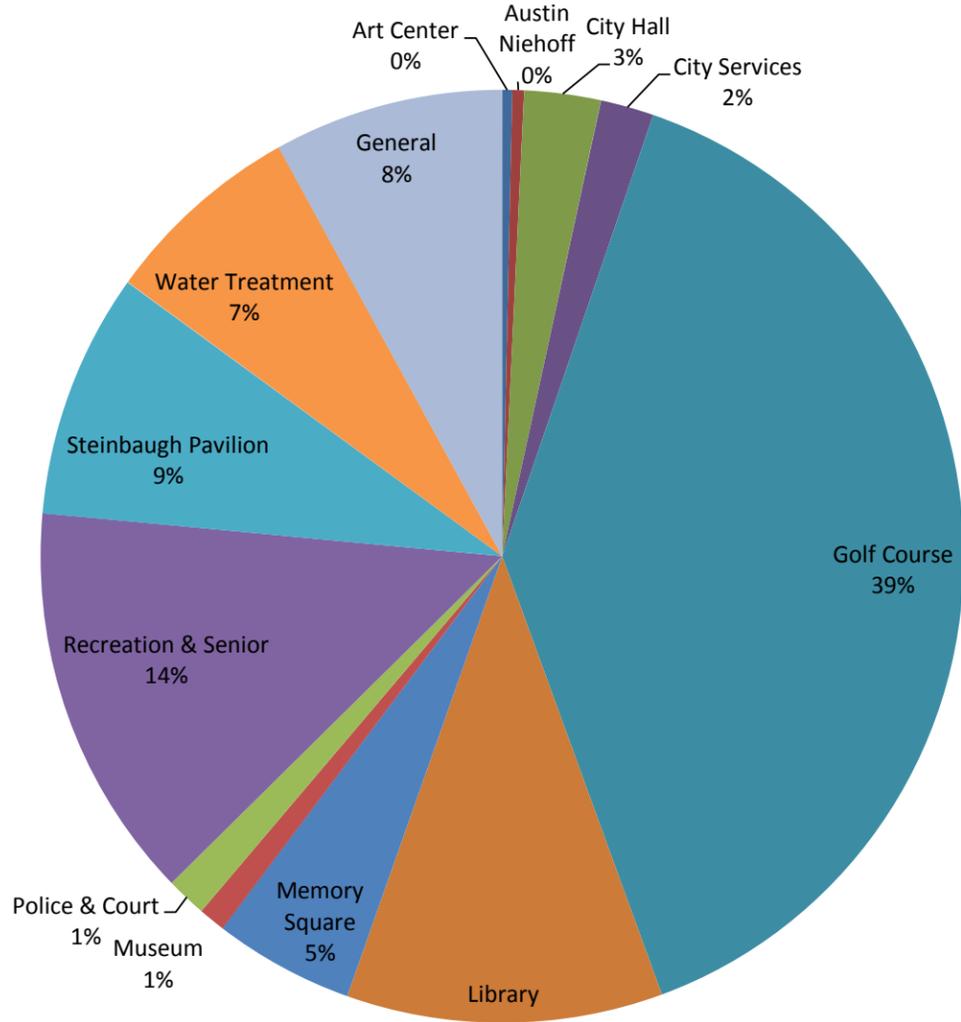


City Services - Heated Vehicle Storage

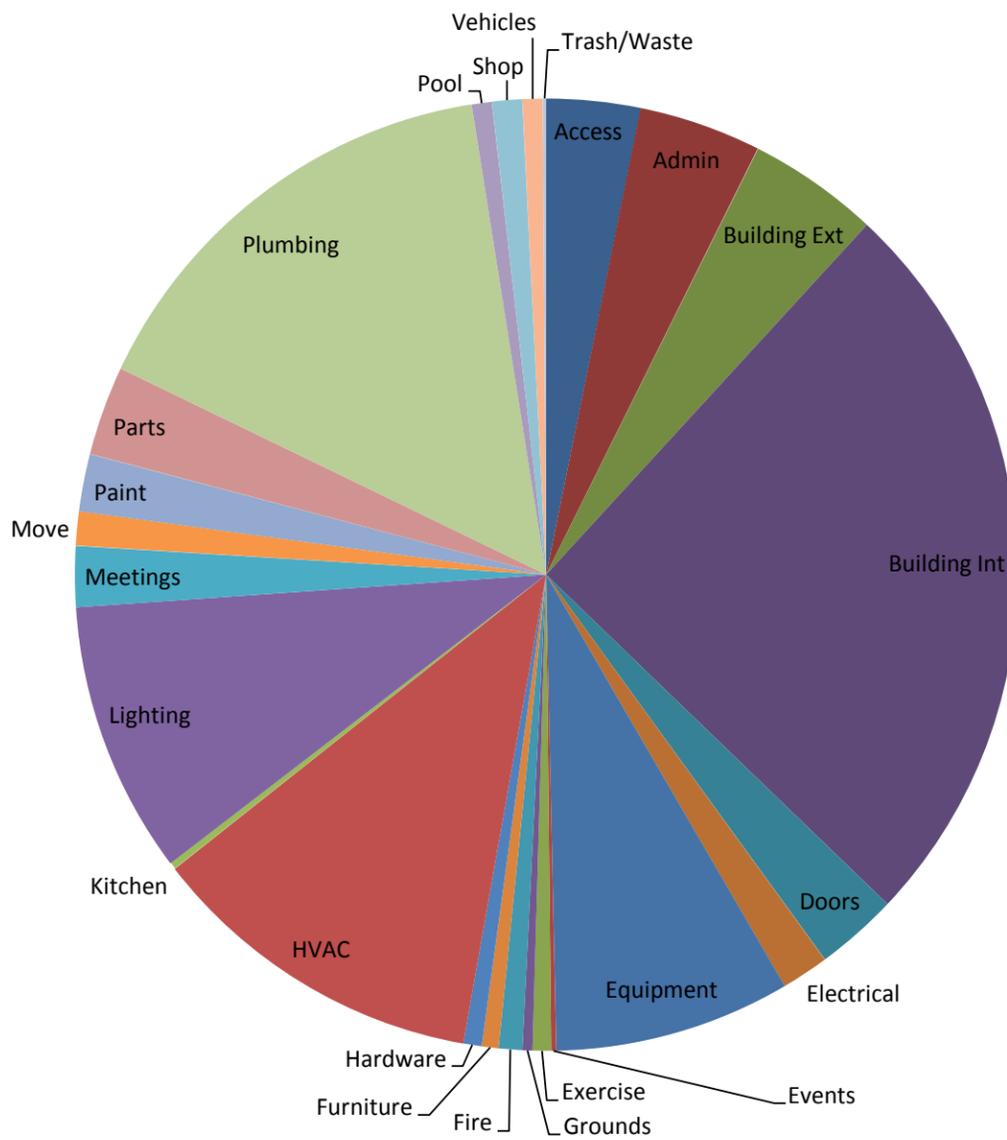


City Services Admin. – Interior Framing

### Facilities Labor by Location - April 2015



### Facilities Labor by Category - April 2015



## Public Works Operations Monthly Report for April 2015

In April, the Operations Division performed the following tasks:

272 Work orders completed
367 Utility locations
407 Pothole(s) repaired
340 Lane miles swept
0 Miles of snow plowed
0 Gallons of magnesium chloride applied for de-icing
0 Tons ice slicer used for de-icing
20 Signs repaired or replaced
23 Dump truck loads hauled to landfill
0 Dump truck loads of asphalt to recycle
0.00 Feet of sewer line TV'ed this month
0.00 Tons of Salt & Sand Mix used for de-icing
8,877.43 Feet of sewer line cleaning this month
4,360.92 Feet of sewer line root & grease cutting (Quarterly)
75,532.97 Total feet cleaned & cut for 2015
1 Install signs - non TCO
0 Traffic Control Orders (TCO) completed
2 New water meter(s) installed
0 Water meter(s) repaired or replaced
1 Emergency sewer backup response

### Work performed for Utility Billing:

6,999 Water meters read
71 Door tags hung
170 Consumption check / 0 usage
57 Re-reads and finals
2 Delinquent water turn off / on

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

Operations continued Valve Exercising for the LOW Zone this month.

Potholing and patching was on-going and a high priority as well.

Storm Drainage Inspections and Reports were a focus for the start of spring rains.

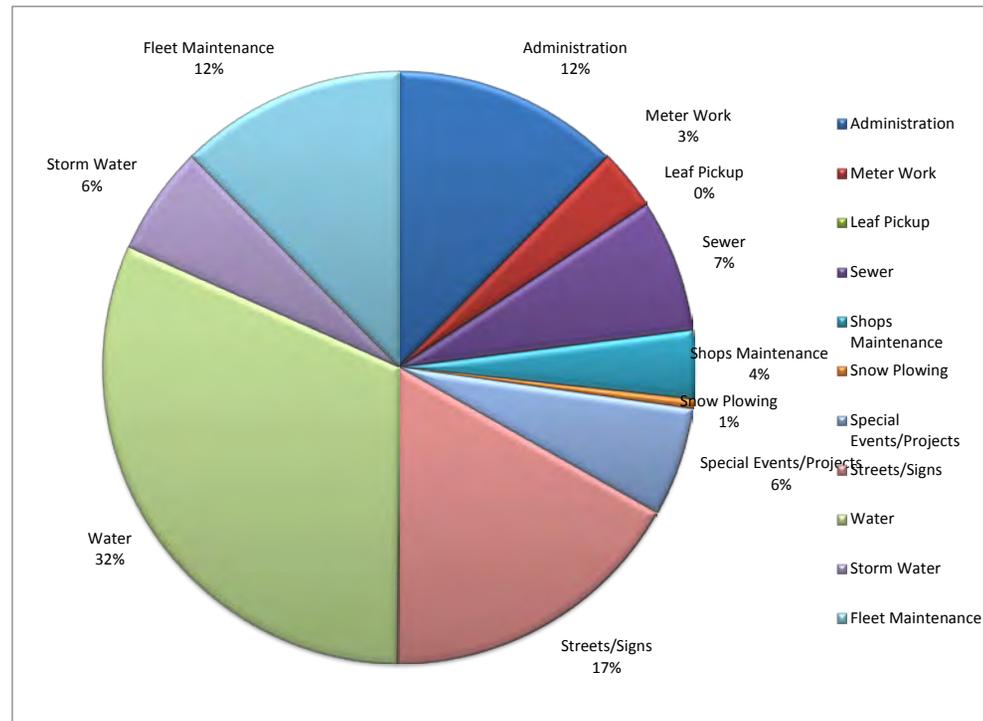
Manhole Inspections took place this month as well.

Type of Work	Total Hours
Administration	322.00
Meter Work	87.00
Leaf Pickup	0.00
Sewer	188.00
Shops Maintenance	95.50
Snow Plowing	14.00
Special Events/Projects	153.50
Streets/Signs	440.50
Water	817.50
Storm Water	155.50
Fleet Maintenance	320.50
<b>Total Manhours:</b>	<b>2,594.00</b>

<b>Total On/Call &amp; Overtime Hours:</b>	<b>48.25</b>
<b>Total Paid Leave Hours:</b>	<b>202.93</b>

<b>Grand Total:</b>	<i>Manhours:</i>	2594.00
	<i>OT/On-Call:</i>	48.25
	<i>Paid Leave:</i>	202.93
		<b>2845.18</b>

<b>Total Hours from Timesheets:</b>	<b>2812.5</b>
<b>Total Unaccounted Hours:</b>	<b>-32.68</b>
<b>Total Unaccounted Percent:</b>	<b>-1%</b>



# Louisville Public Library Report 2015 Programming: January–April

## All Programming

PROGRAM ATTENDANCE	JAN	FEB	MAR	APR	YTD
Number of <b>Adult</b> Programs	6	6	8	3	23
Attendance	124	59	125	35	343
Number of <b>Teen</b> Programs	4	4	5	9	22
Attendance	13	13	20	44	90
Number of <b>Children's</b> Programs	46	42	49	67	204
Attendance	1,600	1468	2,058	2,295	7,421

## Focus on Staff-led Children's Programming

### Recurring, Regular Programs

Program Name	Frequency	No. of Programs	No. of Guests
Baby Story Time	2x/week	34	1399
Toddler Story Time	2x/week	34	2075
Preschool Story Time	2x/week	34	1236
Preschool Dance Party	bi-monthly	7	383
LEGO Club *	monthly	4	113
Toddler Art (added in March)	monthly	2	53
Yoga for Kids *	monthly	4	61

\* volunteer assistance

### Special Programs

Program Name	No. of Programs	No. of Guests
Caldecott Book Club	4	76
Storybook Ballet	1	55
Mad Science	1	34
Movie Matinee	1	40
Spy School	4	120
Young Writers Festival	1	95



Toddler Art, April 2015

Weekly story times remain the Library's most popular programs, but other recurring programs, such as Preschool Dance Party and LEGO Club, also draw large numbers of children and families.

Library staff also develop special programs that are single occurrences or last for a defined period. In some cases staff work closely with others, such as CU Science Discovery for 'Spy School', to provide programming beyond the scope of staff expertise or resources. This also enables Library users to benefit from the many partnerships forged by Library staff, particularly in the area of STEM education.

**LOUISVILLE MUNICIPAL COURT MONTHLY COURT REPORT 2015**

<b>TRAFFIC VIOLATIONS</b>	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2015	YTD 2014
0 POINT VIOLATIONS	1	0	0	0									1	0
1 POINT VIOLATIONS	1	1	0	0									2	5
2 POINT VIOLATIONS	3	1	0	3									7	19
3 POINT VIOLATIONS	15	7	17	8									47	42
4 POINT VIOLATIONS	33	27	39	31									130	172
6 POINT VIOLATIONS	2	0	0	1									3	2
8 POINT VIOLATIONS	0	0	1	0									1	0
12 POINT VIOLATIONS	0	0	0	0									0	0
<b>SUB TOTALS</b>	<b>55</b>	<b>36</b>	<b>57</b>	<b>43</b>	<b>0</b>	<b>191</b>	<b>240</b>							

<b>SPEED VIOLATIONS</b>	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2015	YTD 2014
1 POINT VIOLATIONS	0	2	2	4									8	9
4 POINT VIOLATIONS	20	33	27	28									108	180
6 POINT VIOLATIONS	3	4	2	4									13	23
12 POINT VIOLATIONS	0	0	0	0									0	0
<b>SUB TOTALS</b>	<b>23</b>	<b>39</b>	<b>31</b>	<b>36</b>	<b>0</b>	<b>129</b>	<b>212</b>							

<b>PARKING VIOLATIONS</b>	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2015	YTD 2014
PARKING	53	24	33	24									134	35
PARKING/FIRE LANE	0	1	0	1									2	1
PARKING/HANDICAPPED	1	2	1	2									6	9
<b>SUB TOTALS</b>	<b>54</b>	<b>27</b>	<b>34</b>	<b>27</b>	<b>0</b>	<b>142</b>	<b>45</b>							

<b>CODE VIOLATIONS</b>	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2015	YTD 2014
BARKING DOGS	0	1	0	0									1	6
DOG AT LARGE	0	0	8	1									9	1
WEEDS/SNOW REMOVA	0	0	0	0									0	1
JUNK ACCUMULATION	0	1	0	0									1	0
FAILURE TO APPEAR	2	3	6	4									15	8
RESISTING AN OFFICER	0	0	0	0									0	0
DISORDERLY CONDUCT	0	0	0	0									0	1
ASSAULT	0	0	0	0									0	1
DISTURBING THE PEACE	0	0	0	0									0	1
THEFT	0	0	0	0									0	1
SHOPLIFTING	0	3	1	0									4	5
TRESPASSING	0	0	0	0									0	1
HARASSMENT	0	0	0	0									0	1
MISC CODE VIOLATIONS	4	2	8	7									6	9
<b>SUB TOTALS</b>	<b>6</b>	<b>10</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>51</b>	<b>36</b>							

<b>TOTAL VIOLATIONS</b>	<b>138</b>	<b>112</b>	<b>145</b>	<b>118</b>	<b>0</b>	<b>513</b>	<b>533</b>							
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<b>CASES HANDLED</b>	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	YTD 2015	YTD 2014
GUILTY PLEAS	70	33	59	45									207	81
CHARGES DISMISSED	12	18	20	10									60	65
*MAIL IN PLEA BARGAIN	30	33	34	37									134	286
AMD CHARGES IN COUF	26	26	30	27									109	88
DEF/SUSP SENTENCE	0	2	2	1									5	9

TOTAL FINES COLLECTED	\$ 9,597.00	\$ 9,370.00	\$ 14,390.00	\$ 11,490.00									\$ 44,847.00	\$ 54,480.00
COUNTY DUI FINES	\$ 1,669.26	\$ 2,286.34	\$ 1,536.21	\$ 1,839.19									\$ 7,331.00	\$ 4,436.55
<b>TOTAL REVENUE</b>	<b>\$ 11,266.26</b>	<b>\$ 11,656.34</b>	<b>\$ 15,926.21</b>	<b>\$ 13,329.19</b>	<b>\$ -</b>	<b>\$ 52,178.00</b>	<b>\$ 58,916.55</b>							

**SUBJECT: COAL CREEK GOLF COURSE GRAND RE-OPENING**

**DATE: MAY 19, 2015**

**PRESENTED BY: JOE STEVENS, PARKS AND RECREATION DEPARTMENT**

**SUMMARY:**

Coal Creek Golf Course will launch its Grand Re-Opening on June 27, 2015. The purpose of this item is to update City Council on the status of the Coal Creek Golf Course Grand Re-Opening planning. Staff invites feedback on the proposed plan and next steps in the process.

Staff and the Golf Course Advisory Board (GCAB) solicited comments from golfers, non-golfers, community members, and feedback from open house meetings to develop the scope of the event intended to provide a celebration that is appealing to the entire community, golfers and non-golfers alike.

The Grand Re-Opening celebration will unfold over two days during the weekend of June 27-28, 2015. On Saturday, June 27, a formal ceremony will kick-off the weekend events at 10:00 a.m. at Coal Creek Golf Course. Opening activities will include:

- Continental breakfast provided by The Mine
- First Tee presentations with Color Guard flag ceremony, guest speakers, and first tee shots
- The party begins at 11:00 a.m. until 4:00 p.m. with a variety of activities for attendees of all ages to participate such as a Hole-in-One shootout, Closest to the Pin, Foot Golf competition, Longest Drive, Course Tours, live music and other festivities.
- Commemorative gift items will be available for giveaway and for sale.
- Sealed bids will be accepted the week of June 21 to conclude at 4:00 p.m. on June 27 for the first tee time on Monday, June 29.

The Grand Re-Opening celebration will continue on Sunday, June 28, with a Stakeholder's Golf Day. This day will consist of a shotgun start outing to include several current and former stakeholders, and a public lottery to fill the balance of 72 participants for a shotgun start. Public entries will be submitted at Coal Creek Golf Course the week of June 21. The cost of the lottery entry and sponsors will cover the cost to play, prizes,

**SUBJECT: COAL CREEK GOLF COURSE GRAND REOPENING**

**DATE: MAY 19, 2015**

**PAGE 2 OF 2**

continental breakfast, appetizers, and commemorative gift. The entry fee is projected at \$100; however, staff is currently finalizing those plans.

Golf and Communications staff will use multiple strategies and tools to engage the public leading up to the Grand Re-Opening including paid advertising, media support, direct outreach at public events, and the creation of a golf newsletter, social media, and updates on *www.coalcreekgolf.com*.

Accompanying this communication, please find a living document plan for the 2015 Coal Creek Golf Course Grand Re-opening.

**FISCAL IMPACT:**

The 2015 Coal Creek Golf Course budget includes \$20,000 for advertising and marketing. This includes expenses for the Grand Re-Opening in addition to ongoing marketing/advertising expenditures through the remainder of 2015. This means that Coal Creek will need to produce the Grand Re-Opening events for significantly less than the total allotted \$20,000 and secure sponsorship opportunities to fill any proposed spending gap. Staff will continue to monitor the budget and welcomes opportunities to partner with other public sector agencies and private sector businesses in making this Grand Re-Opening a success.

**RECOMMENDATION:**

Review and comment on the 2015 Coal Creek Golf Course Grand Re-Opening.

**ATTACHMENT(S):**

1. Coal Creek Golf Course 2015 Grand Re-Opening Plan

# COAL CREEK GOLF COURSE GRAND RE-OPENING

## DRAFT – MAY 2015

### PURPOSE

To celebrate Coal Creek Golf Course's re-opening with the community, golfers and non-golfers alike, by encouraging them to attend celebration activities on Saturday, June 27, 2015. Additionally, we hope to recruit golfers to participate in a lottery for a first golf outing at the course on Sunday, June 28, 2015.

*Potential measurement: Attendance at Grand Re-Opening and lottery participant numbers for golf outing*

---

### TIMELINE

- Promotion: May 4 – June 27, 2015
  - Grand Re-Opening Ceremony: Saturday, June 27, 2015, 10:00 a.m.
  - Stakeholder Golf Outing: Sunday, June 28, 2015, 9:00 a.m.
- 

### GOALS

- Increase awareness of Coal Creek Golf Course opening for play among key community golfing audience and potential golfers
  - Create excitement to celebrate re-opening of community asset as a milestone for flood recovery
  - Provide a memorable positive experience for participants as this is our chance to make a strong first impression on a crowd with high expectations
  - Reintroduce grand changes of Coal Creek Golf Course (features, management, rates, restaurant, etc.) at grand re-opening
  - Increase of social media activity and community (build online community through social media, newsletter and website)
- 

### EVENT OUTLINE

- **Invitations**
  - Save the Date – sent week of April 6, 2015
  - Formal Invitation – send week of May 18, 2015
- **Advance Promotion/Marketing**
  - May 4 – June 27, 2015
- **Grand Re-Opening Celebration | Saturday, June 27, 9:00 a.m. – 4:00 p.m.**
  - Continental Breakfast | Networking | Socializing (9:00 a.m.)
  - Grand Re-Opening Ceremony (10:00 a.m.)
    - Color Guard/Flag Ceremony

- Guest Speakers (to be confirmed)  
Potential line-up: Governor John Hickenlooper, Mayor Bob Muckle, Golf Course Advisory Board Chair Ken Gambon, Course Architect Kevin Norby, Junior Golfer TBD – Others per RSVP/Need; Emcee – Council member Jay Keany
  - First Tee Shots
  - Festival Activities (11:00 a.m. to 4:00 p.m.)
    - Live music
    - Refreshments/Service with The Mine
    - Competitions by age groups: Hole in One Shootout, Closet to the Pin (Footgolf), Longest Drive, Longest Drive (Footgolf)
    - Course Tours: Cart, Bike, or walk; self-guided and hosted by Golf Course Advisory Board members/Staff
    - Commemorative gifts for purchase and giveaway
  - Silent Auction for first tee time on Monday, June 29, 2015
    - Silent Auction will be promoted
    - Bids accepted at Coal Creek Golf Course June 21-27, 2015
- **Grand Re-Opening Stakeholders’ Golf Day | Sunday, June 28, 8:00 a.m. - finish**
  - Opportunity to play will be promoted, lottery submissions accepted June 21- June 27, 2015.
  - Approximately 36 identified stakeholders
  - Approximately 36 lottery golfers
  - Shotgun start at 9:00 a.m.
  - Lottery fee includes: Continental breakfast, appetizers, “tournament” atmosphere with scoreboard, video, etc. and commemorative gifts.

## MARKETING STRATEGY

Leveraging community excitement for this flood recovery project come to a close and golf play to resume at Coal Creek, golf course staff will use media support, paid advertising, direct public outreach, newsletters, social media, website updates, and word of mouth to promote the grand re-opening events.

These include:

- Presence at Street Faire, Bike to Work, Touch a Truck, and Taste of Louisville events
- Host ongoing Open House update meetings
- Secure articles in City Newsletter and local media
- Place paid advertising in local and regional publications and online venues
- Create E-newsletter for Coal Creek Golf Course (see Figure 1)
- Establish social media (Facebook and Twitter) accounts for Coal Creek Golf Course
- Create content and maintaining website

# Figure 1 - Coal Creek Golf Course Courier - E-newsletter

5/1/2015 Coal Creek Golf Courier  
 The content in this preview is based on the last saved version of your email - any changes made to your email that have not been saved will not be shown in this preview.

Hi, just a reminder that you're receiving this email because you have expressed an interest in City of Louisville | Coal Creek Golf Course. Don't forget to add [dwhite@louisvilleco.gov](mailto:dwhite@louisvilleco.gov) to your address book so we'll be sure to land in your inbox!  
 You may [unsubscribe](#) if you no longer wish to receive our emails.



**Coal Creek Golf Courier**  
 May 4, 2015 | Your Weekly Connection for News at Coal Creek Golf Course



**Grand Re-Opening**  
 Saturday, June 27 | 10 AM to 4 PM  
 Join us in celebrating the Grand

**2015 Season Fees**  
 Coal Creek will honor all remaining balances on 2013 Summit Club and

[http://campaign1.c2.constantcontact.com/render?i=ad569568&id=1UMZ35A0VE8M02L5PhZ5J4YtT\\_EW6D4ou89QzZyT468M3ady63602m...](http://campaign1.c2.constantcontact.com/render?i=ad569568&id=1UMZ35A0VE8M02L5PhZ5J4YtT_EW6D4ou89QzZyT468M3ady63602m...) 14

5/1/2015 Coal Creek Golf Courier

*This 2015 line debut means precision is back in Louisville!*

- New shipments arriving daily!

*If you want to be the first to tee off on Monday, June 29, participate in a fundraiser auction for this spot at the Grand Re-opening on June 27.*

- New sod throughout course
- Irrigation and landscaping around the clubhouse
- Parking lot repaired and resurfaced

**Coal Creek Update/Open House**  
 Thursday, May 14 | 5 PM | Coal Creek Clubhouse  
 Interested in learning more about the recovery project, opening day, rates and fees, services, and more? Join us at our next Coal Creek Golf Course Open House where we'll keep you up-to-date on operational progress and future plans.



**Services & Programs**  
 While the fairways and greens aren't open yet, Coal Creek staff are here to serve a number of your golf needs as you gear up for the season. We now offer:

- Club Repair
- Club Fitting
- Limited Instruction (Offsite)

Call 303.666.7888 for details.



**Book Your Event**  
 Coal Creek would enjoy hosting your outing. The course can accommodate outings up to 180 players. Outings include fun, professional administration for limited stress, and great customer feedback.

The Mine at Coal Creek will also be opening soon to manage your food and beverage needs.

Please call the Pro Shop at 303.666.7888 or email David Dean at [ddean@louisvilleco.gov](mailto:ddean@louisvilleco.gov) to book your golf outing.



**Clean-Up Day**  
 A number of you have asked if you can help us prepare for our Grand Re-Opening. We're glad you asked!

We need volunteers to help us sand bridges, cut down brush, and paint on Sunday, May 31 starting at 10 a.m.

If you are interested, please contact David Dean at [davidd@louisvilleco.gov](mailto:davidd@louisvilleco.gov) so we can plan accordingly.

[CoalCreekGolf.com](http://CoalCreekGolf.com)

[Forward this email](#)

[http://campaign1.c2.constantcontact.com/render?i=ad569568&id=1UMZ35A0VE8M02L5PhZ5J4YtT\\_EW6D4ou89QzZyT468M3ady63602m...](http://campaign1.c2.constantcontact.com/render?i=ad569568&id=1UMZ35A0VE8M02L5PhZ5J4YtT_EW6D4ou89QzZyT468M3ady63602m...) 34

5/1/2015 Coal Creek Golf Courier

**Re-Opening of Coal Creek Golf Course - Colorado's Newest 25-Year-Old Golf Course!**

With a Hole-in-One competition, a Longest Drive contest, Fodgoff Hole-in-One event, and Closest-to-the-Pin challenge for all ages, course tours, music and more, this day will be fun for the whole family, golfers and non-golfers alike.

We will also be auctioning off the first tee time for Monday, June 29.

Watch [coalcreekgolf.com](http://coalcreekgolf.com) for details.

**Peak Player** season passes, gift certificates and rain checks when the course reopens.

Additionally, we are introducing dynamic pricing, which means we will offer prices which vary according to days, times, and seasons. This approach helps make the game more affordable and accessible to regular customers and allows us to successfully compete for new customers.

Contact the golf shop for more details. Full rate and fee information will soon be available at [coalcreekgolf.com](http://coalcreekgolf.com).

**PGA Junior Golf League at Coal Creek**

PGA Junior League Golf (PGA JLG) is designed to bring a "Little League" atmosphere to the game of golf. With teams of boys and girls, age 13 and under, PGA JLG provides a structured league environment for young golfers to compete and have fun! This is a great way to get, and keep, kids involved in the game!

**Register Today for a Reduced Fee of \$250 (regularly \$300)!**  
 Registration includes uniforms, instruction, greens fees, bag tags and golf balls. Our first game is June 10, 2015.

To register, visit [www.pgajlg.com](http://www.pgajlg.com). For more information, please click [here](#) or contact David Baril at [dbaril@louisvilleco.gov](mailto:dbaril@louisvilleco.gov).



**Merchandise**  
 While crews have been prepping the greens, we've been busy getting the golf shop ready for business. Stop in to shop for:

- Coal Creek Logo Golf Bags
- Ben Hogan Equipment



**Tee Times**  
 Our first day to play will be Monday, June 29. Tee times can be scheduled seven days in advance, which means starting June 22, you can secure your spot to play at Coal Creek. Schedule online, over the phone, or in person.



**Course Updates**  
 We're making great progress on the reconstruction. A few recent highlights include:

- 98% of all major construction completed by April 2015
- Fourth application of over-seeding

[http://campaign1.c2.constantcontact.com/render?i=ad569568&id=1UMZ35A0VE8M02L5PhZ5J4YtT\\_EW6D4ou89QzZyT468M3ady63602m...](http://campaign1.c2.constantcontact.com/render?i=ad569568&id=1UMZ35A0VE8M02L5PhZ5J4YtT_EW6D4ou89QzZyT468M3ady63602m...) 24

5/1/2015 Coal Creek Golf Courier

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City of Louisville | Coal Creek Golf Course | 585 West Dillon Road | Louisville | CO | 80027

**SUBJECT: COAL CREEK GOLF COURSE 2015 FEE SCHEDULE**

**DATE: MAY 19, 2015**

**PRESENTED BY: JOE STEVENS, PARKS AND RECREATION DEPARTMENT  
DAVID BARIL, HEAD GOLF COURSE PROFESSIONAL**

**SUMMARY:**

City staff would like to review 2015 Coal Creek Golf Course Fees/Charges with City Council. After the Grand Reopening festivities on June 27<sup>th</sup> and 28<sup>th</sup>, Coal Creek Golf Course will open for regular play on June 29, 2015, marking the first time the course has been playable since September 5, 2013. Since that time, the golf course has been reconstructed and golf course management, operations (excepting Food & Beverage) and maintenance, once out-sourced, has become an in-house City operation. To be successful, the City must position Coal Creek to be perceived as a value worth the per round cost *and* competitively priced. To do this staff are committed to maintaining better course conditions and a higher level of customer service than previously experienced at Coal Creek and to setting a standard other golf courses will try to emulate.

To develop a successful pricing strategy, City staff and the Golf Course Advisory Board (GCAB) have taken comments from golfers, non-golfers, considered survey data and balanced competing interests against the need to generate sufficient rounds/revenue necessary to cover operating costs. On April 20, 2015, the Golf Course Advisory Board reviewed and agreed with the Parks and Recreation Department's proposed Coal Creek Golf Course Fees and Charges for 2015. At that meeting, some GCAB members suggested incorporating a resident discount for season passes at Coal Creek Golf Course into the fee schedule for 2015 and staff has done so.

Accompanying this communication, please find a listing of 2015 Coal Creek Golf Course Rates and Fees. Notable changes in contrast to the previous model include:

- Season passes or "memberships" have been updated from the old "Summit" and "Peak Player" programs. The new "Imperial" (any day) and "Regal" (week days only) passes differ from the old "Summit" passes primarily by reducing the price slightly from \$2,200 (Summit with free cart benefit) and \$1,700 (Summit without free cart benefit) to \$1,900 for the Imperial and \$1,300 for the Regal passes. The free golf cart benefit has been eliminated from both Imperial and Regal passes, there is no food and beverage discount and the advance tee time privilege has been reduced from 14 days to 10 days. The Regal Pass targets senior golfers who can golf during non-peak days (during the week), but it will also be marketed and available to everyone, noting that a number of working schedules are not traditional and younger adults with or without children, may be struggling to make ends meet, are on a "fixed income" etc., but would clearly love to play more golf.

- The new “Ajax” and “Acme” season passes are based on a calendar year beginning July 1 and ending June 30.
  - The \$124 Ajax season pass offers the following benefits:
    - An 8 day advance tee time privilege
    - A \$ 3 discount off of MOST 18-hole green fees on any day (the exclusion is no discount for prime time on weekends and holidays)
    - A \$ 2 discount off of 9-hole green fees on any day.
    - A discount off of golf merchandise only
    - A revised loyalty program
    - NO free golf during winter months
  - The \$88 Acme pass has similar benefits but is a WEEKDAY only pass:
    - An 8 day advance tee time privilege
    - A \$ 3 discount off of MOST 18-hole green fees for weekday only (the exclusion is no discount for prime time on weekdays)
    - A \$ 2 discount off of 9-hole green fees on any weekday.
    - A discount off golf merchandise only
    - A revised loyalty program
    - NO free golf during winter months

These passes are designed to be attractive for golfers and potential golfers and, also to work for the economic sustainability of the golf course. During the transition, the City will honor outstanding balances on Summit Club and Peak Player Membership Programs.

- Dynamic pricing is being introduced to Coal Creek targeted to market sensitivity and golfing demand. This means green fees are dependent on time, day of week, course conditions, and as a result reflect variable pricing.
- A new \$159 Junior Pass has been incorporated into the 2015 Program affording golf course privileges for youth and unlimited use of range balls and practice facilities.
- Bike carts have been added to the City’s rental portfolio for 2015.
- The calendar year for passes will start July 1, 2015 and will be good through June 30, 2016.
- A Corporate Golf Pass Program will be offered.
- The rack rate (highest 18 hole green fee) on weekends and holidays will be \$49 in 2015.
- The highest rack rate on weekdays will be \$43 in 2015.

**SUBJECT: COAL CREEK GOLF COURSE 2015 FEE SCHEDULE****DATE: MAY 19, 2015****PAGE 3 OF 5**

- Special programs and season passes have been named after mines that once operated in and/or around Louisville. This pays homage to the history of Louisville and reflects staff's efforts to brand the golf course.
- The Parks & Recreation Department will continue to explore, develop and integrate non-traditional golf programs including but not limited to foot golf, interpretive programs, Punch Bowl golf and other events and programs at Coal Creek Golf Course.

**FISCAL IMPACT:**

The 2015 adopted Coal Creek Golf Course budget reflects total revenue of \$3,145,400 including \$1,124,400 revenue from operations, a General Fund transfer of \$300,000 to help with first year operational start-up costs, a \$1,196,000 transfer from the Capital Projects Fund for equipment and major capital necessary to re-open and maintain the golf course, and \$525,000 from 2015 FEMA reimbursements for 2013 Flood costs.

This budget was based on the assumption in October 2014 that Coal Creek would reopen in June 2015, generate 18,000 rounds of golf through December 2015 (60% of a full year) and the City would charge a Rack Rate of \$55.00 resulting in an average rate of \$41.25. At the time staff noted,

“Although we are still evaluating pricing options and, on the theory that it is better to start high and reduce price as necessary than to start low and try to increase prices, may recommend a higher price, staff currently recommend a rack rate of \$55.00 for 18 holes during prime times in 2015...Staff will continue working with the Golf Course Advisory Board on a pricing structure and other issues as we transition from grow-in to on-going maintenance to opening the golf course in 2015 to make sure the course is ready.”

Since October of last year staff has worked with the GCAB and, considering the current prices of competing golf courses in the area and believing it is necessary to entice golfers back to Coal Creek and show them the course is a good value, now believes a Rack Rate of \$49.00 is appropriate.

Since the Course will reopen at the end of June, and based on the staff's detailed review of the course history and area trends, staff also thinks a projection of 18,000 rounds this year is overly optimistic. The 5-year average number of paid rounds at Coal Creek Golf Course for the period 2008-2012 is 30,210. Based on this number, and assuming 45% of rounds occur in the July-December period (many golfers tend to play more in the late Spring and early Summer than in the latter half of the year), staff now projects the new Coal Creek Golf Course should be able to generate 13,595 paid rounds in 2015 (July to December). Staff also projects that the dynamic pricing schedule will generate an average green fee of \$36.75 (75% of the proposed Rack Rate green fee of \$49.00). Finally, staff projects that for 2015, golf course operations will generate 45% of the previous annual revenue reported by Western Golf from Cart Rentals,

**SUBJECT: COAL CREEK GOLF COURSE 2015 FEE SCHEDULE****DATE: MAY 19, 2015****PAGE 4 OF 5**

Driving Range Fees, Food and Beverage, Pro Shop Sales, Rentals and Lessons. Based on all these current assumptions, and on staff's current estimates of expenses through the end of the year, staff projects revenue from operations will total about \$760,000 resulting in a budget shortfall (total revenue less total expenditures) of about (\$89,000). The details of this estimate are listed in the table below.

Based on the projected number of rounds and keeping all other assumptions the same, it would be necessary to increase the Rack Rate to \$58.00 (and generate an average green fee of \$43.50) in order to roughly break even (total revenue equaling 2015 expenditures). Alternatively, keeping the Rack Rate at \$49.00, it will be necessary to generate 15,105 rounds and 50% of historical revenue in other revenue centers to be able to roughly break even in 2015.

<b>Projected Revenue and Expenses</b>	
<b>Assumptions:</b>	<b>2015</b>
5 Year Average Paid Rounds	30,210
Percent of Total Rounds & Revenue in July-Dec	45%
2015 Rounds	13,595
Rack Rate	\$ 49.00
Average Green Fee	\$ 36.75
<b>Revenue</b>	
Green Fees	\$ 499,598
Golf Cart Rentals	\$ 108,000
Driving Range	\$ 58,500
Food/Beverage	\$ 20,250
Pro Shop Sales	\$ 54,000
Pull Cart Rentals	\$ 1,125
Club Rentals	\$ 4,050
Golf Lessons	\$ 4,500
Misc. Revenue	\$ 9,000
<b>Total Revenue (From Operations)</b>	<b>\$ 759,023</b>
<b>Capital Projects Fund Transfer</b>	<b>\$ 1,196,000</b>
<b>General Fund Transfer</b>	<b>\$ 300,000</b>
<b>FEMA Reimbursement</b>	<b>\$ 525,000</b>
<b>Total Revenue</b>	<b>\$ 2,780,023</b>
<b>Expenses</b>	
Operations & Maintenance	\$ 1,219,960
Capital Outlay	\$ 1,423,570
Utility Fund Loan Repayment	\$ 225,000
<b>Total Expenses</b>	<b>\$ 2,868,530</b>
<b>Net Revenue (Shortfall)</b>	<b>\$ (88,507)</b>

**SUBJECT: COAL CREEK GOLF COURSE 2015 FEE SCHEDULE**

**DATE: MAY 19, 2015**

**PAGE 5 OF 5**

**RECOMMENDATION:**

Staff appreciates Council's review and comment on the 2015 Coal Creek Golf Course Fee Schedule.

**ATTACHMENT(S):**

1. Coal Creek Golf Course 2015 Rates & Fees

## Coal Creek Golf Course 2015 Rates & Fees

DP = dynamic pricing rate  
Ajax PPP = weekend & weekday PPP  
Acme PPP = weekday only PPP  
PPP = Preferred Player's Pass

	<b>Rack rates</b>	<b>Acme PPP rates</b>	<b>Ajax PPP rates</b>
Weekday 18-hole green fee	\$43	(\$3 off <b>DP</b> rate)	(\$3 off <b>DP</b> rate)
Weekday 9-hole green fee	\$23	(\$2 off DP rate)	(\$2 off <b>DP</b> rate)
Twilight 1 rate M-F	\$29	(\$3 off DP rate)	(\$3 off <b>DP</b> rate) < 4 hours daylight
Twilight 2 rate M-F	\$19	(\$2 off DP rate)	(\$2 off <b>DP</b> rate) < 2 hours daylight
Weekend 18-hole green fee	\$49	N/A	N/A during prime time**
Weekend 9-hole green fee	\$29	N/A	(\$2 off <b>DP</b> rate)
Twilight 1 rate weekend/holiday	\$34	N/A	(\$3 off <b>DP</b> rate) < 4 hours daylight
Twilight 2 rate weekend/holiday	\$24	N/A	(\$2 off <b>DP</b> rate) <2 hours daylight
4-Hole rate	\$8	(\$1 off <b>DP</b> rate)	(\$1 off <b>DP</b> rate)
18 hole cart fee Per Person	\$18		
9 hole cart fee PP	\$10		
18 hole bike cart	\$12		
9 hole bike cart	\$8		
18 hole pull cart	\$6		
9 hole pull cart	\$4		
Range fees	Regular Rates \$ 5/30 balls; \$ 9/60 balls; \$ 12/90 balls New digital key pad dispenser		
Range card	Range pass \$ 90/900 balls		
18 hole rental clubs	\$40		
9 hole rental clubs	\$25		

### A scenario for dynamic pricing on the weekends in July and how it impacts Ajax pass holders' rates

Discounts applied to the dynamic pricing rates

6:00 am -7:50 am	\$ 44	
8:00 am – 9:30 am	\$ 49	** highest rate
9:40 am – 12 noon	\$ 44	
12:10 pm – 4:30 pm	\$ 39	

4:40 pm Twilight 1 rate in July with sundown at 8:32	\$ 34
6:40 pm Twilight 2 rate in July with sundown at 8:32	\$ 24

### A scenario for dynamic pricing on weekdays in July and how it impacts Ajax & Acme pass holders' rates

Discounts applied to dynamic pricing rates

6:00 am -7:50 am	\$ 38	
8:00 am – 9:30 am	\$ 43	* highest rate
9:40 am – 12 noon	\$ 38	
12:10 pm – 4:30 pm	\$ 33	

4:40 pm Twilight 1 rate in July with sundown at 8:32	\$ 29
6:40 pm Twilight 2 rate in July with sundown at 8:32	\$ 15

### How we handle new passes after the expiration of current summit and peak players pass

If your current plan extends past June 30, 2015, a prorated buy in is available based upon the number of months remaining until the new membership year begins.

**Moving our yearly passes / programs from anniversary dates to specific calendar year.**

The proposal is to eliminate programs and passes that expire on the 1 year anniversary of the initial sign in date. While this plan is convenient to the player it is difficult to budget. The proposal is to move the passes to a calendar year program that begins on July 1 and ends on June 30. By enacting this program we can better estimate the number of renewals and the renewal would occur while demand is at its greatest along with the resistance to rejoin at its least.

**Resident discounts.**

**There will be a 10% discount available to residents of Louisville offered on the annual memberships that include: Imperial, Regal, Ajax, Acme and Caledonia.**

**A yearly premium pass.**

**The Imperial Pass**

Annual individual pass at \$ 1,900 per person [prorated at \$ 165 per month]

- A second family member can be added at 75% of original price
- A third family member can be added at 35% of original price
- 10 day advance tee time privilege
- Unlimited green fee
- No tee time restrictions
- Unlimited range balls
- 15% discount on soft goods and 10% discount on hard goods

**Definition of a Family member:** An individual living within the same residence, claimed as a dependent upon your tax return, and not over the age of 25.

**The Regal Pass**

Annual individual pass at \$ 1,300 per person [prorated at \$ 125 per month]

- A second family member can be added at 75% of original price
- A third family member can be added at 35% of original price
- Unlimited weekday green fee
- Unlimited range balls
- 10 day advance tee time privilege
- 15% discount on soft goods and 10% discount on hard goods

**The Ajax (Peak Player's Pass) valid every day @ \$124**

**The Acme (Peak Player's Pass) valid weekday @ \$ 88**

- **A free green fee pass** will be distributed for each annual fee. Prorated passes are not eligible for this option.
- 15% discount on soft goods and 10% discount on hard goods
- Discounted green fees \*  
[Discounts not available Weekend and Holiday mornings from 8 am until 9:30 am]
- 8 day in advance tee time privilege.
- Loyalty point system on all golf purchases  
[green fee, golf cart, golf bike, range balls, golf merchandise] Loyalty points are valued at \$ .10 on the dollar.  
Example 500 loyalty points = \$ 50
- Loyalty points are redeemed at full retail.

**The Caledonia Corporate Golf Pass**

A yearly corporate pass that allows anyone with the Caledonia CGP card to be used as a Credit Card good only at Coal Creek Golf Course. The card is valid for golf fees, food & beverage, golf instruction, golf carts, range, and golf merchandise.

The initial buy in is \$ 1500 and the funds can be replenished as needed in \$ 500 increments.

[Food & beverage charges can be separated and reimbursed as cash or credits towards expenses owed by the concessionaire to the City of Louisville.]

**The Monarch Junior Pass**

A privilege pass that includes unlimited green fees and unlimited weekday use of the practice facilities.

**Prorated to \$159 for 2015**

- Golf course privileges available Monday through Friday between 8 am and after 1 pm weekends
- Unlimited use range balls and use of practice facilities on weekdays and after 1 pm weekends
- Tee time privileges available 2 days in advance

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**Services**

**Golf Instruction**

Individual lessons

A series 5 lessons for the cost of four \$ 200

One lesson \$ 50 per half hour

Group lessons of 2 to 8

A series

One lesson

Junior lessons

Player Development Program \$ 100 per month or \$ 900 per year

The Junior League \$ 300 per player

The Drive Chip Putt Development program \$ 100 per player

Corporate lessons

Variable rate per hour based upon number of participants

**Club fitting**

Wedge \$ 50

Putter \$ 50

Driver \$ 50

Full Set \$ 100

**Club Repairs All prices include installation**

Re-gripping varies on grip from \$ 6 to \$ 39 per grip

Re-shafting varies per shaft from \$ 28 to \$ 350

Frequency matching \$ 5 per club

Loft & lie alterations \$ 7 per club

Swing weight alterations \$ 5 per club

Shaft Pureing \$ 50 per club

**Tournament preparation as a component of golf outings at \$ 5 per person**

Personalized score cards

Rules sheet preparation

Personalized cart tags

Scoring report

Skills Test preparation

Course set-up

**Colorado Golf Association Handicap**

Coal Creek Golf Course USGA handicap

\$ 30 per adult

\$ 19 per junior

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**Plugging the revenue leaks from previous years:**

- Discounted fees offered within the old Player's Peak program are not available on Saturday, Sunday or Holidays from 8 am through 9:30 am
- There are no free rounds through the winter months.
- All fees are 18-hole fees. Replay rounds are available at 50% the original rate and are available as space is available. Replay tee times are not allowed.
- All loyalty points are redeemed at full retail.
- Simplify the twilight rates to two types
  1. First twilight rate begins 4 hours before sundown
  2. Second twilight rate begins 2 hours before sundown
  3. Cart fees are not discounted and are for holes played.
- Publicize the 4 hole course rotation [10,11,12,13] at \$ 8 per person based upon availability. No players will be able to start while original play is on hole 9.

**SUBJECT: HIGHWAY 42 GATEWAY PLAN REVIEW**

**DATE: MAY 19, 2015**

**PRESENTED BY: TROY RUSS, PLANNING AND BUILDING SAFETY**

**SUMMARY:**

The public hearing regarding the City's potential purchase contract for 0.39 acres located at 1125 Pine Street intended for the extension of Lee Avenue to Pine Street, as contemplated in the City's 42 Gateway Alternative's Analysis Report, was continued from April 7<sup>th</sup>. City Council directed staff to return May 19<sup>th</sup> and present the Highway 42 Gateway Plan and relevant background because three members of City Council have been elected since the Plan was adopted. City Council also requested staff present the traffic volumes anticipated to use the proposed Lee Avenue Extension and respond to questions Miner's Field resident Jean Morgan provided during the April 7<sup>th</sup> meeting. This staff report, its many attachments, and associated PowerPoint Presentation present the information requested.

**Highway 42 Corridor History**

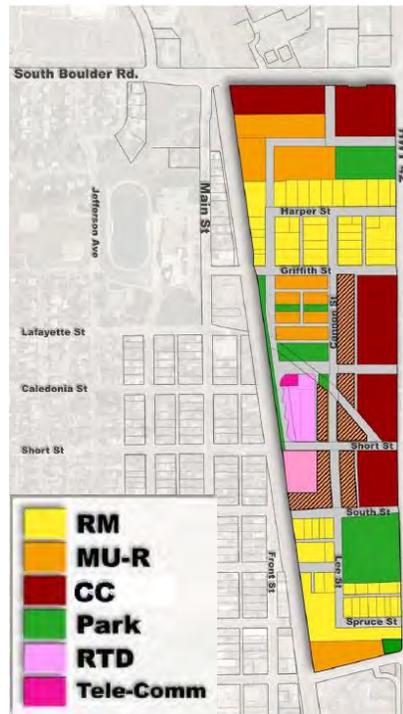
On June 4, 2013, City Council adopted Resolution 31, Series 2013, a resolution approving the Highway 42 Gateway Plan as the preferred transportation strategy for Hwy 42 between Locke Street and Paschal Drive (northern City Limits). This Plan is the culmination of years of cooperative land use and transportation planning between the City, CDOT, Boulder County and RTD.

*Land Use Planning*

Highway 42 Revitalization Framework Area Plan - In 2003, the City adopted the Highway 42 Revitalization Area Framework Plan. The Framework Plan established the City's policy objectives for stabilizing and redeveloping the land uses east of the BNSF Railway, north of Pine Street, west of Highway 42, and south of South Boulder Road. Specifically, the plan called for the largely vacant land north of the Little Italy neighborhood and the former industrial area between Griffith Street and South Street being allowed to develop and redevelop as a mixed use walkable neighborhood compatible with Downtown Louisville. The Framework Plan stated the Little Italy and Miner's Field neighborhoods should not be impacted by zoning changes and should remain Residential Medium Density (RM). The Plan also called for the development of a corridor study for Highway 42.



Hwy 42 Framework Plan



Land Use Exhibit A - MUDDSG

Chapter 17.14 of the Louisville Municipal Code – In 2007, the City adopted the Mixed Use Development Design Standards and Guidelines (MUDDSG). This action translated and implemented the policies in the Framework Plan through specific zoning regulations and design guidelines in the Louisville Municipal Code.

The adoption of the MUDDSG formally required the properties north of Little Italy, the area bound by Griffith Street and South Street, as well as the properties along Pine Street to be rezoned and developed as mixed use. The MUDDSG did not change the zoning for the Little Italy and Miner’s Field Neighborhoods; they remain in the RM zone district.

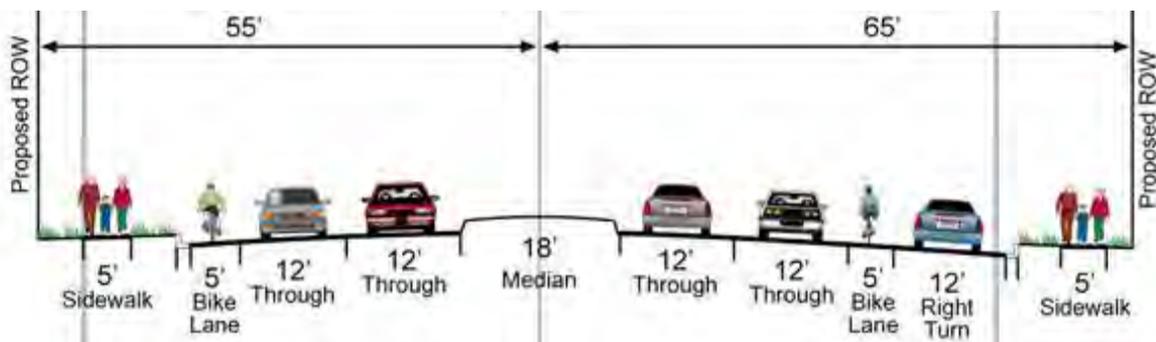
*Transportation Planning*

State Highway 42 Traffic and Access Study – In 2007, the City completed a traffic and access plan for Highway 42. The realignment of 95<sup>th</sup> Street from County Road to Hwy 42 over the BNSF Railway in 2004, along with the Framework Plan’s call for a corridor study, necessitated a long-term strategy be developed.

The Study examined anticipated traffic volumes and concluded the corridor would need to be widened to 5-lanes and an average of 30 feet of additional right-of-way would be required between Pine Street and South Boulder Road.

The Study recommended widening Hwy 42 to the east into the City’s jointly owned (with Boulder County and the City of Lafayette) open space and recreational properties instead of impacting approximately 21 properties in Little Italy, the redevelopment area, and Miner’s Field to the west.

The cost of this project in 2013 dollars would range between \$25 and \$31 million. It is highly doubtful the City would find funding partners with an alternative impacting public open space (referred to under Federal regulations as “4f properties”) to the east, or historic residential structures (referred to as “106 properties”) to the west. The Study conclusions were determined to be infeasible and were never adopted by the Louisville City Council or its potential funding partners.



Hwy 42 Gateway Plan – In 2013, The 42 Gateway Project represented a renewed partnership between Louisville, the Colorado Department of Transportation (CDOT), Boulder County, and the Regional Transportation District (RTD) to complete an Integrated Infrastructure Implementation Plan for Highway 42 Corridor.

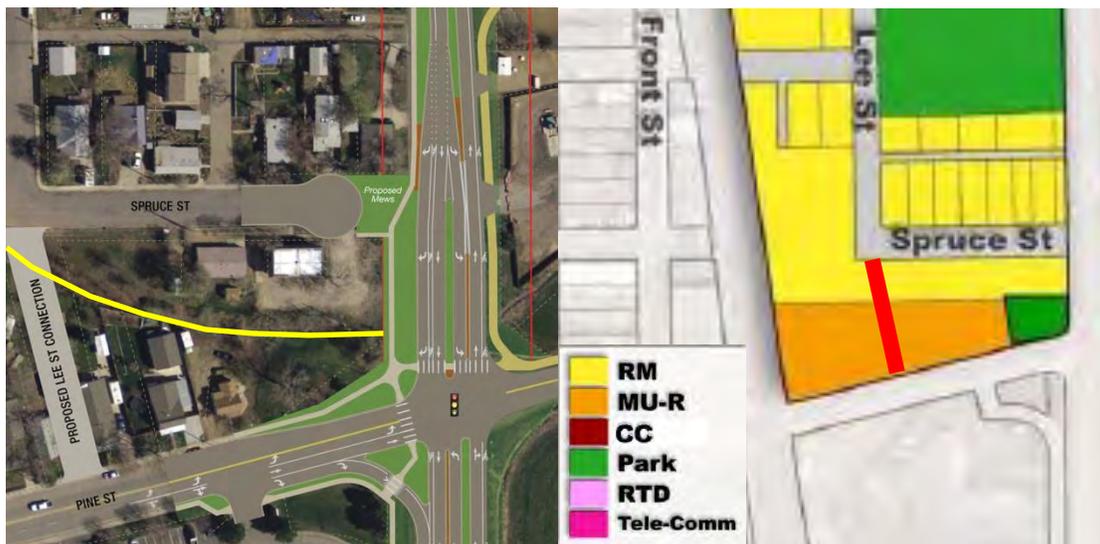
The study examined a no-build alternative against both a 3-lane and 5-lane alternative. The study recommended a 3-lane alternative with local street network and transit enhancements. The study found the 3-lane alternative with local network and transit enhancements would provide an acceptable level of service on Highway 42 while significantly improving the vehicular safety and travel choices in the corridor when compared to the no-build or 5-lane options. The 3-lane option was found to be superior in accomplishing the City’s goals of minimizing property and environmental impacts, improving pedestrian and bicycle mobility and meeting the land use vision (redevelopment of the revitalization district and stabilization of the Little Italy and Miners’ Field neighborhoods) for the corridor.

A total of three private properties need to be purchased by the City to enable the 3 lane option. 1125 Pine Street is the only property south of South Boulder Road needing to

be acquired. The other two properties are located north of South Boulder Road in Christopher Plaza and the Davidson Highline Subdivision.

The expected cost of the 3-lane option with local network and transit enhancements is between \$18 and \$20 million in 2013 dollars. All of the funding partners in the study endorsed or adopted the plan. Additionally, the Lafayette City Council gave positive comments during a joint Louisville Lafayette City Council Study Session in 2013. The Louisville City Council adopted the Plan with Resolution 31, 2013.

During the final City Council meeting, June 4, 2013, for Highway 42, City Council directed staff to acquire the property necessary for the Lee Avenue extension when the opportunity arose. Additionally, City Council further directed staff to hold the actual construction of the roadway until a time when the adjoining properties redevelop.



**Traffic Update**

Council Member Lipton requested staff review the population and employment assumption between what was planned and since built in the corridor. Council Member Stolzmann inquired how the RTD plans, or the lack thereof, impacted traffic anticipated in the corridor.

Staff worked with the Denver Regional Council of Governments (DRCOG) to review population and employment numbers built versus projected as well as determine how changes in RTD transit plans influenced traffic volumes in the corridor. Staff found the build-out of Steel Ranch, North End, Coal Creek Station, DELO, and the Boulder County Housing Authority’s Alkonis development to be slightly less than anticipated in the 2013 study. The removal of RTD’s Northwest Rail Corridor in the model between 2035 and 2040 causes an approximately 10% increase in traffic volumes on Hwy 42.

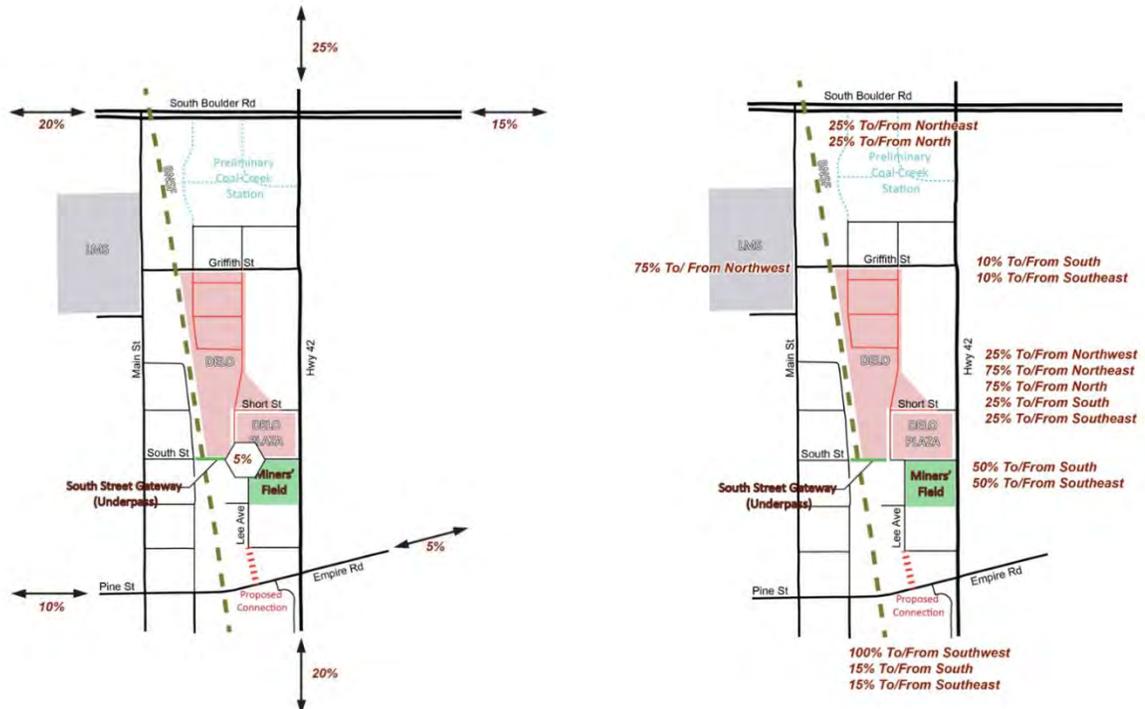
**Lee Avenue Extension Traffic Study**

The Highway 42 Gateway Plan documented the traffic volumes anticipated on Highway 42. The Corridor Plan did not show the traffic volumes anticipated on the local street network. To project the local street traffic volumes, staff used the development programs of DELO, DELO Plaza, and the existing Miner’s Field neighborhood to generate a Traffic Impact Study and determine how many vehicles would be expected to use the Lee Avenue Extension. Staff followed the three-step traffic engineering process of trip generation, trip distribution, and trip assignment to create the Traffic Impact Study.

Trip Generation - Staff anticipates approximately 6,150 vehicle trips would be generated daily from DELO, DELO Plaza, and Miner’s Field. Approximately 460 trips would be generated in the morning peak hour and 500 trips in the evening rush hour.

External Vehicle - Trips Generated				
Average Weekday	AM Peak hour In	AM Peak hour Out	PM Peak hour In	PM Peak hour Out
6,142	222	241	270	228

Trip Distribution – Staff used the distribution assumptions from both the DELO and DELO Plaza traffic studies. These distribution assumptions, shown below were generated from select link studies of the DRCOG regional traffic model. Staff then generated assumptions of how the Lee Avenue Extension would further influence the distribution of generated trips.



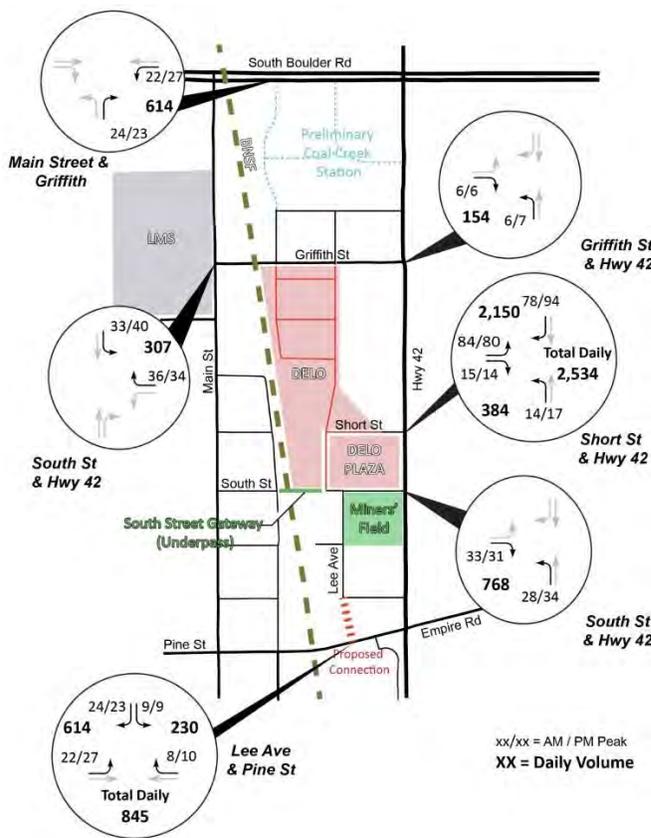
**SUBJECT: HIGHWAY 42 GATEWAY PLAN REVIEW**

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Trip Assignment – Staff anticipates approximately 850 vehicles a day will use the Lee Avenue Extension with approximately 65 vehicles during the morning and evening peak hours. This equates to approximately 1 vehicle per minute on Lee Avenue during the peak periods. The proposed intersection would operate at a similar acceptable level of service to the current Jefferson Avenue and Pine Street intersection in Old Town.

For comparison, staff conducted a three day 24-count (Tuesday, Wednesday, Thursday) for four Old Town Louisville streets (April 21<sup>st</sup>, 22<sup>nd</sup>, and 23<sup>rd</sup>). The averaged totals are shown below. Staff does not believe the traffic volumes expected with the Lee Avenue Extension will negatively impact Miners’ Field neighborhood’s quality of life any more than what is currently experienced in Old Town Louisville. The impact would also be less than the likely impacts expected with a 5-lane Hwy 42 option.



	AM Pk	PM Pk	Daily
LaFarge	50	76	645
Jefferson	101	103	954
Grant	19	31	241
Lincoln	185	158	1,511
Lee	63	68	845

**Alternative Considered**

During the April 7<sup>th</sup> public hearing on the potential 1125 Pine Street purchase, Miners’ Field resident Jean Morgan requested City Council have staff present an analysis of extending the dedicated southbound right turn lane from Hwy 42 to Pine Street as an alternative to the Lee Avenue Extension. The images below illustrate the property

impacts of extending the southbound right turn lane north from Pine Street to the South Street intersection as requested.

In this image staff kept the centerline of Hwy 42 in its current location and added half of the needed northbound left turn lane from Hwy 42 to South Street, a southbound bike lane on Highway 42, the requested extended southbound right turn lane, a sidewalk, and a 3-foot retaining wall as Hwy 42 is 3 feet higher than Miners' Field. The illustration demonstrates extending the Hwy 42 southbound right turn lane to Pine Street north would have significant impacts on the Miners' Field.

This alternative was not recommended by staff during the 42 Gateway Study because it did not improve traffic operations over what was proposed for the Pine Street intersection. The 95<sup>th</sup> percentile queue in the 2035 model for the southbound right turn lane from Hwy 42 to Pine Street does not justify the extension as requested.





**FISCAL IMPACT:**

Staff estimates the total cost associated with the finalized construction of the complete Highway 42 Corridor (3-lane option) to be \$18 million for the Highway and an additional \$2 million for the local street network in 2013 dollars. Staff believes the City will be able to secure significant (likely over \$15 million) assistance from County, RTD, State and Federal sources for this option. In contrast, the projected cost of the 5-lane option in 2013 dollars is between \$25 and \$31 million. It is also highly doubtful the City would find funding partners for that option because it would impact public open space (“4f properties”) to the east, or historic residential structures (“106 properties”) to the west.

Implementing the Highway 42 Corridor improvements will require the cooperation of a number of vested partners including Boulder County, CDOT and RTD. The improvements identified in the Gateway Plan will require a staged approach and coordination with private development.

**RECOMMENDATION:**

This is a discussion item. No action is requested.

**ATTACHMENT(S):**

1. Resolution No. 31, Series 2013
2. Lee Avenue Extension Traffic Impact Analysis Spreadsheet

**SUBJECT: HIGHWAY 42 GATEWAY PLAN REVIEW**

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3. Highway 42: 3-lane and 5-lane Cost Comparison (2013 dollars)
4. [Link to Highway 42 Gateway Plan \(2013\)](#)
5. [Link to Highway 42 Traffic And Access Plan \(2007\)](#)
6. [Link to Highway 42 Revitalization Area Framework Plan](#)
7. [Link to Highway 42 Revitalization Area Comprehensive Plan Amendment](#)
8. DRCOG Metro Vision 2040 Coding Message
9. Old Town Louisville Traffic Counts April 21, 22, and 23, 2015
10. Public Comment – Sam Duran April 12, 2015
11. Presentation
12. [Link to Highway 42 Revitalization Area Framework Plan & Comprehensive Plan Amendment](#) (Highlighted version provided by Sam Duran via Councilmember Stolzmann)

**RESOLUTION NO. 31,  
SERIES 2013**

**A RESOLUTION APPROVING THE HIGHWAY 42 GATEWAY PLAN**

**WHEREAS**, the City of Louisville contracted with Atkins North America, Inc. (Atkins) to complete a Louisville FasTracks Station Area and Highway 42 Corridor Integrated Infrastructure Implementation Plan; and

**WHEREAS**, the plan was renamed the Highway 42 Gateway Plan (The Plan); and

**WHEREAS**, the City conducted a public meeting on November 9, 2011 where The Plan was introduced and the objective of the project was identified; and

**WHEREAS**, the City conducted a public meeting on April 18, 2012 where The Plan purposed, project goals, and existing conditions were presented and comments and feedback were received; and

**WHEREAS**, the City conducted a public meeting on October 3, 2012 to present and discuss project alternatives and facilitate a public discussion; and

**WHEREAS**, the City Council held two duly noticed public meetings on The Plan on December 28, 2012 and January 22, 2013, where public testimony was entered into the record, and recommended modifications were made to The Plan; and

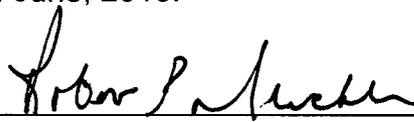
**WHEREAS**, the City Council has reviewed The Plan and finds that it should be approved, without condition.

**NOW THEREFORE, BE IT RESOLVED**, that the City Council of the City of Louisville, Colorado does hereby approve the 42 Gateway Plan.

**PASSES AND ADOPTED** this 4th day of June, 2013.



Nancy Varra, City Clerk

BY:   
Robert P. Muckle, Mayor

**Miners' Field**

Trip Generation Category	Quantity	Trip Generation Rates (1)						Vehicle Trips Generated				Percentage Internal Capture and Alternative Modes	External Vehicle - Trips Generated				
		Average Weekday	AM Peak hour		PM Peak hour		Average Weekday	AM Peak hour		PM Peak hour			Average Weekday	AM Peak hour		AM Peak hour	
			In	Out	In	Out		In	Out	In	Out			In	Out	In	Out
Single Family Home	25 DU (3)	9.52	0.188	0.563	0.63	0.37	238	5	14	16	9	5%	226	4	13	15	9
Duplex (2)	2 DU	5.81	0.075	0.365	0.348	0.217	12	0	1	1	0	5%	11	0	1	1	0
Apartments (4)	4 DU	6.65	0.102	0.408	0.403	0.172	27	0	2	2	1	5%	25	0	2	2	1
	<b>31 DU</b>						<b>276</b>	<b>5</b>	<b>16</b>	<b>18</b>	<b>10</b>		<b>262</b>	<b>5</b>	<b>16</b>	<b>17</b>	<b>10</b>

**Notes:**

- (1) Trip Generation, Institute of Transportation Engineers (ITE), 9th Edition
- (2) Land Use No. 230 Duplex
- (3) DU = Dwelling Units
- (4) Land Use No. 220 - Apartments

**DELO**

Trip Generation Category	Quantity	Trip Generation Rates (1)						Vehicle Trips Generated				Percentage Internal Capture and Alternative Modes	External Vehicle - Trips Generated					
		Average Weekday	AM Peak hour		PM Peak hour		Average Weekday	AM Peak hour		PM Peak hour			Average Weekday	AM Peak hour		AM Peak hour		
			In	Out	In	Out		In	Out	In	Out			In	Out	In	Out	
Townhomes (2)	60 DU (3)	5.81	0.075	0.365	0.348	0.172	349	5	22	21	10	5%	331	4	21	20	10	
Apartments (4)	130 DU	6.65	0.102	0.408	0.403	0.217	865	13	53	52	28	5%	821	13	50	50	27	
Office (5)	22.6 KSF (6)	11.03	1.373	0.187	0.253	1.237	249	31	4	6	28	10%	224	28	4	5	25	
Restaurants (7)	11.3 KSF (6)	127.15	5.946	4.865	5.91	3.94	1,437	67	55	67	45	10%	1,293	60	49	60	40	
							<b>Sub-total</b>	<b>2,899</b>	<b>116</b>	<b>134</b>	<b>146</b>	<b>111</b>		<b>2,670</b>	<b>105</b>	<b>124</b>	<b>135</b>	<b>102</b>

**Notes:**

- (1) Trip Generation, Institute of Transportation Engineers (ITE), 9th Edition
- (2) ITE Land Use No. 230 - Townhouse
- (3) DU = Dwelling Units
- (4) ITE Land Use No. 220 - Apartments
- (5) ITE Land Use No. 710 - General Office Building - Apartments
- (6) KSF = 1,000 square feet
- (7) ITE Land Use No. 932 - High-Turnover (Sit-Down) Restaurant

**DELO Plaza**

Trip Generation Category	Quantity	Trip Generation Rates (1)						Vehicle Trips Generated				Pass-by Trip (2)	Net External Trip Generated Average Weekday
		Average Weekday	AM Peak hour		PM Peak hour		Average Weekday	AM Peak hour		PM Peak hour			
			In	Out	In	Out		In	Out	In	Out		
Shopping Center (3)	13.6 KSF (4)	136.49	2.104	1.29	5.554	6.017	1,856	29	18	76	82	34%	1,225
Fast-food Restaurant (5)	8 KSF	496.12	23.164	22.256	16.978	15.672	3,969	185	178	136	125	50%	1,984
<b>TOTAL</b>	<b>21.6 KSF</b>						<b>5,825</b>	<b>214</b>	<b>196</b>	<b>211</b>	<b>207</b>		<b>3,210</b>
							<b>Primary Trips</b>	<b>3,210</b>	<b>112</b>	<b>101</b>	<b>118</b>	<b>117</b>	
							<b>Pass-by Trips</b>	<b>2,616</b>	<b>102</b>	<b>95</b>	<b>94</b>	<b>91</b>	

**Notes:**

- (1) Trip Generation, Institute of Transportation Engineers (ITE), 9th Edition
- (2) Trip Generation Handbook, Second Edition - An ITE Proposed Recommended Practice, June, 2004 by ITE
- (3) ITE Land Use No. 820 - Shopping Center - formula rates
- (4) KSF = 1,000 square feet Land Use No. 220 - Apartments
- (5) ITE Land Use no. 934 - Fast-Food Restaurant with Drive-Through Window

**TOTAL TRAFFIC**

Trip Assignment Today	External Vehicle - Trips Generated					AM Pk	PM Pk	Daily	
	Average Weekday	AM Peak hour		PM Peak hour					
		In	Out	In	Out				
	<b>6,142</b>	<b>222</b>	<b>241</b>	<b>270</b>	<b>228</b>				
						LaFarge	50	76	645
						Jefferson	101	103	954
						Grant	19	31	241
						Lincoln	185	158	1,511
						Lee	63	68	845
						* Traffic Counts conducted			

**Notes:**

- (1) Assumes trips captured internally and utilizing the South Street Gateway. Source DELO and Delo Plaza Traffic Impact Study
- (2) Assumes 75% of project traffic to and from the Northwest
- (3) Assumes 25% of project traffic to and from the North and Northeast
- (4) Assumes 10% of project traffic to and from the South and Southeast
- (5) Assumes 25% of project traffic to/from the Northwest; 75% to/from the Northeast and North; and 25% to/from the South and Southeast
- (6) Assumes 50% of project traffic to and from the South and Southeast
- (7) Assumes 100% of project traffic to/from the Southwest; and 15% to/from the South and Southeast

PROJECT COST ESTIMATE									
	3-lane Alternative				5-lane Alternative				
	Unit	Cost per unit	Units	Cost	Units	Cost			
						East Alignment	West Alignment		
Clearing and Grubbing	LS	\$ 25,000	3	\$ 75,000	5	\$ 125,250	\$ 125,250		
Removal of Concrete Median	SY	\$ 15	170	\$ 2,550	170	\$ 2,550	\$ 2,550		
Removal of Sidewalk	SY	\$ 15	1,365	\$ 20,475	1,365	\$ 20,475	\$ 20,475		
Removal of Curb and Gutter	LF	\$ 5	5,665	\$ 28,325	5,665	\$ 28,325	\$ 28,325		
Removal of Concrete Pavement	SY	\$ 15	13,600	\$ 204,000	1,400	\$ 21,000	\$ 21,000		
Removal of Asphalt	SY	\$ 4	52,300	\$ 183,050	52,300	\$ 183,050	\$ 183,050		
Removal of Traffic Signal Equipment	LS	\$ 10,000	2	\$ 20,000	1	\$ 10,000	\$ 10,000		
Removal of Fence	LF	\$ 2	4,800	\$ 9,600	4,800	\$ 9,600	\$ 9,600		
Removal of Guard Rail	LF	\$ 4	700	\$ 2,450	700	\$ 2,450	\$ 2,450		
EARTHWORK	CY	\$ 10	22,000	\$ 220,000	36,740	\$ 367,400	\$ 367,400		
Erosion Control (5%)	LS	\$ 600,000	1	\$ 600,000	1.67	\$ 1,002,000	\$ 1,002,000		
Concrete Class D Wall (10% of concrete wall x 4' Height	SF	\$ 65	3,240	\$ 210,600	3,240	\$ 210,600	\$ 210,600		
Drainage (10%)	LS	\$ 1,200,000	1	\$ 1,200,000	1.7	\$ 2,004,000	\$ 2,004,000		
Seeding (Native)	ACRE	\$ 1,000	6	\$ 5,500	6	\$ 5,500	\$ 5,500		
Mulching	ACRE	\$ 1,000	6	\$ 5,500	6	\$ 5,500	\$ 5,500		
Mulch Tackifier	LB	\$ 2	1,100	\$ 2,200	1,100	\$ 2,200	\$ 2,200		
Aggregate Base Course (Class 6)	TON	\$ 15	20,800	\$ 312,000	34,736	\$ 521,040	\$ 521,040		
Hot Asphalt Mix (Grading (SX) (100)	TON	\$ 80	31,000	\$ 2,480,000	51,770	\$ 4,141,600	\$ 4,141,600		
Concrete Sidewalk	SY	\$ 40	7,000	\$ 280,000	14,000	\$ 560,000	\$ 560,000		
Fence Wire with Treated Wooden Posts	LF	\$ 3	5,600	\$ 16,800	5,600	\$ 16,800	\$ 16,800		
Concrete Curb Ramp	SY	\$ 75	510	\$ 38,250	510	\$ 38,250	\$ 38,250		
Curb and Gutter Type 2 (Section I-B)	LF	\$ 18	22,860	\$ 411,480	22,860	\$ 411,480	\$ 411,480		
Curb and Gutter Type 2 (Section II-B)	SF	\$ 22	3,630	\$ 79,860	3,630	\$ 79,860	\$ 79,860		
Median Landscaping (Center Island Only)	SF	\$ 20	4,200	\$ 84,000	-	\$ -	\$ -		
Median Landscaping (native grasses/non irrigated)	SF	\$ 10	32,800	\$ 328,000	32,800	\$ 328,000	\$ 328,000		
Median Landscaping	SF	\$ 20	23,650	\$ 473,000	23,650	\$ 473,000	\$ 473,000		
Median Cover Material (Patterned Concrete)	SF	\$ 6	9,700	\$ 58,200	9,700	\$ 58,200	\$ 58,200		
Conduits/Wiring	LF	\$ 10	8,000	\$ 80,000	13,360	\$ 133,600	\$ 133,600		
Pedestrian/Street Lights (15ft) (including foundation)	EA	\$ 8,000	41	\$ 328,000	41	\$ 328,000	\$ 328,000		
Light Standard Metal (35 ft.) (including foundation)	EA	\$ 4,000	21	\$ 84,000	21	\$ 84,000	\$ 84,000		
Mobilization	LS	\$ 600,000	1	\$ 600,000	1.67	\$ 1,002,000	\$ 1,002,000		
Public Information Services	LS	\$ 15,000	1	\$ 15,000	1	\$ 15,000	\$ 15,000		
Pavement Marking & Signing	LS	\$ 30,000	1	\$ 30,000	1.67	\$ 50,100	\$ 50,100		
Traffic Control (5%)	LS	\$ 600,000	1	\$ 600,000	1.67	\$ 1,002,000	\$ 1,002,000		
Traffic Signalization	EA	\$ 425,000	4	\$ 1,700,000	4	\$ 1,700,000	\$ 1,700,000		
Utilities (5%)	LS	\$ 600,000	1	\$ 600,000	1	\$ 600,000	\$ 600,000		
<b>CONSTRUCTION</b>				\$ 11,387,840		\$ 15,542,830	\$ 15,542,830		
ROW/Permanent Easement (Roundabout)	SF	10	\$ 5,000	\$ 50,000	-	\$ -	\$ -		
Temporary Easement (Roundabout)	SF	4	\$ 20,000	\$ 80,000	-	\$ -	\$ -		
Permanent Easement (10% of project length x 10')	SF	10	\$ 6,340	\$ 63,400	6,340	\$ 63,400	\$ 63,400		
Temporary Easement (50% of project length x 25')	SF	4	\$ 79,130	\$ 316,520	79,130	\$ 316,520	\$ 316,520		
REQUIRED RIGHT-OF-WAY	SF	\$ -	\$ -	\$ -	400,000	\$ 400,000	\$ 4,250,000		
RIGHT OF WAY + EASEMENTS				\$ 509,920		\$ 779,920	\$ 4,629,920		
RIGHT-OF-WAY SUB TOTAL				\$ 11,897,760		\$ 16,322,750	\$ 20,172,750		
FORCE ACCOUNTS AND MINOR CONTRACT REVISIONS		5%		\$ 594,888	5%	\$ 816,138	\$ 1,008,638		
FORCE ACCOUNTS AND CONTRACT SUB TOTAL				\$ 12,492,648		\$ 17,138,888	\$ 21,181,388		
DESIGN		10%		\$ 1,249,265	10%	\$ 1,713,889	\$ 2,118,139		
CONSTRUCTION MANAGEMENT		10%		\$ 1,249,265	10%	\$ 1,713,889	\$ 2,118,139		
DESIGN + CONSTRUCTION MANAGEMENT				\$ 2,498,530		\$ 3,427,778	\$ 4,236,278		
DESIGN FEES SUB TOTAL				\$ 14,991,178		\$ 20,566,665	\$ 25,417,665		
CONTINGENCY AND UNACCOUNTED ITEMS		20%		\$ 2,998,236	20%	\$ 4,113,333	\$ 5,083,533		
<b>HIGHWAY TOTAL</b>				\$ <b>17,989,413</b>		\$ <b>24,679,998</b>	\$ <b>30,501,198</b>		
Kaylix - Lathrop's Property				\$ 490,000					
Kaylix - BCHA's Property				\$ 260,000		\$ 260,000	\$ 260,000		
Kaylix - Tebo's Property				\$ 450,000					
Lee Avenue				\$ 685,000					
LOCAL NETWORK				\$ 1,885,000		\$ 260,000	\$ 260,000		
<b>HIGHWAY + NETWORK TOTAL</b>				\$ <b>19,874,413</b>		\$ <b>24,939,998</b>	\$ <b>30,761,198</b>		

1) Alternatives from 2013 Highway 42 Plan and 2003 Highway 42 Traffic and Access Study

2) Base costs generated from 2013 Highway 42 cost estimate

\* Clearing and grubbing, earthwork, erosion control, drainage, base course, asphalt, conduit and wiring, mobilization, traffic control increased 67% to reflect roadway expanding from 3 lanes to 5 lanes.

\* Sidewalks increased with five lane option to reflect the 2003 plan

\* costs and easements for roundabout not included in the five lane option

4) East alignment 5-lane right-of-way estimates come from the 2003 study

5) West alignment of 5-lane right-of-way estimates come from Boulder County property appraisers estimate values

6) Network costs generated by public works and includes estimates for land and construction

## Troy Russ

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**From:** Scott Ramming <SRamming@drcog.org>  
**Sent:** Monday, 27 April, 2015 4:07 PM  
**To:** Troy Russ  
**Cc:** Hamideh Etemadnia; Doug Rex  
**Subject:** 2040 Metro Vision Focus Comparisons with and without NW Rail  
**Attachments:** Metro Vision 2040 Scenario Coding\_22july2013.docx;  
LouisvilleVolumesMV2040Base.pdf; LouisvilleVolumesMV2040ScenB.pdf

Troy,

It was nice speaking with you this afternoon.

As we discussed for your review of the SH 42 PEL in light of the current funding constraints and staging plans for FasTracks, I am providing two attached PDFs showing our Focus Metro Visions scenarios with daily assigned highway volumes in the Louisville vicinity.

Of the Focus runs I'm aware of, I believe the Metro Vision 2040 Base and 2040 Scenario B provide the best comparison most similar to what you're interested in.

The Metro Vision 2040 Base scenario uses the 2035 Fiscally-Constrained transportation network as of July 2013, when the forecasts were made. As we discussed, for Northwest Rail, the northern terminus would be the Westminster Station near 71st Ave & Federal Blvd, which is currently under construction and scheduled to open next year.

Scenario B was our transit-oriented scenario, in which we assumed completion of FasTracks (NW Rail to Downtown Longmont), additional arterial BRT routes, and a network of managed lanes that would be available to express and regional routes currently operating on the corresponding freeways. The arterial BRT and managed lanes assumptions are described in the attached document.

The PDFs I am providing include internal decimal places used in the forecasting process, but do not reflect the forecast uncertainty inherent in travel demand models such as Focus. This information is provided for your information and convenience, but has not been approved for release to elected officials or the public. We ask that technical staff use procedures such as those described in NCHRP Reports 255 and 765 to more realistically convey the level of precision inherent in travel forecasting models. Your proposal to only present percentage changes between the two scenarios will fulfill the intent of this requirement.

In the maps, the green dashed links represent centroid connectors, abstractions of the local street network designed to load traffic from the zone centroid to the "real" or modeled street network. The blue hashed links represent the alignment of Northwest Rail. In the Scenario B map, these are labeled with daily transit person trips. I'm not able to make your PDFs appear exactly like what I see on screen. For NW Rail south of the Louisville Station, I show 783.63 NB person trips and 1,109.36 SB person trips. North of Louisville Station, the ridership is 558.53 person trips NB and 703.91 person trips SB. You'll also notice that the SH 7 BRT route comes south on SH 42 to South Boulder Road before turning east to Lafayette.

Please let me know if you have any questions about interpreting these results, or should you need an inset to more clearly see the numbers on shorter links.

**Scott Ramming, PhD, PE | Senior Travel Modeler | Regional Planning & Operations**

**Direct 303-480-6711 | Fax 303-480-6790 | E-mail [sramming@drcog.org](mailto:sramming@drcog.org)**

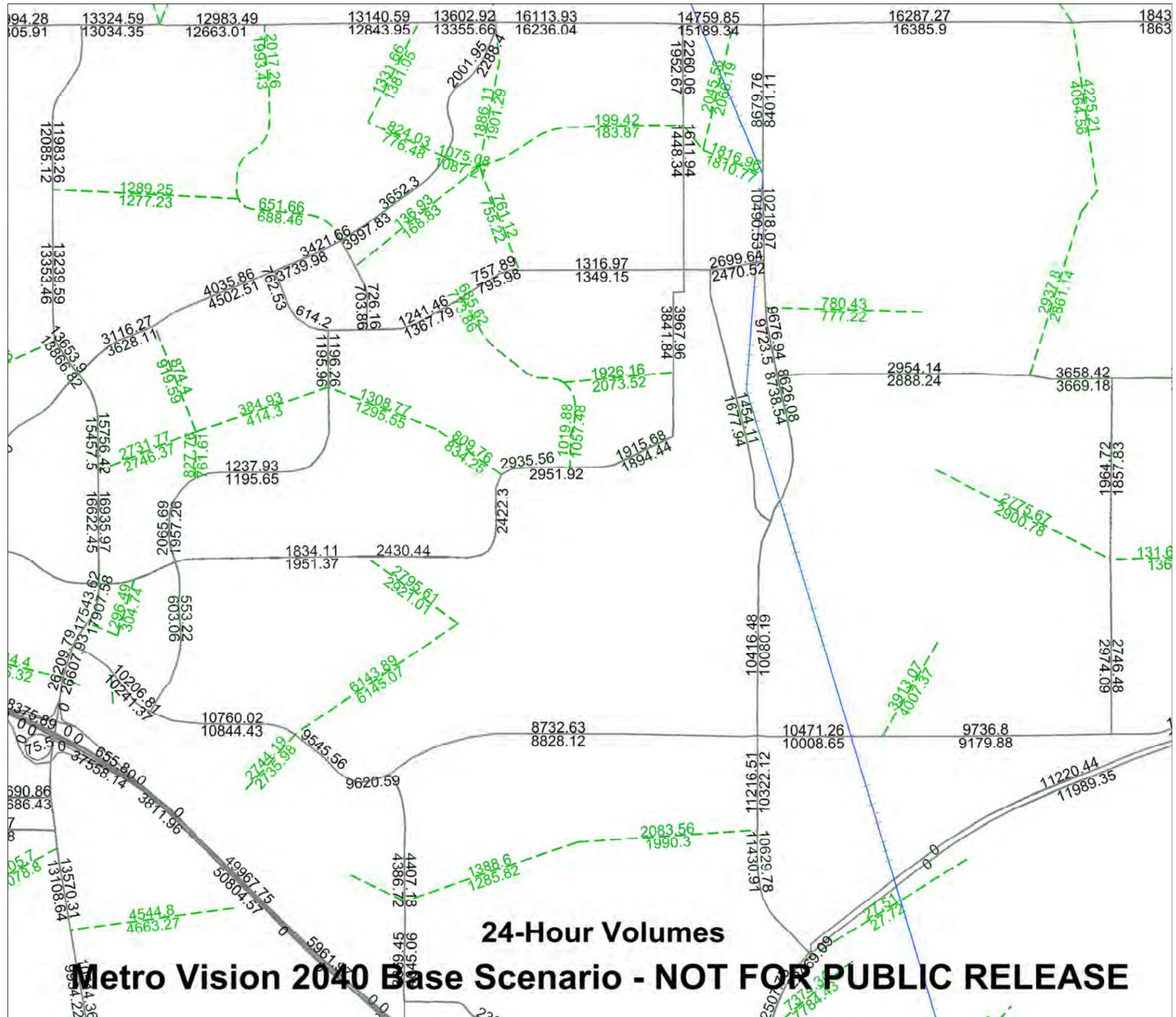


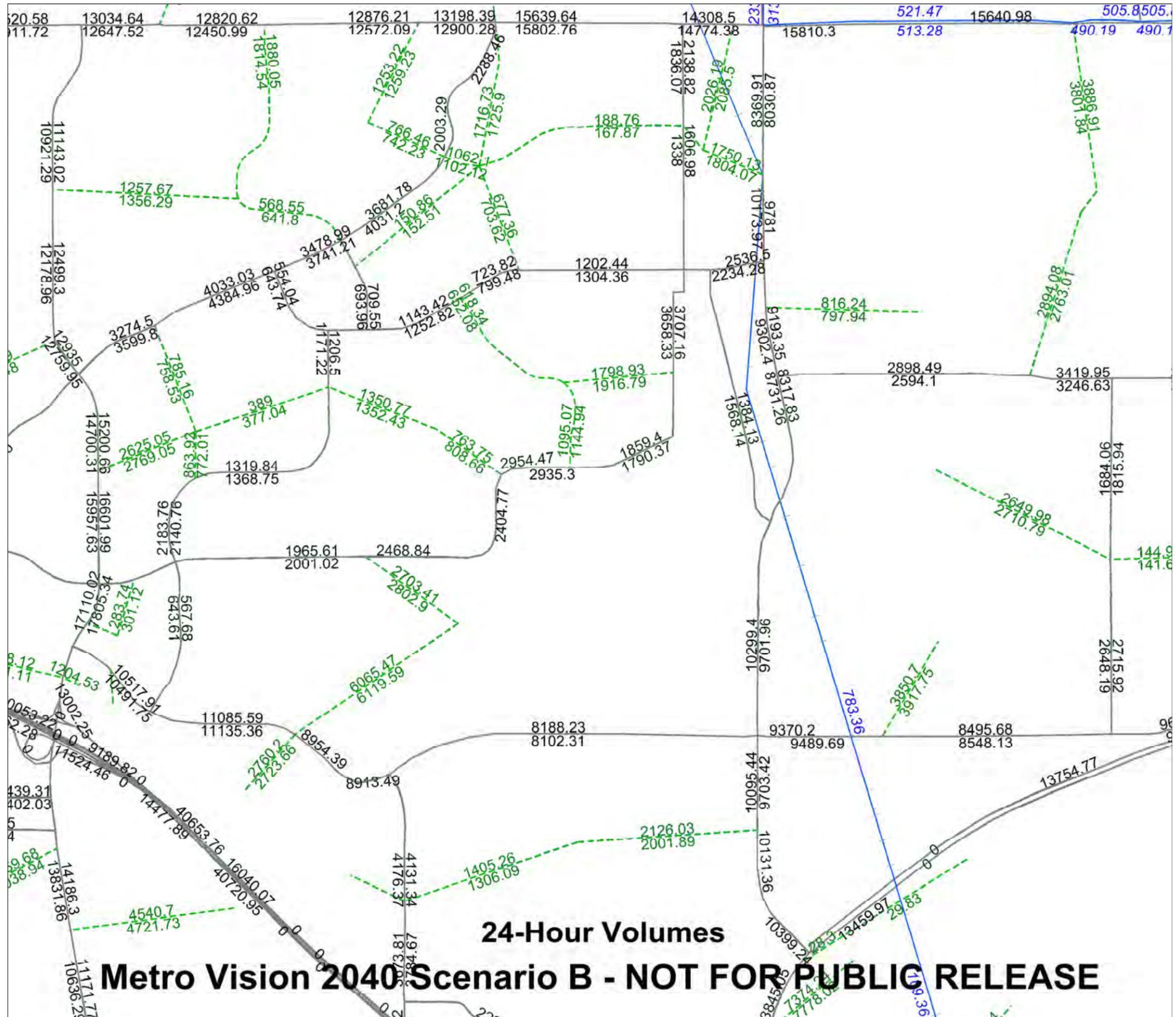
1290 Broadway, Suite 700  
Denver, CO 80203-5606  
E-mail [drcog@drcog.org](mailto:drcog@drcog.org)  
Phone 303-455-1000  
Web [www.drcog.org](http://www.drcog.org)

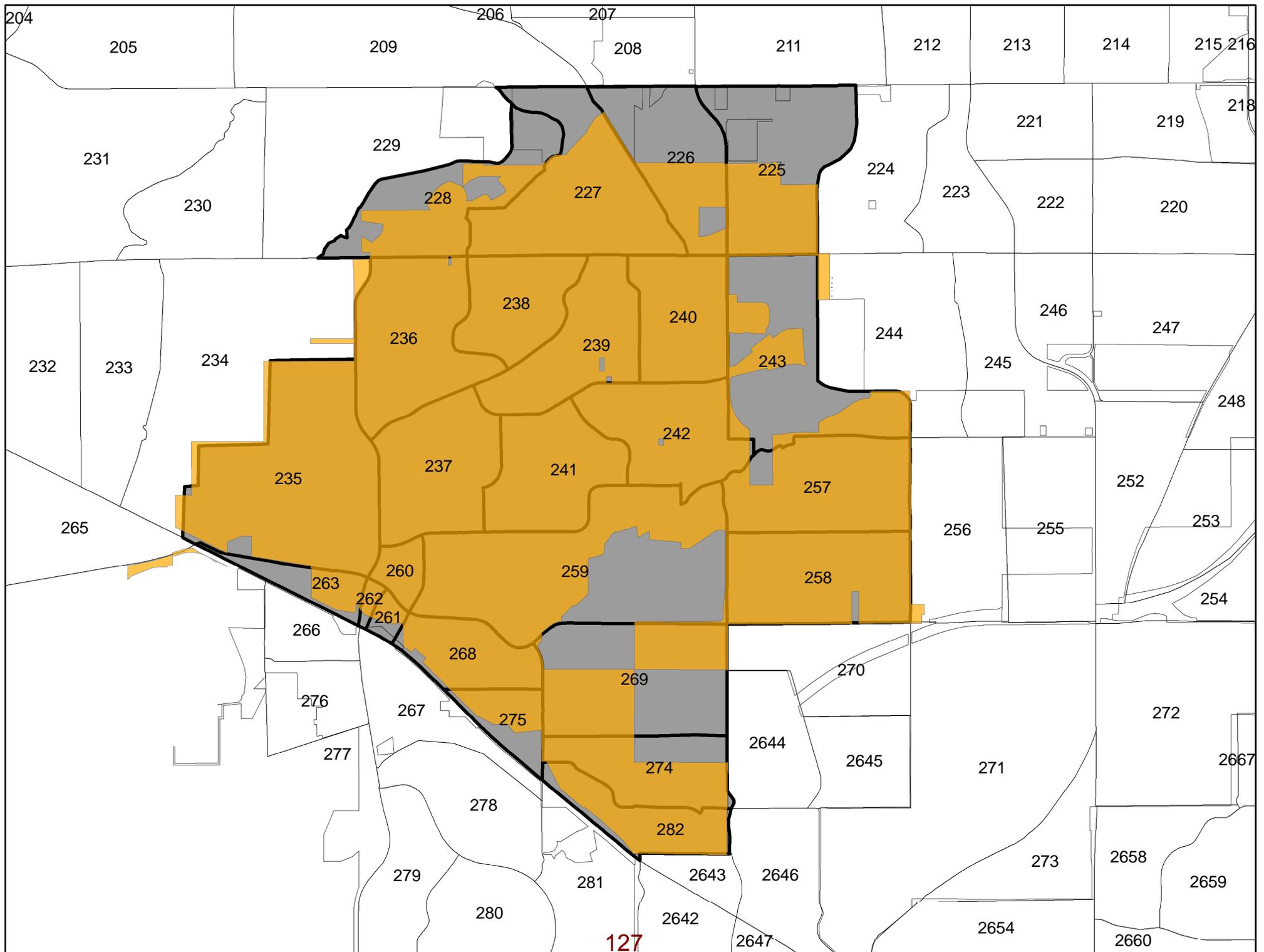


**[Register](#) now for 2015 Bike to Work Day!**









Site ID:042052000000

Station Name:

Description:LA FARGE AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/21/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	0	0	0
01:00	0	0	0
02:00	0	0	0
03:00	1	1	2
04:00	0	0	0
05:00	2	2	4
06:00	8	3	11
07:00	16	6	22
08:00	15	14	29
09:00	20	11	31
10:00	16	8	24
11:00	16	17	33
12:00	27	27	54
13:00	15	11	26
14:00	25	18	43
15:00	18	21	39
16:00	17	20	37
17:00	40	32	72
18:00	30	29	59
19:00	18	12	30
20:00	7	16	23
21:00	2	5	7
22:00	6	1	7
23:00	0	2	2
<b>AM Peak Hour</b>	09:00 - 09:59	11:00 - 11:59	11:00 - 11:59
<b>AM Peak Value</b>	20	17	33
<b>PM Peak Hour</b>	17:00 - 17:59	17:00 - 17:59	17:00 - 17:59
<b>PM Peak Value</b>	40	32	72
<b>Total</b>	299	256	555
<b>Percentages</b>	53.87%	46.13%	100.00%

Site ID:042052000000

Station Name:

Description:LA FARGE AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/22/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	0	2	2
01:00	0	0	0
02:00	0	0	0
03:00	1	1	2
04:00	0	0	0
05:00	2	1	3
06:00	2	0	2
07:00	22	21	43
08:00	20	20	40
09:00	18	16	34
10:00	7	8	15
11:00	34	27	61
12:00	29	38	67
13:00	27	31	58
14:00	25	10	35
15:00	27	25	52
16:00	17	28	45
17:00	28	28	56
18:00	30	21	51
19:00	25	16	41
20:00	7	11	18
21:00	7	4	11
22:00	2	2	4
23:00	1	1	2
<b>AM Peak Hour</b>	11:00 - 11:59	11:00 - 11:59	11:00 - 11:59
<b>AM Peak Value</b>	34	27	61
<b>PM Peak Hour</b>	18:00 - 18:59	12:00 - 12:59	12:00 - 12:59
<b>PM Peak Value</b>	30	38	67
<b>Total</b>	331	311	642
<b>Percentages</b>	51.56%	48.44%	100.00%

Site ID:042052000000

Station Name:

Description:LA FARGE AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/23/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	1	3	4
01:00	0	1	1
02:00	0	0	0
03:00	0	1	1
04:00	0	0	0
05:00	3	3	6
06:00	7	4	11
07:00	16	24	40
08:00	29	22	51
09:00	19	9	28
10:00	20	9	29
11:00	25	20	45
12:00	51	37	88
13:00	34	16	50
14:00	26	17	43
15:00	20	16	36
16:00	36	38	74
17:00	27	28	55
18:00	48	28	76
19:00	28	20	48
20:00	14	13	27
21:00	7	6	13
22:00	4	3	7
23:00	1	3	4
<b>AM Peak Hour</b>	08:00 - 08:59	07:00 - 07:59	08:00 - 08:59
<b>AM Peak Value</b>	29	24	51
<b>PM Peak Hour</b>	12:00 - 12:59	16:00 - 16:59	12:00 - 12:59
<b>PM Peak Value</b>	51	38	88
<b>Total</b>	416	321	737
<b>Percentages</b>	56.45%	43.55%	100.00%

Site ID:042054000000

Station Name:

Description:JEFFERSON AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/21/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	0	0	0
01:00	1	0	1
02:00	0	0	0
03:00	0	0	0
04:00	0	1	1
05:00	1	1	2
06:00	7	9	16
07:00	32	30	62
08:00	52	45	97
09:00	23	24	47
10:00	14	24	38
11:00	24	36	60
12:00	35	38	73
13:00	19	31	50
14:00	25	28	53
15:00	49	49	98
16:00	27	43	70
17:00	28	51	79
18:00	35	39	74
19:00	16	21	37
20:00	12	14	26
21:00	7	9	16
22:00	7	8	15
23:00	1	0	1
<b>AM Peak Hour</b>	08:00 - 08:59	08:00 - 08:59	08:00 - 08:59
<b>AM Peak Value</b>	52	45	97
<b>PM Peak Hour</b>	15:00 - 15:59	17:00 - 17:59	15:00 - 15:59
<b>PM Peak Value</b>	49	51	98
<b>Total</b>	415	501	916
<b>Percentages</b>	45.31%	54.69%	100.00%

Site ID:042054000000

Station Name:

Description:JEFFERSON AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/22/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	3	1	4
01:00	0	0	0
02:00	0	0	0
03:00	0	0	0
04:00	1	3	4
05:00	3	0	3
06:00	6	11	17
07:00	31	35	66
08:00	58	43	101
09:00	21	21	42
10:00	17	19	36
11:00	23	29	52
12:00	37	38	75
13:00	24	33	57
14:00	30	31	61
15:00	58	51	109
16:00	26	52	78
17:00	31	59	90
18:00	17	35	52
19:00	17	22	39
20:00	7	10	17
21:00	6	9	15
22:00	6	4	10
23:00	2	0	2
<b>AM Peak Hour</b>	08:00 - 08:59	08:00 - 08:59	08:00 - 08:59
<b>AM Peak Value</b>	58	43	101
<b>PM Peak Hour</b>	15:00 - 15:59	17:00 - 17:59	15:00 - 15:59
<b>PM Peak Value</b>	58	59	109
<b>Total</b>	424	506	930
<b>Percentages</b>	45.59%	54.41%	100.00%

Site ID:042054000000

Station Name:

Description:JEFFERSON AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/23/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	2	0	2
01:00	0	0	0
02:00	0	0	0
03:00	0	0	0
04:00	0	1	1
05:00	2	0	2
06:00	3	5	8
07:00	50	56	106
08:00	42	50	92
09:00	23	31	54
10:00	21	27	48
11:00	30	39	69
12:00	43	49	92
13:00	33	40	73
14:00	31	23	54
15:00	35	37	72
16:00	38	53	91
17:00	38	63	101
18:00	30	36	66
19:00	17	20	37
20:00	5	11	16
21:00	10	12	22
22:00	6	5	11
23:00	0	0	0
<b>AM Peak Hour</b>	07:00 - 07:59	07:00 - 07:59	07:00 - 07:59
<b>AM Peak Value</b>	50	56	106
<b>PM Peak Hour</b>	12:00 - 12:59	17:00 - 17:59	17:00 - 17:59
<b>PM Peak Value</b>	43	63	101
<b>Total</b>	459	558	1017
<b>Percentages</b>	45.13%	54.87%	100.00%

Site ID:042068000000

Station Name:

Description:GRANT AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/21/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	0	0	0
01:00	1	2	3
02:00	0	0	0
03:00	1	1	2
04:00	0	0	0
05:00	0	0	0
06:00	0	2	2
07:00	6	6	12
08:00	13	3	16
09:00	10	3	13
10:00	4	4	8
11:00	11	4	15
12:00	7	7	14
13:00	8	7	15
14:00	4	7	11
15:00	8	10	18
16:00	21	12	33
17:00	13	10	23
18:00	11	16	27
19:00	4	8	12
20:00	4	5	9
21:00	7	7	14
22:00	1	0	1
23:00	0	0	0
<b>AM Peak Hour</b>	08:00 - 08:59	07:00 - 07:59	08:00 - 08:59
<b>AM Peak Value</b>	13	6	16
<b>PM Peak Hour</b>	16:00 - 16:59	18:00 - 18:59	16:00 - 16:59
<b>PM Peak Value</b>	21	16	33
<b>Total</b>	134	114	248
<b>Percentages</b>	54.03%	45.97%	100.00%

Site ID:042068000000

Station Name:

Description:GRANT AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/22/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	0	1	1
01:00	0	0	0
02:00	0	0	0
03:00	2	1	3
04:00	0	0	0
05:00	1	0	1
06:00	2	3	5
07:00	5	2	7
08:00	10	4	14
09:00	5	8	13
10:00	3	5	8
11:00	5	5	10
12:00	4	2	6
13:00	6	2	8
14:00	10	13	23
15:00	9	12	21
16:00	13	15	28
17:00	11	14	25
18:00	7	6	13
19:00	6	2	8
20:00	2	2	4
21:00	2	4	6
22:00	2	0	2
23:00	0	0	0
<b>AM Peak Hour</b>	08:00 - 08:59	09:00 - 09:59	08:00 - 08:59
<b>AM Peak Value</b>	10	8	14
<b>PM Peak Hour</b>	16:00 - 16:59	16:00 - 16:59	16:00 - 16:59
<b>PM Peak Value</b>	13	15	28
<b>Total</b>	105	101	206
<b>Percentages</b>	50.97%	49.03%	100.00%

Site ID:042068000000

Station Name:

Description:GRANT AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/23/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	0	1	1
01:00	0	0	0
02:00	0	0	0
03:00	1	2	3
04:00	0	0	0
05:00	0	0	0
06:00	1	3	4
07:00	8	7	15
08:00	22	5	27
09:00	5	0	5
10:00	5	5	10
11:00	8	3	11
12:00	9	5	14
13:00	5	3	8
14:00	13	9	22
15:00	7	8	15
16:00	23	4	27
17:00	19	13	32
18:00	17	15	32
19:00	8	12	20
20:00	5	5	10
21:00	3	7	10
22:00	1	1	2
23:00	0	0	0
<b>AM Peak Hour</b>	08:00 - 08:59	07:00 - 07:59	08:00 - 08:59
<b>AM Peak Value</b>	22	7	27
<b>PM Peak Hour</b>	16:00 - 16:59	18:00 - 18:59	17:00 - 17:59
<b>PM Peak Value</b>	23	15	32
<b>Total</b>	160	108	268
<b>Percentages</b>	59.70%	40.30%	100.00%

Site ID:042064000000

Station Name:

Description:LINCOLN AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/21/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	0	0	0
01:00	0	2	2
02:00	0	0	0
03:00	0	2	2
04:00	3	3	6
05:00	5	2	7
06:00	19	27	46
07:00	116	94	210
08:00	60	65	125
09:00	27	37	64
10:00	36	47	83
11:00	36	48	84
12:00	36	38	74
13:00	23	32	55
14:00	59	43	102
15:00	72	58	130
16:00	61	84	145
17:00	84	78	162
18:00	46	42	88
19:00	37	34	71
20:00	23	13	36
21:00	15	8	23
22:00	3	2	5
23:00	2	3	5
<b>AM Peak Hour</b>	07:00 - 07:59	07:00 - 07:59	07:00 - 07:59
<b>AM Peak Value</b>	116	94	210
<b>PM Peak Hour</b>	17:00 - 17:59	16:00 - 16:59	17:00 - 17:59
<b>PM Peak Value</b>	84	84	162
<b>Total</b>	763	762	1525
<b>Percentages</b>	50.03%	49.97%	100.00%

Site ID:042064000000

Station Name:

Description:LINCOLN AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/22/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	5	3	8
01:00	0	0	0
02:00	0	0	0
03:00	0	0	0
04:00	4	3	7
05:00	4	3	7
06:00	7	15	22
07:00	80	83	163
08:00	72	88	160
09:00	31	43	74
10:00	29	50	79
11:00	45	26	71
12:00	34	28	62
13:00	35	40	75
14:00	50	49	99
15:00	72	84	156
16:00	60	63	123
17:00	60	73	133
18:00	39	38	77
19:00	31	31	62
20:00	26	16	42
21:00	16	13	29
22:00	4	1	5
23:00	1	0	1
<b>AM Peak Hour</b>	07:00 - 07:59	08:00 - 08:59	07:00 - 07:59
<b>AM Peak Value</b>	80	88	163
<b>PM Peak Hour</b>	15:00 - 15:59	15:00 - 15:59	15:00 - 15:59
<b>PM Peak Value</b>	72	84	156
<b>Total</b>	705	750	1455
<b>Percentages</b>	48.45%	51.55%	100.00%

Site ID:042064000000

Station Name:

Description:LINCOLN AVE N/O PINE ST

City:LOUISVILLE

County:BOULDER

4/23/2015	Lane 1 (North)	Lane 2 (South)	All Lanes
00:00	2	5	7
01:00	0	2	2
02:00	0	0	0
03:00	0	0	0
04:00	4	2	6
05:00	3	3	6
06:00	22	25	47
07:00	95	87	182
08:00	62	50	112
09:00	36	36	72
10:00	38	38	76
11:00	49	43	92
12:00	45	38	83
13:00	34	48	82
14:00	63	63	126
15:00	49	47	96
16:00	58	83	141
17:00	80	75	155
18:00	56	70	126
19:00	35	33	68
20:00	13	19	32
21:00	10	5	15
22:00	13	9	22
23:00	1	4	5
<b>AM Peak Hour</b>	07:00 - 07:59	07:00 - 07:59	07:00 - 07:59
<b>AM Peak Value</b>	95	87	182
<b>PM Peak Hour</b>	17:00 - 17:59	16:00 - 16:59	17:00 - 17:59
<b>PM Peak Value</b>	80	83	155
<b>Total</b>	768	785	1553
<b>Percentages</b>	49.45%	50.55%	100.00%

## Troy Russ

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**From:** Scott Robinson  
**Sent:** Tuesday, 14 April, 2015 11:56 AM  
**To:** Troy Russ  
**Subject:** FW: 1125 Pine St. Property

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**From:** SAMUAL J DURAN [<mailto:fordswin@msn.com>]  
**Sent:** Sunday, April 12, 2015 10:48 PM  
**To:** Scott Robinson  
**Cc:** [bduran@pmtechinc.com](mailto:bduran@pmtechinc.com)  
**Subject:** 1125 Pine St. Property

Mr. Robinson,

My name is Sam Duran, and I have lived at 1109 Pine Street for 48 years. I was born on September 4, 1942 and lived at 600 Front St. from 1942 to 1950. I was raised by my Grandparents at 1105 Pine Street, the house west of mine, from 1950 to 1966.

I am upset with your Department and your Director of Operations, Mr. Troy Russ. I am at a loss in finding out why your Department is so obsessed to purchase the house at 1125 Pine St., even though the Highway 42 Revitalization Area Framework Plan of May 2003 states that the neighborhoods of 'Little Italy' and 'Miners Field' will be left intact.

Your Department is purchasing the property at 1125 Pine St., when in fact according to the "Framework Plan", no such transactions were to be discussed or implemented until the entire project had been completed and approved.

You are aware of the impact this will have on our lives as well as the neighbors, but when watching your presentations at council meetings, your concerns lie more with pleasing the seller more than with helping the residents of the neighborhood.

I can only assume that you are both new to Louisville and you know nothing about its older residents and this is only a "business deal".

The seller, according to his mortgage payments, paid between \$180K and \$200K for his property, he is now asking \$385K. The assessment was \$270K and the City is more than willing to pay him \$385K, which the City doesn't have, nor do they have the money to build the street. Also, being a Louisville resident and taxpayer, it is absurd that I should have to pay taxes to the City in order to purchase the 1125 Pine St. house and in turn destroy our neighborhood.

Sam Duran

303-665-3619

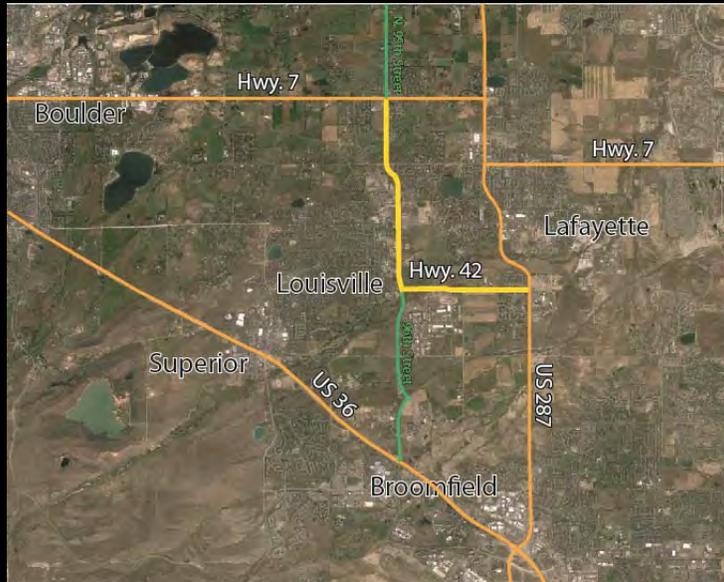
City Council – Public Hearing – May 19, 2015  
**Highway 42 Gateway Plan - Review**

**Prepared by:**  
Planning and Building Safety Department  
Economic Development Office  
Public Works Department

**Request – Extend Lee Avenue to Pine Street**



**Project History**



*Colorado Highway 42 connects Louisville to US 287 in Lafayette and to Colorado Highway 7 (Arapahoe Road) in Boulder County*

**Project History**



**LAND USE**

- 2003 – Highway 42 Revitalization Area Framework Plan
- 2007 – Mixed Use Zoning Adoption (Chapter 17.14 – LMC)

**TRANSPORTATION**

Investments

- 1996 – US 36 /96<sup>th</sup> Street (Interlocken) Interchange
- 2004 - Highway 42 /96<sup>th</sup> Street Connection

Studies

- 2007 - State Highway 42 Traffic and Access Study
- 2013 - 42 Gateway Alternative Analysis Report

**Project History**  
42 Framework Plan



**Key Recommendations**

- Higher density mixed use development
  - SBR to Little Italy
  - Little Italy to Miner's Field
- Create a more walkable environment similar to Downtown and Old Town.
- Little Italy and Miner's Field Neighborhoods remain unchanged (RM Zoning)
- Conduct Corridor Plan for Hwy. 42

**Project History**  
Mixed Use Zoning

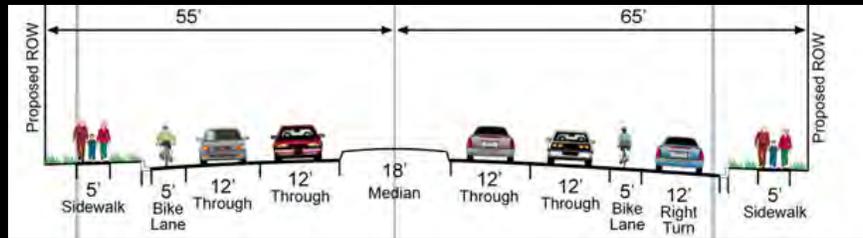


**Key Recommendations**

- SBR to Little Italy rezoned to MUR & CC
- Little Italy to Miner's Field rezoned to MUR & CC
- Pine Street Properties Rezoned to MUR
- Little Italy and Miner's Field remained zoned RM

**Key Recommendations**

- 5 – Lane Roadway
- Choice of widening east, or west of Hwy. 42 (south of SBR)
  - 2.5 acres of parks and open space impacts
  - Vs.
  - 21 property impacts (6 Miner’s Field Properties, including the ball field)
- \$25 to \$31 million in (2013 dollars) – **Likely No Partnerships**
- NEITHER ALIGNMENT CONSIDERED FEASIBLE



**Key Recommendations**

- 3-Lane Roadway with local street network
- Local Network through redevelopment
  - Steel Ranch – Kaylix Ave
  - Lanterns – Kaylix Ave
  - BCHA (Kestrel) – Kaylix Ave
  - Coal Creek Station – Front St & Cannon Cir
  - Delo – Cannon St
- 3 property Impacts
  - 1 voluntary (1125 Pine)
  - 2 TBD (Lathrop & Tebo)
- \$18 to \$20 million in (2013 dollars)
- **Resolution 31, Series 2013 approved – 6-4-2013**

**Project History**  
2013 - 42 Gateway

**Lee Avenue Connection**

A new connection is proposed to connect Lee Avenue to Pine Street. ... *"The Lee Avenue connection is a key connection needed to establish this internal network. The City will initiate this connection as the surrounding land redevelops".*

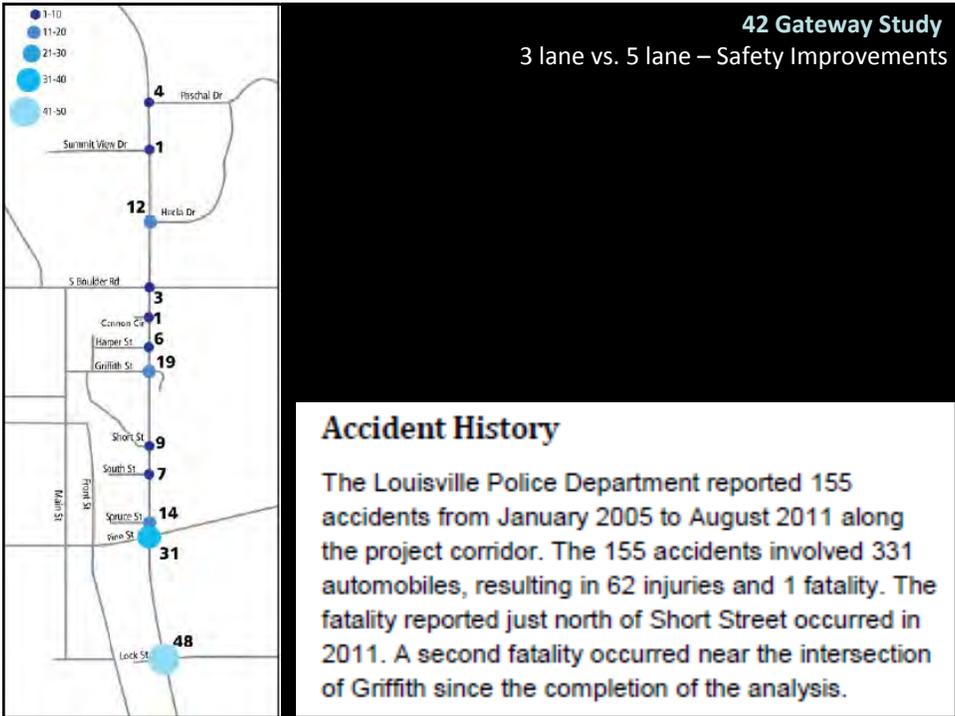
- 1) Council directed staff to acquire the property when the opportunity arose.
- 2) The plan requires construction of the connection to wait until the adjacent property redevelops.



**South to Pine**

**42 Gateway Study**  
3 lane vs. 5 lane





**42 Gateway Study**  
3 lane vs. 5 lane – Project Costs

	3-lane Alternative		5-lane Alternative			
			East Alignment	West Alignment		
Construction	\$	14,481,258	\$	19,786,746	\$	20,787,746
Right-of-Way	\$	509,920	\$	779,920	\$	4,629,920
Contingency	\$	2,998,236	\$	4,113,333	\$	5,083,533
<b>Highway sub-total</b>	<b>\$</b>	<b>17,989,413</b>	<b>\$</b>	<b>24,679,998</b>	<b>\$</b>	<b>30,501,198</b>
<b>Network sub-total</b>	<b>\$</b>	<b>1,885,000</b>	<b>\$</b>	<b>260,000</b>	<b>\$</b>	<b>260,000</b>
<b>TOTAL COST</b>	<b>\$</b>	<b>19,874,413*</b>	<b>\$</b>	<b>24,939,998**</b>	<b>\$</b>	<b>30,761,198***</b>

- \* Likely County, State, and Federal Partnerships
- \*\* Unlikely County, State, or Federal Partnerships
- \*\*\* Unlikely State or Federal Partnerships

**42 Gateway Study**  
3 lane vs. 5 lane – Travel Time

No Action      3-Lane      5-Lane  
                                  - 18 Sec.      - 38 Sec.

**40 Second Difference**

42 Gateway Study  
Evaluation of Alternatives

<u>No Action</u>	<u>3-Lane</u>	<u>5-Lane</u>	Project Goals
1	13	0	

Project History  
Public Process

**Public Notice**

- 1) All properties within 500 feet of Hwy 42 (between Lock and Paschal) were mailed meeting notices.
- 2) All meetings were posted on the Cities web-site
- 3) All meeting were posted on the Project web-site
- 4) All meeting participants were sent email reminders.

**Public Meetings**

November 9, 2011 - Introduction  
April 18, 2012 - Goals and Measures of Success  
October 3, 2012 - Alternatives Analysis

**City Council Public Hearings**

December 28, 2012 - Discussion  
January 22, 2013 - Discussion

June 4, 2013 – Resolution 31, Series 2013 adopted

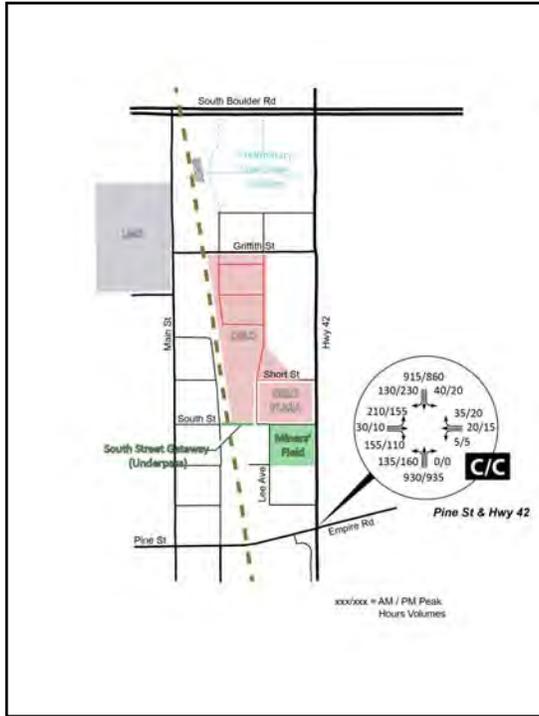
Lee Avenue Extension



Lee Avenue Extension  
Traffic Impact Study



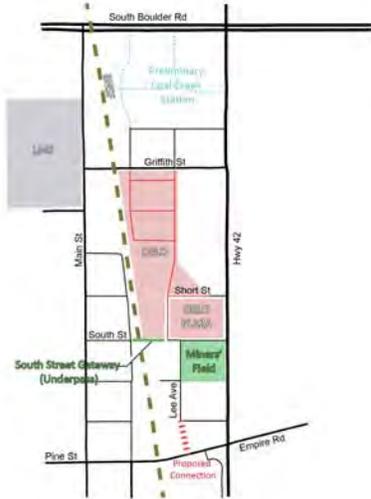
## Lee Avenue Extension Traffic Impact Study



## Lee Avenue Extension Traffic Impact Study



## Lee Avenue Extension Traffic Impact Study



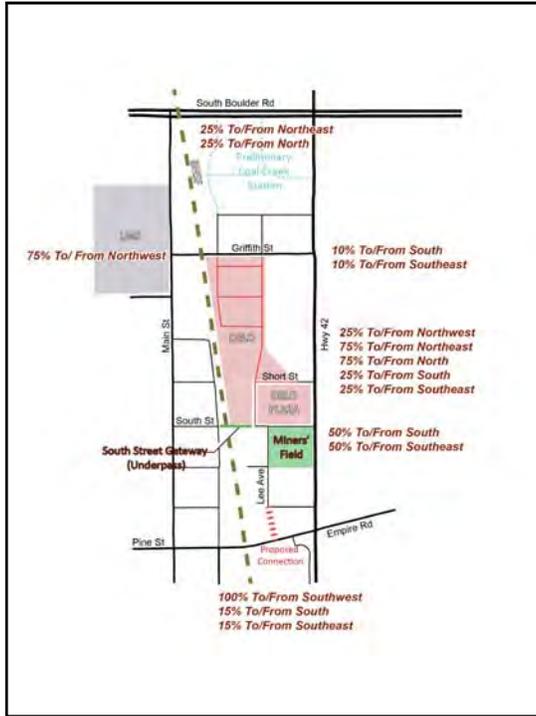
### External Vehicle - Trips Generated

Average Weekday	AM Peak hour In	AM Peak hour Out	PM Peak hour In	PM Peak hour Out
6,142	222	241	270	228

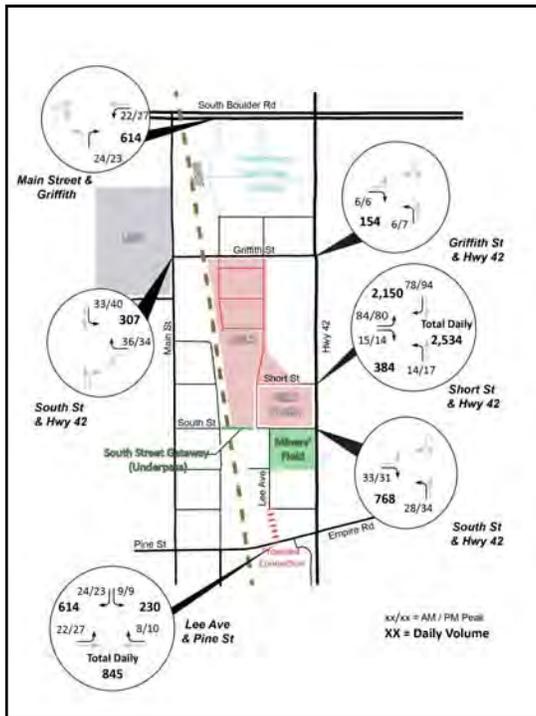


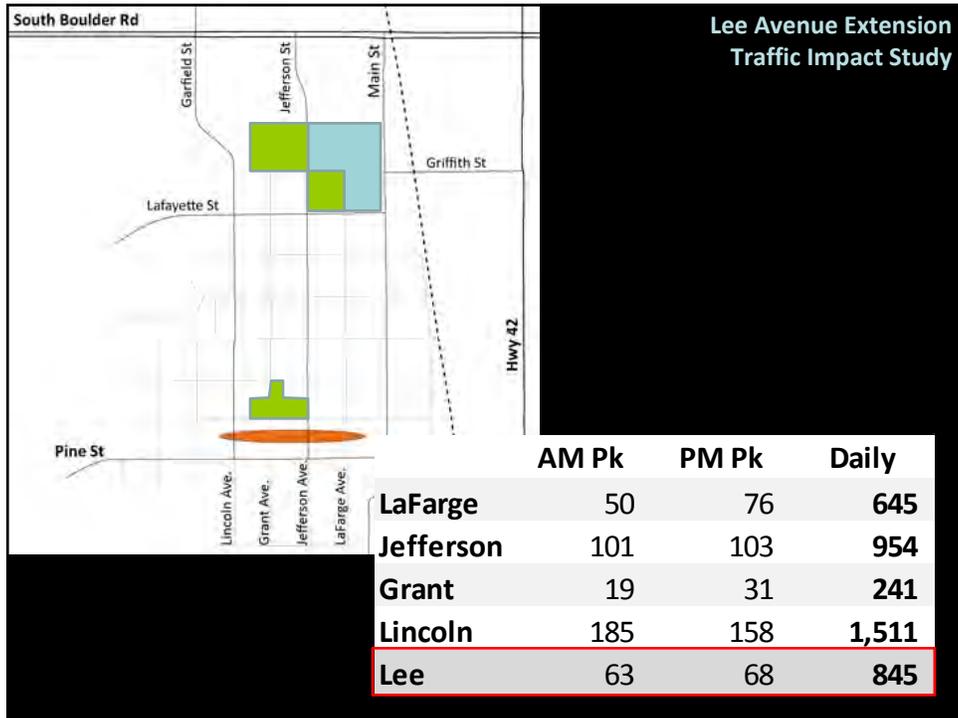
## Lee Avenue Extension Traffic Impact Study

## Lee Avenue Extension Traffic Impact Study



## Lee Avenue Extension Traffic Impact Study







Lee Avenue Extension



Questions / Discussion ...

<b>Neighborhood/Street</b>	<b>Average Value per Square Foot of House</b>
Miners Field	\$251
Jefferson Ave.	\$265
Lincoln Ave.	\$276

Source: Zillow.com (2013)

**SUBJECT:** 1125 PINE STREET – *Continued from 04/21/2015*

- 1. RESOLUTION NO. 18, SERIES 2015 – A RESOLUTION APPROVING A PURCHASE CONTRACT TO BUY AND SELL REAL ESTATE FOR THE CITY’S ACQUISITION OF APPROXIMATELY 0.39 ACRES OF PROPERTY LOCATED AT 1125 PINE STREET IN THE CITY OF LOUISVILLE**
- 2. ORDINANCE NO. 1684, SERIES 2015 - AN ORDINANCE AUTHORIZING THE PAYMENT OF CITY MONEYS FOR THE CITY’S ACQUISITION OF APPROXIMATELY 0.39 ACRES OF PROPERTY LOCATED AT 1125 PINE STREET IN THE CITY OF LOUISVILLE – 1<sup>st</sup> Reading – Set Public Hearing 06/02/2015**

**DATE:** MAY 19, 2015

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

**SUMMARY:**

Staff requests City Council action on a resolution approving a purchase contract for 0.39 acres located at 1125 Pine Street for a total purchase price of \$385,000. This land is intended for the extension of Lee Avenue to Pine Street, as contemplated in the City’s 42 Gateway Alternative’s Analysis Report (Highway 42 Gateway Plan) and the Colorado Department of Transportation CDOT’s Planning and Environmental Linkages (PEL) Study.

The purchase also requires a first reading of the attached Ordinance to authorize the payment for the land and set the date for the second reading of the ordinance for publishing.

**BACKGROUND:**

The Highway 42 Gateway Plan was approved by the City Council on June 4, 2013. The plan outlines improvements to the Highway 42 corridor providing for a three-lane highway supported by enhanced local street network connections. The executive summary of the Plan notes:

*The Project recommends completing SH 42 as a context sensitive, multi-modal, three-lane highway which is supported by enhanced local street network connections. Together, the preferred highway alternative and local network enhancements provide a community and stakeholder accepted solution which accommodates 20-year traffic forecasts, addresses business and neighborhood accessibility needs, mitigates roadway safety concerns, and resolves multi-modal deficiencies currently present along the corridor. The preferred alternative offers*

*solutions for all modes of travel while supporting the future land use expectations of the City's redevelopment district and strengthens the livability of the surrounding neighborhoods.*

Page 34 of the Plan includes the following paragraph:

**Lee Street Connection**

A new connection is proposed to connect Lee Street [Avenue] to Pine Street. As discussed earlier, the ultimate preferred highway alternative is dependent on additional transportation facilities being built internally to the city street network. The Lee Street [Avenue] connection is a key connection needed to establish this internal network. The City will initiate this connection as the surrounding land redevelops.

The proposed Lee Avenue connection is shown below.



The property under consideration is 0.39 acres of land in two parcels identified by the Boulder County Assessor. The main parcel is approximately 55 feet wide and can accommodate an extension of Lee Avenue from Spruce to Pine. An ALTA Survey will be conducted during the inspection period to certify the property boundaries.



Through the preparation and approval of the Highway 42 Plan, many residents in the Miners Field neighborhood strongly opposed the proposal to connect Lee Avenue to Pine Street. Concerns and opportunities expressed during the Planning process were as follows:

### **Concerns**

1. Increased Traffic – Currently, the traffic using Lee Avenue and Front Street is primarily residents accessing their homes. The Lee Avenue connection will increase traffic caused by the potential new businesses, new homes (up to 350 units) in the revitalization district, and possible FasTracks/Bus Station with 100 parking spaces. Note: the likely traffic impact is quantified in the Council Communication regarding Highway 42 Plan Review to be presented by City staff on May 19, 2015.
2. Miners Field – If Lee Avenue is extended south or north the increased traffic would adversely affect Miners Field, which serves youth and borders onto Lee Avenue.
3. Impact on Homes - The two homes east and west of the proposed Lee Avenue connection on Pine St. will be directly impacted. These impacts include air quality and noise impacts. Note: on May 13, 2015 the City Manager and Planning Director met with Sam Duran and Stella Merciez (the owners of these two homes) and clarified Council's direction in approving the Highway 42 Plan is such that should City Council approve purchasing the 1125 Pine property for the Lee

Avenue connection, the City would not construct the connection until the immediately adjacent homes initiate redevelopment, and until that happens the City would continue to maintain the house at 1125 Pine as a rental property. Because Mr. Duran and Ms. Merciez previously thought the City intended to construct the Lee Avenue connection while they still lived in their homes immediately adjacent to 1125 Pine, understanding Council's direction and the provisions in the Highway 42 Plan appeared to resolve their primary concern.

4. Not Part of the Plan – Miners Field residents indicate that during the 2004-2005 revitalization discussions City staff told them that neighborhoods would be preserved and not negatively impacted.

### **Opportunities**

1. Improve Highway 42 – The Lee Avenue connection provides a long-term solution to maintain a 3-lane Hwy. 42 instead of expanding the highway to 5 lanes.
2. Transportation Choices – Connected streets provide more choices and routing options to Miners Field and Little Italy.
3. Long-term Revitalization of Pine Street – Currently properties along the north side of Pine Street are required to be rezoned to the Mixed-Use Zoning classification prior to any development or redevelopment.
4. Emergency Response – A connected street network makes neighborhoods more accessible and reduces emergency responders' response times.

### **DISCUSSION:**

Petra Properties L.L.C., an entity controlled by Patrick and Michael Dee, contacted the City in September 2013 about their interest in redeveloping the parcel and/or the City's interest in purchasing the property as they were aware of the Highway 42 plan. The parcel is zoned Community Commercial (CC). Properties along the north side of Pine Street are required to be rezoned to the Mixed-Use Zoning classification prior to redevelopment.

City Council considered valuation and strategy regarding the matter in several executive sessions and based on Council's direction, staff executed the strategy through negotiations with the property owner during 2014 and 2015.

Staff commissioned two appraisals through the course of the negotiations. The first dated January 8, 2014 by Appraisal Consultants was for the City's own use and valued the property at \$335,000. The second dated November 24, 2014 was jointly commissioned by staff and Petra properties. It valued the property at \$270,000.

The property has an existing residential lease that runs through March 31, 2016. The monthly rent is \$1,800 per month. The property can remain under lease until such a

time that the properties adjacent to 1125 Pine initiate redevelopment and the Lee Avenue extension is funded, designed, and ready for construction.

The \$385,000 purchase price is \$50,000 higher than the highest appraisal prepared for the property. While higher than the appraised value, based on the City Attorney's estimates of likely costs if it were necessary to exercise condemnation powers to acquire the property, staff estimates the total cost to acquire through condemnation would be more than the \$385,000 purchase price.

The main terms of the Contract are as follows:

1. Total purchase price is \$385,000
  - a. \$50,000 earnest money deposit
2. Closing to be July 31, 2015
  - a. Closing can be extended by Seller up until November 16, 2015 if they have not found an appropriate property for a 1031 exchange. Closing can also be extended if the City does not have an effective ordinance to acquire the property.
3. \$50/day penalty after July 31 if the City has the ability to close but such closing does not occur. The penalty doesn't apply if Seller asks for more time for a 1031 exchange, Seller wants to extend for other reasons, or if City doesn't have an effective ordinance to be able to close on the property. Inspection period through July 8, 2015
4. No real estate commission is owed by either party.
5. The existing \$1,800 per month lease remains on the property. The lease expires March 31, 2016.

**FISCAL IMPACT:**

This expenditure is budgeted from the May 5, 2015 approved 2015 budget amendment. The land cost will be attributed to the General Fund. Additional funds will be necessary for the construction of the Lee Avenue extension and will be proposed for future years' CIP budgets.

**RECOMMENDATION:**

Staff recommends City Council approve the attached Resolution and first reading of the Ordinance to approve a purchase contract with Petra Properties, L.L.C. for .39 acres located at 1125 Pine Street and approve a subsequent budget amendment to make funding available for the acquisition.

Staff recommends approving the current offer of \$385,000 for the following reasons:

- 1) The Highway 42 Plan's primary objective was to create a safe and efficient three-lane roadway which minimizes right-of-way impacts, minimizes environmental impacts on open space, minimizes physical impacts on existing neighborhoods and historic structures, while maintaining a small town character. The Lee Avenue connection is one of many important local street network enhancements needed to

ensure a three-lane Highway 42 works at an acceptable level of service and improves safety along the corridor. The Lee Avenue connection is also needed to:

- a. Provide an alternative egress and emergency access to the Miners' Field Neighborhood when the Spruce Street intersection is closed for safety and efficiency reasons; and,
- b. Make it easier for pedestrians to walk from the Miners' Field Neighborhood to Downtown Louisville.

In a recent meeting with CDOT Region 4 planning staff discussing the safety improvements for the Short Street intersection, they asked about the status of acquiring this property so the additional connection (and resulting closure of Spruce Street) can be made. CDOT continues to be interested in seeing this component of the plan executed. Without this connection the Highway 42 Plan becomes suspect, and may reopen the door for CDOT requiring Highway 42 to be expanded beyond 3 lanes. This alternative would come at significant expense to the City,

- 2) Property values will likely keep rising and so there is no financial incentive to wait.
- 3) Considering legal costs should condemnation be necessary, the asking price is similar to the financial outlay of exercising eminent domain powers.
- 4) The City can receive the rental revenue from the house on the property until such time as the street connection is funded and construction has begun. The property investment would earn a return (4.3%) until the connection is constructed.
- 5) The northern parcel is the area needed for stormwater outfall improvements to remove properties in the downtown area out of the floodplain. Should the property not be purchased, an easement will be needed from the Seller to accommodate the improvements.
- 6) The Highway 42 Plan does not authorize constructing the Lee Avenue connection until the immediately adjacent homes initiate redevelopment, and until that happens the City would continue to maintain the house at 1125 Pine as a rental property.

**ATTACHMENTS:**

1. Staff Presentation
2. Resolution No. 18, Series 2015
3. Ordinance No. 1684, Series 2015
4. Purchase Contract to Buy and Sell Real Estate
5. January 8, 2014 Appraisal
6. November 24, 2014 Appraisal
7. Public Notice
8. [Link to 42 Gateway Analysis Report](#)

## Purchase Contract for 1125 Pine Street

Aaron DeJong  
Economic Development  
May 19, 2015

### 1125 Pine Street

- .39 Acre property
- Approx. 55 feet wide
- Location for Lee Avenue extension
  - Highway 42 Plan



## 1125 Pine Street



- Component of the Highway 42 Plan
  - To keep highway at 3 lanes
  - Need enhanced local street network connections
- Northern portion needed for stormwater improvements



## 1125 Pine Street



- During Highway 42 Plan preparation, concerns and opportunities were identified:
  - Concerns
    - Increased Traffic
    - Affect to Miner's Field
    - Impact on homes
    - Neighborhood Impact
  - Opportunities
    - Improve Hwy 42
    - Transportation Choices
    - Pine St. Revitalization
    - Emergency Response

## 1125 Pine Street



- Owned by Petra Properties, LLC.
- Discussions started September 2013
  - Negotiations during 2014 and 2015
- Several executive sessions to receive negotiating strategy

## 1125 Pine Street



- Two Appraisals conducted
  - January 8, 2014
    - \$335,000 value
  - November 24, 2014
    - \$270,000 value
- Existing Lease on Property
  - \$1,800 per month
  - Expires March 31, 2016

## 1125 Pine Street



- \$385,000 purchase price
  - \$50,000 above highest appraisal
  - Seller not willing to go any lower
- Condemnation Option
  - Cost would likely exceed purchase price

## 1125 Pine Street



### **Main Terms of Contract**

- Total purchase price is \$385,000
  - \$50,000 earnest money deposit
- Closing to be July 31, 2015
  - Closing can be extended by Seller up until November 16, 2015 if they have not found an appropriate property for a 1031 exchange.
  - City can extend up until November 16, 2015 if there isn't an effective ordinance.
- \$50/day penalty after July 31 if the City has the ability to close but such closing does not occur. The penalty doesn't apply for the reasons above.
- No real estate commission is owed by either party.
- The existing \$1,800 per month lease remains on the property. The lease expires March 31, 2016.

1125 Pine Street



- Fiscal Impact
  - \$385,000 purchase price in Budget Year 2015
  - Funding provided in budget amendment approved on May 5, 2015
  - Land Cost attributed to the General Fund.
- In the future, funds needed for design and construction of Lee Avenue extension

1125 Pine Street



**Actions Recommended and Requested:**

1. Resolution approving a Purchase Contract for 1125 Pine
2. First reading of Purchase Ordinance

**RESOLUTION NO. 18  
SERIES 2015**

**A RESOLUTION APPROVING A PURCHASE CONTRACT TO BUY AND SELL REAL ESTATE FOR THE CITY'S ACQUISITION OF APPROXIMATELY 0.39 ACRES OF PROPERTY LOCATED AT 1125 PINE STREET IN THE CITY OF LOUISVILLE**

**WHEREAS**, the City of Louisville desires to acquire certain real property consisting of approximately 0.39 acres owned by Petra Properties, L.L.C., located at 1125 Pine Street in Louisville and legally described as Tract 699-A & Tract 2578 A, Section 8, Township 1 South, Range 69 West of the 6th P.M. (Assessor's Parcel No. 157508400009) and Tract 2578 Less A & B, Section 8, Township 1 South, Range 69 West of the 6th P.M. (Assessor's Parcel No. 157508400005), City of Louisville, Boulder County, Colorado (the "Property"); and

**WHEREAS**, the owner of the Property desires to sell the Property to Louisville, and there has been submitted to City Council a Purchase Contract to Buy and Sell Real Estate ("Purchase Contract") for sale and purchase of the Property upon terms and conditions mutually agreeable to the City and owner; and

**WHEREAS**, the City Council by this Resolution desires to approve the Purchase Contract and approve other actions in connection with the acquisition of the Property;

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

**Section 1.** That certain Purchase Contract to Buy and Sell Real Estate between the City of Louisville and Petra Properties, L.L.C., for the City's acquisition of the Property (the "Purchase Contract"), a copy of which Purchase Contract accompanies this Resolution, is hereby approved.

**Section 2.** The Mayor and City Manager, or either of them, is authorized to execute the Purchase Contract, except that the Mayor and City Manager are hereby granted the authority to negotiate and approve such revisions to said Purchase Contract as they determine are necessary or desirable for the protection of the City, so long as the essential terms and conditions of the Purchase Contract are not altered.

**Section 3.** The Mayor, City Manager, City Clerk and City Staff are further authorized to do all things necessary on behalf of the City to perform the obligations of the City under the Purchase Contract, and are further authorized to execute and deliver any and all documents necessary to effect the purchase of the Property under the terms and conditions of said Purchase Contract, including but not limited to execution and delivery of closing documents required by the Purchase Contract or the title company in connection with closing.

**Section 4.** All actions heretofore taken (not inconsistent with the provisions hereof) by or on behalf of the City by the officers or agents of the City and relating to the Purchase Contract and the acquisition of the Property are hereby ratified, approved and confirmed.

**PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Robert P. Muckle, Mayor

ATTEST:

\_\_\_\_\_  
Nancy Varra, City Clerk

**ORDINANCE NO. 1684  
SERIES 2015**

**AN ORDINANCE AUTHORIZING THE PAYMENT OF CITY MONEYS FOR THE  
CITY’S ACQUISITION OF APPROXIMATELY 0.39 ACRES OF PROPERTY LOCATED  
AT 1125 PINE STREET IN THE City of Louisville**

**WHEREAS**, the City of Louisville intends to acquire that certain real property consisting of approximately 0.39 acres owned by Petra Properties, L.L.C., located at 1125 Pine Street in Louisville and legally described as Tract 699-A & Tract 2578 A, Section 8, Township 1 South, Range 69 West of the 6th P.M. (Assessor’s Parcel No. 157508400009), and Tract 2578 Less A & B, Section 8, Township 1 South, Range 69 West of the 6th P.M. (Assessor’s Parcel No. 157508400005), City of Louisville, Boulder County, Colorado (the “Property”); and

**WHEREAS**, the City and owner of the Property have entered into an Purchase Contract to Buy and Sell Real Estate (the “Purchase Contract”) for sale and purchase of the Property upon terms and conditions mutually agreeable to the City and owner; and

**WHEREAS**, the Purchase Contract provides that the City shall pay the owner of the Property a total purchase price of Three Hundred Eighty-Five Thousand Dollars (\$385,000) for the Property; and

**WHEREAS**, the City Council by this ordinance desires to identify the source of funding for such purchase, make certain determinations regarding the Property, and otherwise comply with applicable laws regarding the acquisition of the Property;

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

**Section 1.** Unless other funds become available for use by the City as determined by the City Council, moneys from the General Fund (\$385,000) shall be used for the purchase of the Property located at 1125 Pine Street and legally described as Tract 699-A & Tract 2578 A, Section 8, Township 1 South, Range 69 West of the 6th P.M. (Assessor’s Parcel No. 157508400009), and Tract 2578 Less A & B, Section 8, Township 1 South, Range 69 West of the 6th P.M. (Assessor’s Parcel No. 157508400005), City of Louisville, Boulder County, Colorado (the “Property”), as further described in and subject to the terms and conditions of the Purchase Contract therefor.

**Section 2.** City payment for the Property shall be made in cash, certified funds, wire transfer or City warrant, subject to the Purchase Contract and to any necessary budgetary transfers or supplementary budgets and appropriations in accordance with State law. Such City payment is subject to and conditioned upon satisfaction of all conditions in the Purchase Contract for the Property.

**Section 3.** The City Council finds and determines that the Property is being acquired as a general asset of the City for development of a future new road and not as park or open space property, and that all or portions of the Property, and any interests, licenses, rights or privileges therein, may be sold, leased, conveyed or disposed of, in whole or part, as determined by subsequent action of City Council, without necessity of election, pursuant to the home rule charter of the City.

**Section 4.** Nothing in this Ordinance is intended to nor should be construed to create any multiple-fiscal year direct or indirect City debt or fiscal obligation whatsoever.

**Section 5.** If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

**Section 6.** All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

**INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Robert P. Muckle, Mayor

ATTEST:

\_\_\_\_\_  
Nancy Varra, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Light | Kelly, P.C.  
City Attorney

**PASSED AND ADOPTED ON SECOND AND FINAL READING, this \_\_\_\_\_ day of \_\_\_\_\_, 2015.**

\_\_\_\_\_  
Robert P. Muckle, Mayor

ATTEST:

\_\_\_\_\_  
Nancy Varra, City Clerk

## **PURCHASE CONTRACT TO BUY AND SELL REAL ESTATE**

**THIS CONTRACT** (hereinafter "Contract" or "Agreement") is made and entered into this 19th day of May, 2015, by and between the **City of Louisville**, a Colorado home rule municipal corporation, hereinafter referred to as "City" or "Purchaser", and **Petra Properties, L.L.C.**, a Colorado limited liability company, hereinafter referred to as "Seller".

**NOW, THEREFORE**, for and in consideration of the promises, payment, covenants, and undertakings hereinafter set forth, and other good and valuable consideration, which is hereby acknowledged and accepted for, the Purchaser and Seller agree as follows:

### **PROPERTY AND PURCHASE PRICE**

1. Purchaser hereby agrees to purchase, and Seller agrees to sell, on the terms and conditions set forth in this Contract, the following described real property and interests in real estate, hereinafter collectively referred to as the "Property", located in the County of Boulder, City of Louisville, Colorado, and situated in Section 8, T1S, R69W, 6<sup>th</sup> P.M., to wit:

A tract of land more particularly described in Exhibit A, attached hereto and incorporated herein by this reference, together with all easements and other appurtenances thereto; all oil, gas, and other minerals owned by Seller and appurtenant thereto; and all improvements, fixtures and structures thereon at the time of delivery of possession to Purchaser.

2. Within five (5) days of the parties' mutual execution of this Contract, Seller shall provide copies of any engineering and/or survey work for the Property in possession of Seller. Purchaser may at its sole expense contract for an ALTA engineering survey of the Property, sufficient to satisfy the requirements of the Title Company to delete the standard pre-printed exceptions from the Purchaser's title policy, as set forth in Paragraphs 5 and 6, below. The survey shall be certified by the surveyor to the Purchaser and the Title Company. The survey must be acceptable to the Purchaser in its sole discretion. If Purchaser does not notify Seller in writing at least thirty (30) days prior to closing that the survey is unacceptable to Purchaser, then the survey shall be deemed acceptable to Purchaser. The surveyed legal descriptions for the Property shall be appended to this Agreement once prepared. Purchaser may require that Seller at closing convey the Property by either or both of the legal descriptions contained in the title commitment or in the final survey.

3. The total purchase price of the Property shall be Three Hundred Eighty-Five Thousand Dollars (\$385,000.00). The purchase price shall be payable by Purchaser in cash, certified funds, wire transfer, or City check (if acceptable as "good funds" under Colorado law) as follows:

a. Upon execution of this Contract, Fifty Thousand Dollars (\$50,000.00) as earnest money deposit and part payment of the purchase price, payable to and held by Land Title Guarantee Company, 2595 Canyon Blvd., #340, Boulder, Colorado 80302 ("Title

Company”) and to be held by the Title Company in escrow and applied to the total purchase price.

- b. Three Hundred Thirty-Five Dollars (\$335,000.00) to be paid to Seller at closing.

### **ASSIGNMENT; SUCCESSORS AND ASSIGNS**

4. The provisions of this Agreement shall bind and inure to the benefit of the parties hereto and their respective heirs, personal representatives, successors, and assigns. If either Buyer or Seller shall assign, sell, or convey their interest in the Agreement, they shall immediately deliver written notice thereof to the other party hereto, which notice shall provide the residence or business address of the new party thereto.

### **TITLE, RESERVATIONS, AND CLOSING**

5. Within five (5) days of mutual execution of this Contract:

- a. Seller shall furnish to Purchaser, at Seller's expense, a current ALTA form title insurance commitment insuring the Purchaser's ownership of a fee simple interest in the Property. The commitment shall be issued by the Title Company or other title insurance company which maintains an office in Boulder County and which is authorized to do business in the State of Colorado, to insure the Purchaser's ownership of the Property in an amount of \$385,000.00. The title insurance commitment shall be on a form acceptable to Purchaser and shall include copies of all documents identified in the schedule of exceptions. Seller shall have a title insurance policy delivered to Purchaser as soon as practicable after closing, and Seller shall pay the premium at closing.

- b. Seller shall furnish to Purchaser, at Seller's expense, true copies of all leases, surveys, inspection results or other reports in Seller's possession pertaining to the Property, and shall disclose in writing to Purchaser all easements, liens, leases, licenses, or other matters not shown by the public records pertaining to the Property known by or to Seller.

6. Title to the Property shall be merchantable in the Seller.

Seller shall execute an affidavit concerning mechanic's liens. Seller, at no more than nominal expense, and subject to Purchaser being responsible for all costs of surveys, shall take all other steps necessary to obtain the deletion of the standard pre-printed exceptions found in the title commitment.

7. Purchaser shall have the right to inspect the Title Documents and the information provided by the Seller pursuant to Paragraph 5, and to conduct such other reviews as it deems necessary to determine the state of title to the Property. Should title not be merchantable as aforesaid, or should the title commitment include any exceptions which are not acceptable to Purchaser (even though such additional exceptions would not make the title unmerchantable), a written notice of the defects shall be given to the Seller by the Purchaser at least thirty (30) days

prior to closing and Seller shall use reasonable efforts at no more than nominal expense to correct said defects prior to the date of closing. If Seller fails to correct any or all such defects prior to closing, the Purchaser, at its option, may complete the transaction notwithstanding the uncorrected defects or may, upon written notice to Seller, declare this Contract terminated, whereupon all earnest money and other things of value received hereunder shall be immediately returned to Purchaser, and both parties shall be released herefrom.

8. The date and time of closing shall be 10:00 a.m., Friday, July 31, 2015, or such earlier date and time as may be set by mutual written agreement of the parties. In addition, the date of closing may be extended to no later than November 16, 2015 solely if necessary (i) to facilitate a 1031 exchange, in accordance with the provisions of Section 36, below; or (ii) to facilitate satisfaction of the condition precedent to closing set forth in Paragraph 32, below. The place of closing shall be the offices of the Title Company or such other place as may be designated by mutual agreement of the parties.

9. Purchaser and Seller shall sign and complete all customary or required documents at or before closing. Settlement sheets for the closing shall be furnished by the Title Company to the Purchaser and Seller at least three (3) working days before the date set for closing. Costs and fees for real estate closing and settlement services shall be paid at closing fifty percent by Seller and fifty percent by Purchaser.

10. Any encumbrance required to be paid by Seller shall be paid at or before the time of closing from the proceeds of this transaction or from any other source. All real property taxes levied against the Property, all water, sewer and other utility charges, and all other regular expenses, if any, affecting the Property shall be paid or shall be prorated as of 11:59 p.m. on the day preceding the closing based upon the most recent assessments and mill levy and shall be final. For purposes of calculating prorations, Purchaser shall be deemed to be in title to the Property and therefore entitled to the income and responsible for the taxes, charges and expenses, for the entire day upon which the Closing occurs. Except as expressly provided herein, all proration adjustments shall be final as of the date of closing. Any apportionments which are not expressly provided for herein shall be made in accordance with customary practice in Boulder, Colorado.

11. At the time of closing and upon Purchaser's compliance with the terms and provisions of this Contract, Seller shall deliver:

- a. A good and sufficient general warranty deed in a form acceptable to Purchaser, properly executed and acknowledged, conveying the Property free and clear of all liens, tenancies, and encumbrances except those set forth in Paragraphs 6.a. and b. above;
- b. All instruments, certificates, affidavits, and other documents necessary to satisfy the requirements listed on Schedule B-1 of the title commitment;
- c. An update of the title commitment, at Seller's expense, showing title to the Property to be subject only to the permitted exceptions determined by Paragraphs 5-7, above.

d. A certification that the representations and warranties of Seller pursuant to Paragraph 15 continue to be true and correct as of the date of closing;

e. Seller's closing costs and any other documents required by this Contract to be delivered by Seller to the Title Company or reasonably required by Purchaser or the Title Company in connection herewith.

12. At the time of closing and, upon Seller's compliance with the terms and provisions of this Contract, Purchaser shall deliver:

a. The purchase price;

b. Purchaser's closing costs and any other documents required by this Contract to be delivered by Purchaser to the Title Company or reasonably required by Seller or the Title Company in connection herewith.

13. Possession of the Property shall be delivered to Purchaser on the date and time of closing. Prior to the date of delivery of possession, Seller shall at its expense remove from the Property any items of personal property owned by Seller.

14. Time is of the essence hereof. Accordingly:

a. If Purchaser should fail to perform according to the terms and conditions of this Contract, Seller may in writing declare this Contract terminated, in which event it shall be entitled to demand and receive Purchaser's earnest money deposit as liquidated damages. It is agreed that Seller's receipt of the earnest money deposit are liquidated damages and are Seller's sole and only remedy for Purchaser's failure to perform the obligations of this Contract. Seller expressly waives the remedies of specific performance and additional damages.

b. If Seller is in default, Purchaser may elect to treat this Contract as terminated, in which case all earnest money and other things of value received hereunder shall be immediately returned to Purchaser, or Purchaser may elect to treat this Contract as being in full force and effect and Purchaser shall have the right to an action for specific performance or damages, or both. Anything to the contrary notwithstanding, in the event of any litigation or arbitration arising out of this Contract, the court may award to the prevailing party all reasonable costs and expenses, including reasonable attorneys' fees.

### **REPRESENTATIONS AND WARRANTIES**

15. Seller, Petra Properties, L.L.C., hereby represents to the City of Louisville, Colorado, Purchaser, that as of the date of the signing of this Contract:

- a. Seller has received no actual notice of, and has no other knowledge of, any litigation, claim or proceeding, pending or currently threatened, which in any manner affects the Property;
- b. Seller has received no actual notice, and has no other knowledge of, any current, existing violations of any federal, state or local law, code, ordinance, rule, regulation, or requirement affecting the Property;
- c. Seller has the full right, power and authority to transfer and convey the Property to the Purchaser as provided in this Contract and to carry out the Seller's obligations under this Contract;
- d. To the best of Seller's knowledge, each and every document, schedule, item and other information delivered or to be delivered by the Seller to the Purchaser hereunder, or made available to the Purchaser for inspection hereunder, shall be true, accurate and correct;
- e. To the best of Seller's knowledge, Seller has not entered into any agreements with any private persons or entity or with any governmental or quasi-governmental entity with respect to the Property that may result in liability or expenses to Purchaser upon the Purchaser's acquisition of all or any portion of the Property;
- f. Seller has received no actual notice of any special assessments proposed as to the Property;
- g. To the best of Seller's knowledge, the execution and delivery of this Contract and the performance of all of the obligations of the Seller thereunder will not result in a breach of or constitute a default under any agreement entered into by the Seller or under any covenant or restriction affecting the Property;
- h. To the best of Seller's knowledge, Seller has not granted or created, and has no knowledge of any third parties who may have the right to claim or assert, any easement, right-of-way or claim of possession not shown by record, whether by grant, prescription, adverse possession or otherwise, as to any part of the Property except those roadways, if any, which are in place as of the date of execution hereof;
- i. To the best of Seller's knowledge, no part of the Property has ever been used as a landfill, and no materials, including without limitation, asbestos, PCB's or other hazardous substances have ever been stored or deposited upon the Property which would under any applicable governmental law or regulation require that the Property be treated or materials removed from the Property prior to the use of the Property for any purpose which would be permitted by law but for the existence of said materials on the Property;

j. To the best of Seller's knowledge, no underground storage tank, as that term is defined by federal statute or Colorado statute, is located on the Property which under applicable governmental law or regulation is required to be upgraded, modified, replaced, closed or removed;

k. Seller has received no actual notice from any oil company or related business, of any intention to conduct operations for the drilling of any oil or gas well on the Property, whether such notice is in the form of a "thirty day notice" under the rules of the Oil and Gas Conservation Commission of the State of Colorado, a notice to commence earthwork for drilling operations, a notice for the location of access roads, or any other notice of any kind related to the conduct of operations for such drilling;

l. Except as provided in Section 22, there are no leases, tenancies or rental or storage agreements relating to the Property or any part thereof which cannot be terminated by Seller on or prior to the date of closing; and

m. To the best of Seller's knowledge, the Property is not subject to any prior or preemptive rights of purchase, any rights of first refusal or any similar rights; and

n. Seller is not a foreign person and is an entity registers with the State of Colorado. Therefore, withholding of Federal Income Tax and Colorado Income Tax from the amount realized will not be made by Purchaser. At closing, Seller shall execute and deliver a Certification prepared in conformance with IRS regulations under Section 1445 of the Internal Revenue Code and an Affirmation prepared in conformance with C.R.S. Section 39-22-604.5, if required by the Title Company.

16. Seller shall at the time of closing certify in writing to the Purchaser that the above and foregoing representations and warranties remain true and correct as of the date of closing, or the above-referenced Seller shall certify which representations and warranties no longer remain true and correct. In the event Seller shall assign sell, or convey any interest in the Agreement, such successor or assign shall at the time of closing further deliver to Purchaser a statement making the foregoing representations and warranties directly to Purchaser.

### **INSPECTION**

17. Purchaser, at all times during the term of this Contract, shall have access to the Property for the purpose of conducting tests, studies, and surveys thereon, including without limitation, soil and subsoil tests. Purchaser may have performed at its option and/or expense the following inspections:

a. Soil and percolation tests;

b. Inspections of the Property including the land and the interior/exterior of all structures and improvements, and inspection for asbestos, PCB's, underground tanks, or other hazardous substances; and

c. Any other tests and/or studies deemed necessary by Purchaser which do not materially damage the Property, including but not limited to an environmental assessment.

d. Purchaser shall be responsible for all claims and liability for damages, loss or expenses caused by, or any injury or death to any person or damage to property, including to the Property itself, which is connected with or results from the entry upon the Property by Purchaser its employees, contractors or agents, for the inspections permitted herein, unless caused by the sole negligence of Seller.

The environmental assessment and other inspections of the Property must be satisfactory to the Purchaser in its sole discretion. If such an assessment or inspection is not satisfactory to the Purchaser, a written notice of inspection defects shall be given to the Seller by the Purchaser at least thirty (30) days prior to closing and Seller shall use reasonable efforts at no more than nominal expense to correct said defects at Seller's expense prior to the date of closing. If Seller fails to correct any or all such defects prior to closing, the Purchaser, at its option, may complete the transaction notwithstanding the uncorrected defects or may terminate this Contract as provided in Paragraph 19.

18. Purchaser shall promptly provide to Seller copies of the reports and results of all such tests, inspections, and studies following the receipt of same by Purchaser. Any inspections conducted by Purchaser shall not mitigate or otherwise affect Seller's representations and warranties, as set forth herein.

19. In addition to all other rights and remedies of the Purchaser and the Seller as set forth and provided for in this Contract, the Seller agrees that the Purchaser shall have the right to terminate this Contract and to make the same of no further force and effect:

a. If the representations and warranties of the Seller as set forth and provided for in Paragraph 15 above are not true and correct as of the date of the closing of this transaction; or

b. If Purchaser determines, in its sole discretion, that the cost to manage, treat, abate, or remove any hazardous substances found on the Property is uneconomical as a result of any conditions disclosed by inspections conducted hereunder; or

c. If any part of the Property is condemned, or if proceedings for such condemnation are commenced or notice of condemnation is received by Seller from a condemning authority other than Purchaser prior to the date of closing on the Property; or

d. If Purchaser determines in its sole discretion, and based on any inspections conducted pursuant to Paragraph 17, that there exists a unsatisfactory physical condition of the Property; or

e. In the event any action whatsoever is commenced to defeat or enjoin the Purchaser's performance under this Contract (except that such action cannot be commenced by Purchaser); or

20. If Purchaser elects to terminate the Contract pursuant to Paragraph 19, Purchaser shall provide written notice to Seller declaring this Contract terminated, whereupon all earnest money and other things of value received hereunder shall be immediately returned to Purchaser, and both parties shall be released herefrom. Purchaser shall exercise its rights to terminate under Paragraphs 19.b and 19.d, if at all, at least twenty (20) days prior to closing. Purchase may exercise its rights to terminate under Paragraphs 19.a, 19.c and 19.e at any time prior to closing.

### **REAL ESTATE COMMISSION**

21. Neither party has engaged the services of any real estate agent or broker, and no commission is owed by either party in this transaction.

### **PROPERTY SUBJECT TO LEASE**

22. Seller represents that the Property is currently subject to one Residential Lease, between the Seller and Karl Reihmann, Elizabeth Leonard, and Amanda Fiorino ("Tenants"), dated March 24, 2015 and the subsequent Renewals of Apartment Lease between some or all of the same parties, which lease has a term that expires on March 31, 2016. Seller represents no other agreements or amendments respecting such lease of the Property exist, other than the seven page Residential Lease with the Tenants. The Seller represents such lease is transferrable to Purchaser. The Seller shall deliver to Purchaser no later than three (3) days before closing an estoppel certificate signed by the Tenants on a form required by Purchaser and dated effective as of the closing, and Seller at closing will deliver to the Purchaser the Tenants' security deposits assigned from Seller to Purchaser.

### **NO DEVELOPMENT**

23. Seller agrees that during the term of this Contract and through the date of delivery of possession of the Property to Purchaser, Seller shall not develop the Property in any manner, including without limitation, constructing any additional improvements or structures on the Property, leasing mineral rights for the Property, or disturbing the surface of the Property except for routine maintenance. In no event shall this prohibition to develop continue beyond the earlier of: a) the termination of this Contract by either party; b) the date of closing as provided for in paragraph 8 hereof; or c) November 16, 2015.

### **TAX CONSEQUENCES**

24. Seller acknowledges that neither the Purchaser, nor any of its agents or attorneys have made any representations as to the tax treatment to be accorded to this Contract or to any proceeds thereof by the Internal Revenue Service under the Internal Revenue Code or by the tax officials of the State of Colorado under Colorado tax law.



29. If any provision of this Contract is held to be illegal, invalid, or unenforceable under present or future laws, such provision shall be fully severable.

30. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original and all of which shall constitute one and the same agreement.

31. The validity and effect of this Agreement shall be determined in accordance with the laws of the State of Colorado.

32. Purchaser's obligations hereunder are expressly conditioned upon adoption by the City Council of the City of Louisville of an ordinance authorizing the purchase of the Property. In the event such ordinance is adopted and effective prior to July 31, 2015 but Purchaser by such date, though no fault of Seller, has not closed on the Property, then Purchaser shall pay to Seller for each day that this Contract remains in effect after July 31, 2015 until the date of closing or termination of this Contract a penalty in an amount of \$50/day. In the event such ordinance is not adopted and effective prior to July 31, 2015, Purchaser may, at its option, terminate this Contract by written notice to Seller on or prior to such date and in such case this Contract shall terminate, all earnest money shall be returned to Purchaser, and both parties shall be released from all liability and further obligations hereunder. In the event Purchaser does not exercise such right of termination, then upon written request of Purchaser, Seller agrees to extend the date of closing to no later than November 16, 2015 to facilitate satisfaction of the foregoing condition precedent. The parties agree the foregoing penalty shall not be paid by Purchaser in the event a delay in closing beyond July 31, 2015 is due to a Seller request for extension of the closing, whether pursuant to Paragraph 36 or otherwise; any fault of Seller; or filing or pendency of any initiative, referendum or other proceeding relating to such ordinance.

33. The undersigned signatory of Seller represents and warrants that it has been duly authorized to execute this Agreement on behalf of Seller and has full power and authority to bind Seller to the provisions hereof.

34. This Agreement shall be governed by and construed in accordance with the laws of the State of Colorado. The parties agree that venue for any action concerning or relating to this Agreement shall be the Boulder County District Court.

35. Special Taxing Districts Disclosure. **SPECIAL TAXING DISTRICTS MAY BE SUBJECT TO GENERAL OBLIGATION INDEBTEDNESS THAT IS PAID BY REVENUES PRODUCED FROM ANNUAL TAX LEVIES ON THE TAXABLE PROPERTY WITHIN SUCH DISTRICTS. PROPERTY OWNERS IN SUCH DISTRICTS MAY BE PLACED AT RISK FOR INCREASED MILL LEVIES AND EXCESSIVE TAX BURDENS TO SUPPORT THE SERVICING OF SUCH DEBT WHERE CIRCUMSTANCES ARISE RESULTING IN THE INABILITY OF SUCH A DISTRICT TO DISCHARGE SUCH INDEBTEDNESS WITHOUT SUCH AN INCREASE IN MILL LEVIES. PURCHASER SHOULD INVESTIGATE THE DEBT FINANCING REQUIREMENTS OF THE AUTHORIZED GENERAL OBLIGATION INDEBTEDNESS OF SUCH DISTRICTS, EXISTING MILL LEVIES OF SUCH DISTRICT SERVICING**



The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2015, by Robert P. Muckle, Mayor of the City of Louisville.

Witness my hand and official seal.

My commission expires on: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Address

(SEAL)



## **EXHIBIT A**

Legal Description – 1125 Pine Street, Louisville, Colorado

Assessor's Parcel No. 157508400009 (approx. 14,251 sq. feet), being Tract 699-A & Tract 2578 A, Section 8, Township 1 South, Range 69 West of the 6<sup>th</sup> P.M.

and

Assessor's Parcel No. 157508400005 (approx. 2,464 sq. feet), being Tract 2578 Less A & B, Section 8, Township 1 South, Range 69 West of the 6<sup>th</sup> P.M.

Note: Final legal descriptions are subject to adjustment based on survey and title commitment.

Appraisal Consultants, Inc.  
 2975 Valmont Road, Suite 210  
 Boulder, CO 80301  
 303-443-6221  
 84-0927529

<b>INVOICE</b>	01/13/2014 DATE	a130771d FILE NUMBER	CASE NUMBER
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**Client:** CITY OF LOUISVILLE  
 749 Main Street  
 Louisville, CO  
 80027

Attention: Aaron De Jong

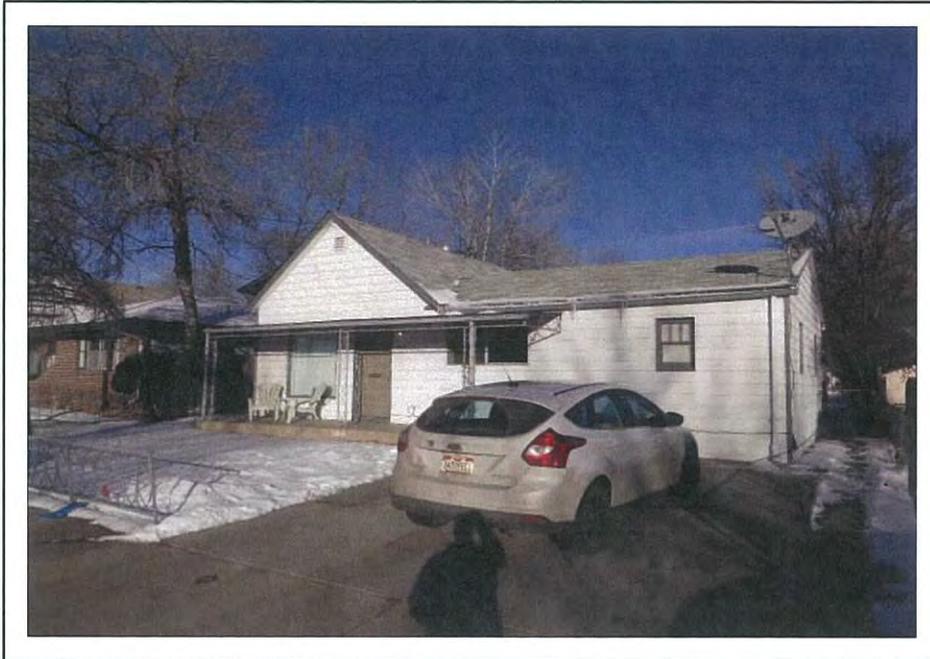
Item	Total
APPRAISAL FEE FOR SERVICES RENDERED	\$ 425.00

Intended User: CITY OF LOUISVILLE  
 1125 PINE ST  
 LOUISVILLE, CO 80027  
 TR 699-A & TR 2578 A 8-1S-69 PER REC 694422 06-17-85 BCR SEE ID 19570

Total: \$ 425.00

Please detach and include the bottom portion with your payment... Thank You!

Inv Date	Insp Date	Appraiser	Client Case #	File #	Client Phone #
01/13/2014	01/08/2014	William J. DeLaCroix		a130771d	
<b>FROM:</b>		<b>PROPERTY:</b>			<b>Amount Due</b>
CITY OF LOUISVILLE 749 Main Street Louisville, CO 80027		Intended User: CITY OF LOUISVILLE 1125 PINE ST LOUISVILLE, CO 80027			
					\$ 425.00
<b>TO:</b>					<b>Amount Enclosed</b>
<b>Attention:</b>					
Appraisal Consultants, Inc. 2975 Valmont Road, Suite 210 Boulder, CO 80301					\$
Balance Due upon receipt of Invoice Please return this portion with your payment. Thank You!					



**SUMMARY APPRAISAL REPORT**

OF THE REAL PROPERTY LOCATED AT

1125 PINE ST  
LOUISVILLE, CO 80027

for

CITY OF LOUISVILLE  
749 Main Street  
Louisville, CO  
80027

as of

01/08/2014

by

William J. DeLaCroix  
2975 Valmont Road, Suite 210  
Boulder, CO 80301

Appraisal Consultants, Inc.

Uniform Residential Appraisal Report

File# a130771d

The purpose of this summary appraisal report is to provide the client with an accurate, and adequately supported, opinion of the market value of the subject property.

Property Address 1125 PINE ST City LOUISVILLE State CO Zip Code 80027
Owner PETRA PROPERTIES LLC Intended User CITY OF LOUISVILLE County BOULDER
Legal Description TR 699-A & TR 2578 A 8-1S-69 PER REC 694422 06-17-85 BCR SEE ID 19570
Assessor's Parcel # 157508400009 Tax Year 2012 R. E. Taxes \$1,743
Neighborhood Name OLD LOUISVILLE Map Reference Census Tract 130.05
Occupant Owner X Tenant Vacant Special Assessments \$ PUD HOA \$ per year per month
Property Rights Appraised X Fee Simple Leasehold Other (describe)
Intended Use: TO DETERMINE MARKET VALUE FOR THE POSSIBLE SALE OF THE PROPERTY. SEE ADDITIONAL COMMENTS.....
Client CITY OF LOUISVILLE Address 749 Main Street, Louisville, CO 80027
Is the subject property currently offered for sale or has it been offered for sale in the twelve months prior to the effective date of the appraisal? Yes X No
Report data source(s) used, offering price(s), and date(s).

I did did not analyze the contract for sale for the subject purchase transaction. Explain the results of the analysis of the contract for sale or why the analysis was not performed.
Contract Price \$ Date of Contract Is the property seller the owner of public record? Yes No Data Source(s)
Is there any financial assistance (loan charges, sale concessions, gift or downpayment assistance, etc.) to be paid by any party on behalf of the client? Yes No
If Yes, report the total dollar amount and describe the items to be paid:

Note: Race and the racial composition of the neighborhood are not appraisal factors.
Table with columns: Neighborhood Characteristics, One-Unit Housing Trends, One-Unit Housing, Percent Land Use %
Location Urban X Suburban Rural Property Values X Increasing Stable Declining PRICE AGE One-Unit 80.0 %
Built-Up X Over 75% 25-75% Under 25% Demand/Supply X Shortage In Balance Over Supply \$(000) (yrs) 2-4 Unit %
Growth Rapid X Stable Slow Marketing Time X Under 3 mths 3-6 mths Over 6 mths 200 Low 5 Multi-Family 10.0 %
Neighborhood Boundaries 95th ST TO EAST, SOUTH BOULDER ROAD TO NORTH, MCKINLEY ST TO WEST & CHERRY ST TO SOUTH 1,000 High 125 Commercial 10.0 %
450 Pred. 75 Other %
Neighborhood Description SUBJECT NEIGHBORHOOD IS LOCATED IN OLD TOWN LOUISVILLE. IT CONSISTS OF OLDER HOMES BUILT IN THE EARLY 1900'S. THERE IS VERY GOOD ACCESS TO DOWNTOWN FOR LOCAL SHOPPING, RESTAURANTS & ENTERTAINMENT. \*\*\* See Additional Comments \*\*\*
Market Conditions (including support for the above conclusions) OVERALL REAL ESTATE MARKET IN LOUISVILLE HAS BEEN VERY ACTIVE THE LAST 2 YEARS. DEMAND HAS BEEN STRONG, SUPPLY HAS BEEN LIMITED AND PRICES HAVE BEEN INCREASING. \*\*\* See Additional Comments \*\*\*

Dimensions 50 X 285 APPROX Area 14252SF PER CNTY Shape RECTANGLE View OTHER HOMES
Specific Zoning Classification CC Zoning Description LIMITED RETAIL, COMMERCIAL & RESIDENTIAL
Zoning Compliance X Legal Legal Nonconforming (Grandfathered Use) No Zoning Illegal (describe)
Is the highest and best use of the subject property as improved (or as proposed per plans and specifications) the present use? Yes X No If No, describe
THE SUBJECT IS CURRENTLY ZONED CC WHICH IS COMMUNITY COMMERCIAL. \*\*\* See Additional Comments \*\*\*
Utilities Public Other (describe) Public Other (describe) Off-site Improvements--Type Public Private
Electricity X Water X Street ASPHALT X
Gas X Sanitary Sewer X Alley
FEMA Special Flood Hazard Area Yes X No FEMA Flood Zone X FEMA Map No. 08013C0582J FEMA Map Date 12/18/2012
Are the utilities and off-site improvements typical for the market area? X Yes No. If No, describe
Are there any adverse site conditions or external factors (easements, encroachments, environmental conditions, land uses, etc.)? Yes X No If Yes, describe
THE SUBJECT IS ON A SITE THAT IS APPROXIMATELY TWICE THE SIZE OF A TYPICAL CITY SITE. \*\*\* See Additional Comments \*\*\*

General Description Foundation Exterior Description materials/condition Interior materials/condition
Units X One One with Accessory Unit Concrete Slab X Crawl Space Foundation Walls CONC-A Floors WD, CRPT, CER-A
# of Stories 1.00 Full Basement Partial Basement Exterior Walls METAL SIDING-A Walls DRYWALL-A
Type X Det. Att. S-Det/End Unit Basement Area sq. ft. Roof Surface COMP-A Trim/Finish WOOD-G
X Existing Proposed Under Const. Basement Finish % Gutters & Downspouts GALV MET-A Bath Floor CER-G
Design (Style) RANCH Outside Entry/Exit Sump Pump Window Type WOOD HUNG/ALUM-A Bath Wainscot FBRGLS-A
Year Built 1930 Evidence of Infestation Storm Sash/Insulated PARTIAL-A Car Storage None
Effective Age (Yrs) 35 Dampness Settlement Screens YES-A X Driveway # of Cars 2
Attic X None Heating X FWA HWBB Radiant Amenities WoodStove(s)# Driveway Surface CONCRETE
Drop Stair Stairs Other Fuel N GAS Fireplace(s) # 0 X Fence PARTIAL Garage # of Cars
Floor Scuttle Cooling X Central Air Conditioning X Patio/Deck REAR X Porch FRONT Carport # of Cars
Finished Heated Individual Other NONE Pool Other
Appliances Refrigerator X Range/Oven Dishwasher X Disposal Microwave Washer/Dryer Other (describe)
Finished area above grade contains: 6 Rooms 3 Bedrooms 1 Bath(s) 1,226 Square Feet of Gross Living Area Above Grade
Additional features (special energy efficient items, etc.) THE SUBJECT IS A TYPICAL OLDER HOME IN THIS AREA. IT WAS UPDATED SEVERAL YEARS AGO ON THE INTERIOR. IT HAS NEWER DOORS & TRIM THOUGH OUT. \*\*\* See Additional Comments \*\*\*
Describe the condition of the property (including needed repairs, deterioration, renovations, remodeling, etc.). OVERALL THE SUBJECT IS IN AVERAGE CONDITION FOR IT'S AGE AND LOCATION.

Are there any physical deficiencies or adverse conditions that affect the livability, soundness, or structural integrity of the property? Yes X No If Yes, describe
Does the property generally conform to the neighborhood (functional utility, style, condition, use, construction, etc.)? X Yes No If No, describe

Uniform Residential Appraisal Report

File# a130771d

There are 2 comparable properties currently offered for sale in the subject neighborhood ranging in price from \$ 450,000.00 to \$ 650,000							
There are 17 comparable sales in the subject neighborhood within the past twelve months ranging in sale price from \$ 193,000.00 to \$ 550,000.00							
FEATURE	SUBJECT	COMPARABLE SALE # 1	COMPARABLE SALE # 2	COMPARABLE SALE # 3			
1125 PINE ST	1417 CANNON ST	724 JOHNSON ST	825 LA FARGE AVE				
Address LOUISVILLE	LOUISVILLE, CO 80027	LOUISVILLE, CO 80027	LOUISVILLE, CO 80027				
Proximity to Subject	0.45 miles N	0.46 miles SW	0.23 miles W				
Sale Price	\$ 289,000	\$ 370,000	\$ 310,000				
Sale Price/Gross Liv. Area	\$ 256.28 sq. ft.	\$ 256.21 sq. ft.	\$ 372.98 sq. ft.	\$ 307.54 sq. ft.			
Data Source(s)	IRES#684743	IRES#697361	IRES#694949				
Verification Source(s)	CNTY RCRDS	CNTY RCRDS	CNTY RCRDS				
VALUE ADJUSTMENTS	DESCRIPTION	DESCRIPTION	+(-)\$ Adjustment	DESCRIPTION	+(-)\$ Adjustment	DESCRIPTION	+(-)\$ Adjustment
Sale or Financing	CONV NO PTS	DTO=238		DTO=12		DTO=19	
Concessions		CASH SALE		CONV NO PTS			
Date of Sale/Time	03/26/2013 +5%	+14,500		02/26/2013 +5%	+18,500	1/16/2013 +5%	+15,500
Location	OLD TOWN E	OLD TOWN- E		OLD TOWN-W	-55,500	OLD TOWN-W	-46,500
Leasehold/Fee Simple	Fee Simple	Fee Simple		Fee Simple		Fee Simple	
Site	14252SF/AVE	7318SF/AVE	+34,700	12894SF/AVE	+6,800	7579SF/AVE	+33,400
View	HOMES	HOMES		HOMES		OTHER HOMES	
Design (Style)	RANCH	RANCH		RANCH		RANCH	
Quality of Construction	AVE	AVE		AVE		AVE	
Actual Age	84	113		74		66	
Condition	AVE	GOOD	-12,000	GOOD	-9,200	FAIR	+10,100
Above Grade	Total Bdrms. Baths	Total Bdrms. Baths		Total Bdrms. Baths		Total Bdrms. Baths	
Room Count	6 3 1	6 3 1		6 2 1		4 2 1	
Gross Living Area	1,226 sq. ft.	1,128 sq. ft.	+7,400	992 sq. ft.	+17,600	1,008 sq. ft.	+16,400
Basement & Finished	NONE	NONE		432SF BSMT	-4,320	NONE	
Rooms Below Grade	NONE	NONE		NONE		NONE	
Functional Utility	AVE	AVE		AVE		AVE	
Heating/Cooling	GFWA/CEN AC	GFWA/CEN AC		GFWA/ NO AC	+2,500	GFWA/ NO AC	
Energy Efficient Items	BASIC INS	BASIC INS		BASIC INS		BASIC INS	
Garage/Carport	NONE/SHED	1 CAR	-2,500	1 CAR	-2,500	2 CAR	-7,500
Porch/Patio/Deck	PORCH/PATIO	PORCH/PATIO		PORCH/PATIO		PORCH/PATIO	
	KIT/BATH	KIT/BATH		KIT/BATH		KIT/BATH	
	NO F/P	NO F/P		NO F/P		NO F/P	
	BSMT BATH 0	BSMT BATH 0		BSMT BATH 0		BSMT BATH 0	
Net Adjustment (Total)		X + - \$ 42,100		+ X - \$ -26,120		X + - \$ 21,400	
Adjusted Sale Price		Net Adj. 14.57 %		Net Adj. 7.06 %		Net Adj. 6.90 %	
of Comparables		Gross Adj. 24.60 % \$ 331,100		Gross Adj. 31.60 % \$ 343,880		Gross Adj. 41.74 % \$ 331,400	
I <input checked="" type="checkbox"/> did not research the sale or transfer history of the subject property and comparable sales. If not, explain							
My research <input type="checkbox"/> did <input checked="" type="checkbox"/> did not reveal any prior sales or transfers of the subject property for the three years prior to the effective date of this appraisal.							
Data Source(s) CNTY RCRDS							
My research <input type="checkbox"/> did <input checked="" type="checkbox"/> did not reveal any prior sales or transfers of the comparable sales for the prior year to the date of sale of the comparable sale.							
Data Source(s) CNTY RCRDS							
Report the results of the research and analysis of the prior sale or transfer history of the subject property and comparable sales (report additional prior sales on page 3).							
ITEM	SUBJECT	COMPARABLE SALE # 1	COMPARABLE SALE # 2	COMPARABLE SALE # 3			
Date of Prior Sale/Transfer							
Price of Prior Sale/Transfer							
Data Source(s)	IRES MLS/CNTY RCRDS	IRES MLS/CNTY RCRDS	IRES MLS/CNTY RCRDS	IRES MLS/CNTY RCRDS			
Effective Date of Data Source(s)	01/10/2014	01/10/2014	01/10/2014	01/10/2014			
Analysis of prior sale or transfer history of the subject property and comparable sales							
Summary of Sales Comparison Approach THERE HAVE BEEN NO RECENT SALES OF OLDER HOMES ON SITES SIMILAR TO THE SUBJECTS IN SIZE IN THE LAST YEAR. COMP 1, WHILE ON A SMALLER SITE, IS THE ONLY SALE IN THE SUBJECTS NEIGHBORHOOD EAST OF THE RR TRACKS. IT IS VERY SIMILAR IN SF, DESIGN, AGE & APPEAL, BUT IS IN SUPERIOR CONDITION. COMP 2 IS AN EXCELLENT COMP AS IT IS ALSO ON A LARGER THAN AVERAGE SITE. IT IS A SMALLER HOME THAT IS ALSO SUPERIOR IN CONDITION. COMP 3 IS A SALE OF A SMALLER, OLDER HOME THAT WAS INFERIOR IN CONDITION. IT TOO IS ON A SMALLER SITE. BOTH OF THESE ARE IN A SUPERIOR LOCATION WEST OF THE RR TRACKS IN OLD TOWN LOUISVILLE IN A MUCH HIGHER DEMAND AREA FOR SFR HOMES. LOCATION ADJUSTMENT IS ESTIMATED TO BE 15% OF SALES PRICE.							
Indicated Value by Sales Comparison Approach \$335,000							
Indicated Value by: Sales Comparison Approach \$335,000 Cost Approach (if developed) \$N/A Income Approach (if developed) \$N/A							
THE MARKET APPROACH IS GIVEN ALL WEIGHT WITH EQUAL WEIGHT TO ALL COMPS. THE INCOME APPROACH IS NOT APPLICABLE FOR THIS OWNER OCCUPIED NEIGHBORHOOD WHERE HOMES ARE TYPICALLY SOLD TO OWNER/OCCUPANTS.							
*** See Additional Comments ***							
This appraisal is made <input checked="" type="checkbox"/> "as is," <input type="checkbox"/> subject to completion per plans and specifications on the basis of a hypothetical condition that the improvements have been completed, <input type="checkbox"/> subject to the following repairs or alterations on the basis of a hypothetical condition that the repairs or alterations have been completed, or <input type="checkbox"/> subject to the following required inspection based on the extraordinary assumption that the condition or deficiency does not require alteration or repair. *** See							
Additional Comments ***							
Based on a complete visual inspection of the interior and exterior areas of the subject property, defined scope of work, statement of assumptions and limiting conditions, and appraiser's certification, my (our) opinion of the market value, as defined, of the real property that is the subject of this report is \$ 335,000, as of 01/08/2014, which is the effective date of this appraisal.							

ADDITIONAL COMPARABLES													
Intended User		CITY OF LOUISVILLE											
Property Address		1125 PINE ST											
City		LOUISVILLE			County		BOULDER		State		CO		
Client		CITY OF LOUISVILLE											
Zip Code		80027											
FEATURE		SUBJECT			COMPARABLE SALE NO. 4			COMPARABLE SALE NO. 5			COMPARABLE SALE NO. 6		
1125 PINE ST		1300 LINCOLN AVE			1036 WALNUT ST			1101 SPRUCE ST					
Address		LOUISVILLE			LOUISVILLE, CO 80027			LOUISVILLE, CO 80027			LOUISVILLE, CO 80027		
Proximity to Subject		0.55 miles NW			0.09 miles N			0.03 miles N					
Sale Price		\$ 340,000			\$ 285,000			\$ 294,000					
Sale Price/Gross Liv. Area		\$ 256.28 sq. ft.			\$ 335.97 sq. ft.			\$ 318.08 sq. ft.			\$ 266.30 sq. ft.		
Data Source(s)		IRES MLS#706981			IRES#662912			IRES #679199					
Verification Source(s)		CNTY RCRDS			CNTY RCRDS			CNTY RCRDS					
VALUE ADJUSTMENTS		DESCRIPTION			DESCRIPTION			DESCRIPTION			DESCRIPTION		
		+(-)\$ Adjustment			+(-)\$ Adjustment			+(-)\$ Adjustment			+(-)\$ Adjustment		
Sale or Financing		DTO=4			DTO=269			DTO=50					
Concessions		CONV NO PTS			CONV NO PTS			CONV NO PTS					
Date of Sale/Time		06/28/2013 +3%			+10.200			07/20/2012 +15%			+42.750		
Location		OLD TOWN E			OLD TOWN-W			OLD TOWN E			OLD TOWN E		
Leasehold/Fee Simple		Fee Simple			Fee Simple			Fee Simple			Fee Simple		
Site		14252SF/AVE			6316SF/AVE			+39.700			15250SF/AVE		
											-5.000		
View		HOMES			HOMES			HOMES			HOMES		
Design (Style)		RANCH			RANCH			RANCH			RANCH		
Quality of Construction		AVE			AVE			AVE			AVE		
Actual Age		84			105			103			88		
Condition		AVE			AVE			AVE			GOOD		
											-11,000		
Above Grade		Total Bdrms. Baths			Total Bdrms. Baths			Total Bdrms. Baths			Total Bdrms. Baths		
Room Count		6 3 1			6 3 1			5 2 1			5 2 2		
Gross Living Area		1,226 sq. ft.			1,012 sq. ft.			+16,100			896 sq. ft.		
											+24,800		
Basement & Finished		NONE			363SF BSMT			-3,630			350SF BSMT		
Rooms Below Grade		NONE			NONE			NONE			-3,500		
Functional Utility		AVE			AVE			AVE			1104SF FIN		
											-15,000		
Heating/Cooling		GFWA/CEN AC			GFWA/NO AC			+2,500			GFWA/SWAMP		
											+1,500		
Energy Efficient Items		BASIC INS			BASIC INS			BASIC INS			BASIC INS		
Garage/Carport		NONE/SHED			NONE/SHED			2 CAR GAR			-7,500		
											2 CAR GAR		
Porch/Patio/Deck		Porch/Patio			Porch/Patio			Porch/Patio			Porch/Patio		
		KIT/BATH			KIT/BATH			KIT/BATH			KIT/BATH		
		NO F/P			NO F/P			NO F/P			NO F/P		
Net Adjustment (Total)		BSMT BATH 0			BSMT BATH 1			-5,000			BSMT BATH 0		
											BSMT BATH 1		
											-5,000		
Adjusted Sale Price of Comparables		[X] + [ ] - \$ 8,870			[X] + [ ] - \$ 53,050			[X] + [ ] - \$ 34,360					
		Net Adj. 2.61 %			Gross Adj. 37.69 %			\$ 348,870			Net Adj. 18.61 %		
											Gross Adj. 29.84 %		
											\$ 338,050		
											Gross Adj. 52.19 %		
											\$ 328,360		
ITEM		SUBJECT			COMPARABLE SALE #4			COMPARABLE SALE #5			COMPARABLE SALE #6		
Date of Prior Sale/Transfer													
Price of Prior Sale/Transfer													
Data Source(s)		IRES MLS/CNTY RCRDS			IRES MLS/CNTY RCRDS			IRES MLS/CNTY RCRDS			IRES MLS/CNTY RCRDS		
Effective Date of Data Source(s)		01/10/2014			01/10/2014			01/10/2014			01/10/2014		
Comment on Sales Comparison		<p>COMP 4 IS ANOTHER SALE ON THE WEST SIDE OF OLD TOWN LAFAYETTE. IT IS ALSO ON A MUCH SMALLER SITE. IT IS ONE OF THE MORE RECENT SALES OF A SIMILAR SMALL, OLDER HOME IN OLD TOWN. COMPS 4 &amp; 5, WHILE MUCH OLDER SALES, ARE THE NEXT MOST RECENT SALES IN THE SUBJECTS SECTION OF OLD TOWN EAST OF THE RR TRACKS. COMP 5 IS AN EXCELLENT COMP AS IT IS ACTUALLY ON A LARGER SITE THAN THE SUBJECT. IT IS A MUCH SMALLER HOME OVERALL. COMP 6 IS ALSO A SALES EAST OF THE RR TRACKS, IS A MUCH SMALLER SITE. THIS HOME WAS SUPERIOR IN CONDITION AND ALSO HAD A FULL FINISHED BASEMENT. THE REAL ESTATE MARKET HAS BEEN VERY ACTIVE THE LAST YEAR IN OLD TOWN AND PRICES HAVE BEEN ON THE INCREASE.</p>											

**ADDITIONAL COMMENTS**

Intended User	CITY OF LOUISVILLE		
Property Address	1125 PINE ST		
City	LOUISVILLE	County	BOULDER
		State	CO
		Zip Code	80027
Client	CITY OF LOUISVILLE		

**INTENDED USE**

THIS APPRAISAL IS TO BE USED BY THE OWNERS AND THE CITY OF LOUISVILLE FOR THE POSSIBLE SALE OF THE PROPERTY TO THE CITY. IT IS NOT TO BE USED OR RELIED UPON BY ANY OTHER INDIVIDUAL OTHER THAN THE OWNER AND CLIENT LISTED ON PAGE 1. MARKET VALUE FOR THIS APPRAISAL IS BASED ON THE HYPOTHETICAL CONDITION THAT THE SUBJECTS HIGHEST AND BEST USE IS A SINGLE FAMILY HOME ON 1 OVERSIZED RESIDENTIAL LOT. THIS IS REGARDLESS OF CURRENT ZONING AND POSSIBLE ALLOWED OTHER USES WITH ITS CURRENT ZONING. VALUE BASED ON IT'S CURRENT ZONING MAY OR MAY NOT BE FAR DIFFERENT THAN THE VALUE REPORTED IN THIS REPORT.

**NEIGHBORHOOD DESCRIPTION**

SCHOOLS ARE LOCATED IN THE IMMEDIATE AREA. THE AREA HAS BEEN BUILT OUT FOR MANY YEARS AND IS IN DEMAND. BECAUSE OF THIS MANY OF THE OLDER HOMES HAVE BEEN EXTENSIVELY REMODELED AND EXPANDED, OR JUST TORN TOWN TO HAVE A NEW HOME BUILT.

**MARKET CONDITIONS**

IT'S REAL ESTATE MARKET IS MOST LIKELY THE STRONGEST IN ALL OF BOULDER COUNTY. UNLIKE MANY AREAS OF COLORADO, LOUISVILLE HAS HAD VERY FEW FORECLOSURES, A LIMITED SUPPLY OF HOMES ON THE MARKET AND A CONSISTENT DEMAND. IN OLD TOWN DEMAND HAS REMAINED STRONG. IN THE LAST YEAR THERE HAVE BEEN 17 SALES OF HOMES IN OLD TOWN BUILT BEFORE 1945. THESE RANGED IN PRICE FROM \$193,000 TO \$550,000. THESE HAD AN AVERAGE PRICE OF \$355,908 AND A MEDIAN PRICE OF \$365,000. THE PRIOR YEAR FROM 1/2012 TO 1/2013 THERE WERE 26 SALES RANGING FROM \$182,000 TO \$537,500. THESE HAD AN AVERAGE PRICE OF \$325,338 AND A MEDIAN OF \$314,500. THIS IS A 9% TO 16% INCREASE OVER THE PRIOR YEAR. AT PRESENT THERE ARE ONLY 2 LISTINGS AT \$399,000 AND \$450,000. MONEY MAGAZINE HAS RATED LOUISVILLE AS ONE OF THE TOP SMALL TOWNS IN THE U.S TO LIVE. LOUISVILLE IS FOR ALL PRACTICAL PURPOSES "BUILT OUT" WITH VERY LITTLE VACANT GROUND FOR NEW DEVELOPMENT

**HIGHEST AND BEST USE**

THE APPRAISAL IS BASED ON THE HYPOTHETICAL CONDITION THE HIGHEST AND BEST USE OF THE PROPERTY IS AS A SINGLE FAMILY HOME ON 1 OVER SIZED CITY LOT.

**ADVERSE SITE CONDITIONS AND/OR EXTERNAL FACTORS**

THE ADDITIONAL SIZE IS OFFSET BY THE SUBJECT BEING ON PINE STREET WHICH IS A BUSY STREET ACCESSING DOWNTOWN, BEING ACROSS THE STREET FROM COMMERCIAL USES AND LESS THAN 1 BLOCK FROM AND ACTIVE RAIL LINE. THE SUBJECT IS ON A VERY DEEP & NARROW SITE. IT AS A CONCRETE DRIVE IN FRONT FOR 2 CARS AND A 12 X 20 STORAGE SHED.

**ADDITIONAL FEATURES**

THERE ARE OAK FLOORS IN THE LR/DEN, CARPET IN THE BEDROOMS, TILE IN THE BATH & KITCHEN. IT HAS GAS FORCED AIR HEAT WITH THE FURNACE IN THE ATTIC AND CENTRAL A/C. THE KITCHEN HAS OLDER WHITE PAINTED CABINETS & FORMICA COUNTERS. THE BATH HAS A NEWER SINK/VANITY AND A FIBERGLASS SHOWER STALL. THE EXTERIOR HAS OLDER METAL SIDING, COMP ROOF AND A COMBINATION OF BOTH WOOD HUNG AND ALUMINUM SLIDING WINDOWS. THE CONDITION OF THE ROOF IS NOT KNOWN. IT APPEARS ROOF IS LEAKING BETWEEN THE FRONT OF HOME AND WHERE THE COVERED FRONT PORCH ATTACHES TO IT AND ALSO BEHIND THE GUTTERS ON THE NE CORNER OF THE HOMES. THIS IS BASED ON ICE FREEZING/ MELTING AND BUILDING UP ON STEEL SIDING BY THE EVES IN THESE AREAS. .

**RECONCILIATION**

THE COST APPROACH IS NOT INCLUDED INCLUDED DUE TO AGE OF PROPERTY AND DIFFICULTY IN DETERMINING ACTUAL DEPRECIATION ALONG WITH A LACK OF VACANT LAND SALES IN THE AREA.

**CONDITIONS OF APPRAISAL**

\*APPRAISAL IS BASED ON THE HYPOTHETICAL CONDITION THAT THE HIGHEST AND BEST USE OF THE SUBJECT IS A SINGLE FAMILY HOME ON AN OVERSIZED RESIDENTIAL LOT REGARDLESS OF IT'S CURRENT ZONING OR ALLOWED USES UNDER THAT ZONING.

Uniform Residential Appraisal Report

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ADDITIONAL COMMENTS

COST APPROACH

INCOME

PUD INFORMATION

COST APPROACH TO VALUE

Support for the opinion of site value (summary of comparable land sales or other methods for estimating site value)

N/A

ESTIMATED <input type="checkbox"/> REPRODUCTION OR <input checked="" type="checkbox"/> REPLACEMENT COST NEW	OPINION OF SITE VALUE.....	= \$
Source of cost data	Dwelling 1,226 Sq. Ft. @ \$	= \$
Quality rating from cost service Effective date of cost data	BSMT Sq. Ft. @ \$	= \$
Comments on Cost Approach (gross living area calculations, depreciation, etc.)	Garage/Carport Sq. Ft. @ \$	= \$
	Total Estimate of Cost-New	= \$
	Less Physical Functional External	
	Depreciation	= \$ ( )
	Depreciated Cost of Improvements	= \$
	'As-is' Value of Site Improvements	= \$
		= \$
Estimated Remaining Economic Life (HUD and VA only) 65 Years	Indicated Value By Cost Approach.....	= \$

INCOME APPROACH TO VALUE

Estimated Monthly Market Rent \$ X Gross Rent Multiplier = \$ n/a Indicated Value by Income Approach

Summary of Income Approach (including support for market rent and GRM)

PROJECT INFORMATION FOR PUDs (if applicable)

Is the developer/builder in control of the Homeowners' Association (HOA)?  Yes  No Unit type(s)  Detached  Attached

Provide the following information for PUDs ONLY if the developer/builder is in control of the HOA and the subject property is an attached dwelling unit.

Legal name of project

Total number of phases Total number of units Total number of units sold

Total number of units rented Total number of units for sale Data Source(s)

Was the project created by the conversion of existing building(s) into a PUD?  Yes  No If Yes, date of conversion

Does the project contain any multi-dwelling units?  Yes  No Data Source(s)

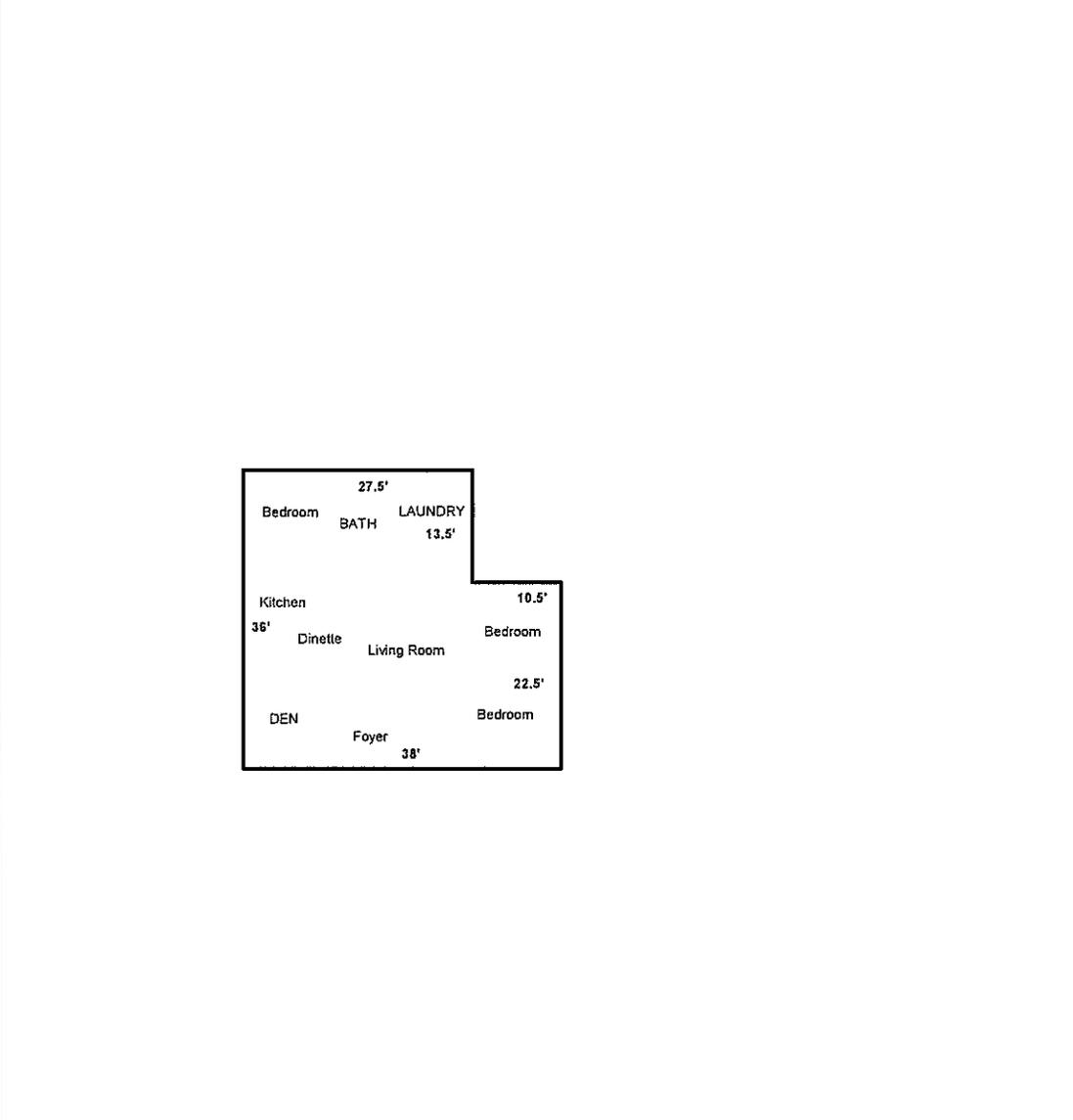
Are the units, common elements, and recreation facilities complete?  Yes  No If No, describe the status of completion.

Are the common elements leased to or by the Homeowners' Association?  Yes  No If Yes, describe the rental terms and options.

Describe common elements and recreational facilities

### SKETCH ADDENDUM

Intended User	CITY OF LOUISVILLE		
Property Address	1125 PINE ST		
City	LOUISVILLE	County	BOULDER
		State	CO
Client	CITY OF LOUISVILLE		

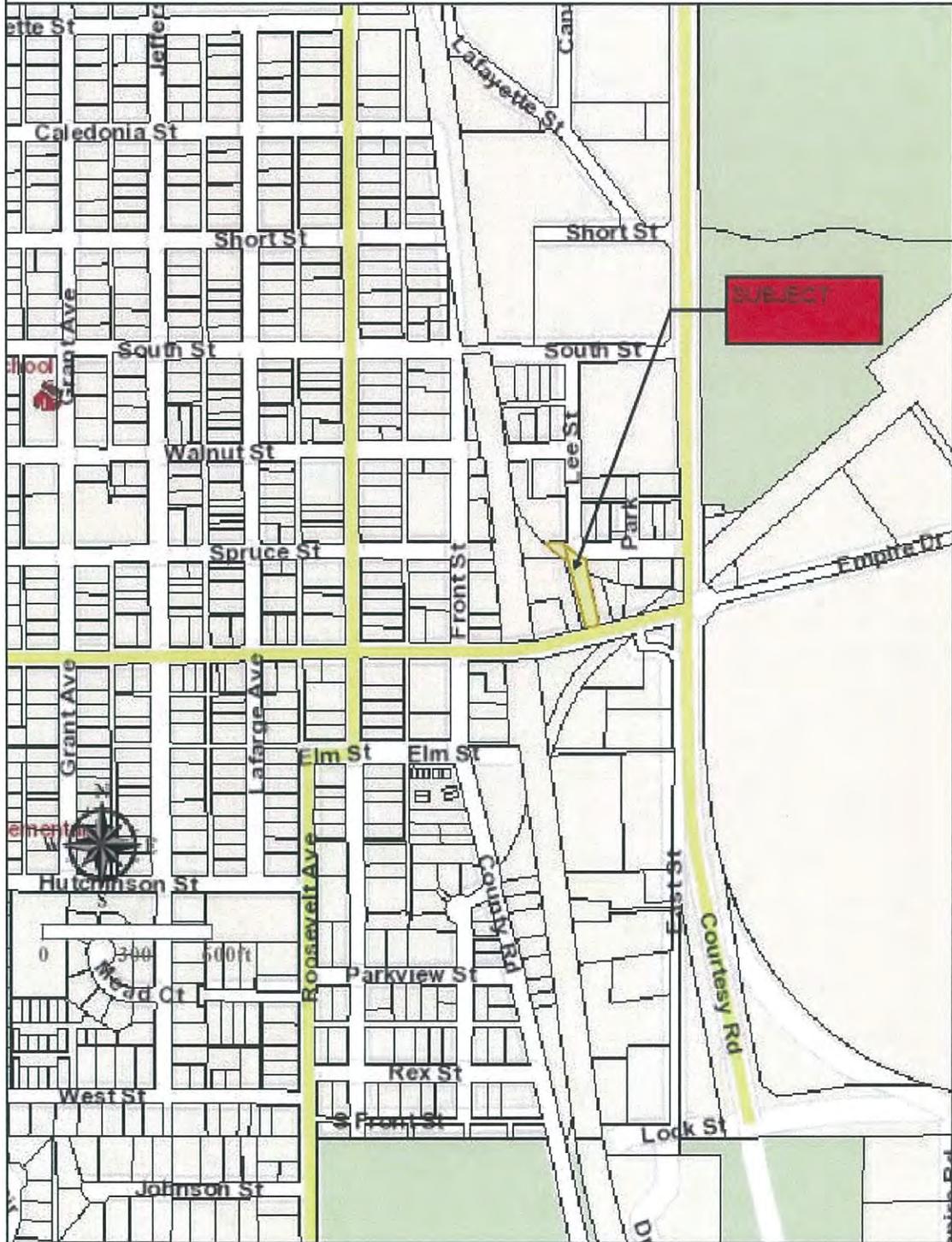


Foyer

SUMMARY	SQ. FT. AREA	PERIMETER	AREA CALCULATION DETAILS
Living Area			First Floor
First Floor	1226	148	27.5 X 36.0 = 990.0
			10.5 X 22.5 = 236.2
			Total 1226.2

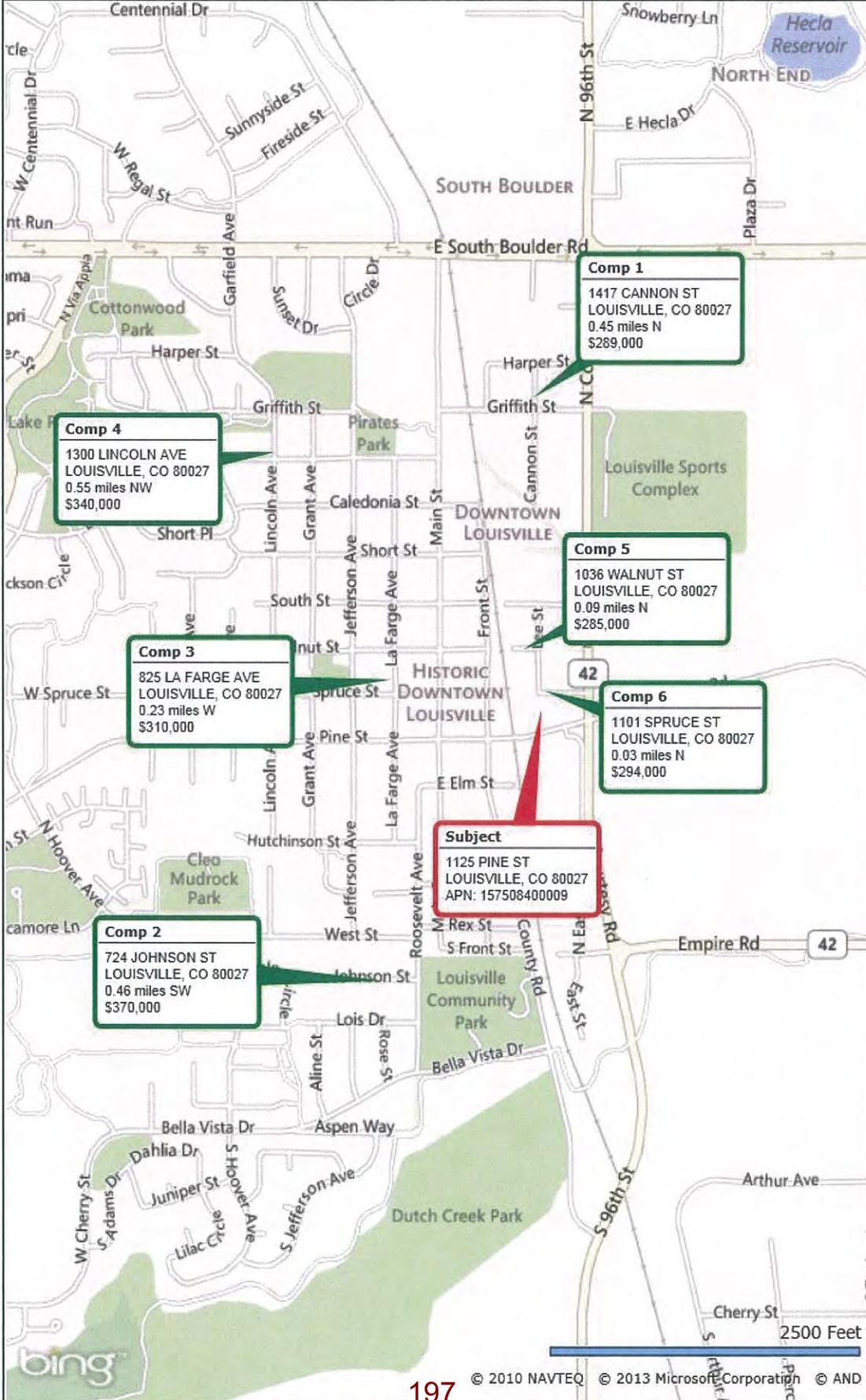
### SITE PLAN

Intended User	CITY OF LOUISVILLE						
Property Address	1125 PINE ST						
City	LOUISVILLE	County	BOULDER	State	CO	Zip Code	80027
Client	CITY OF LOUISVILLE						



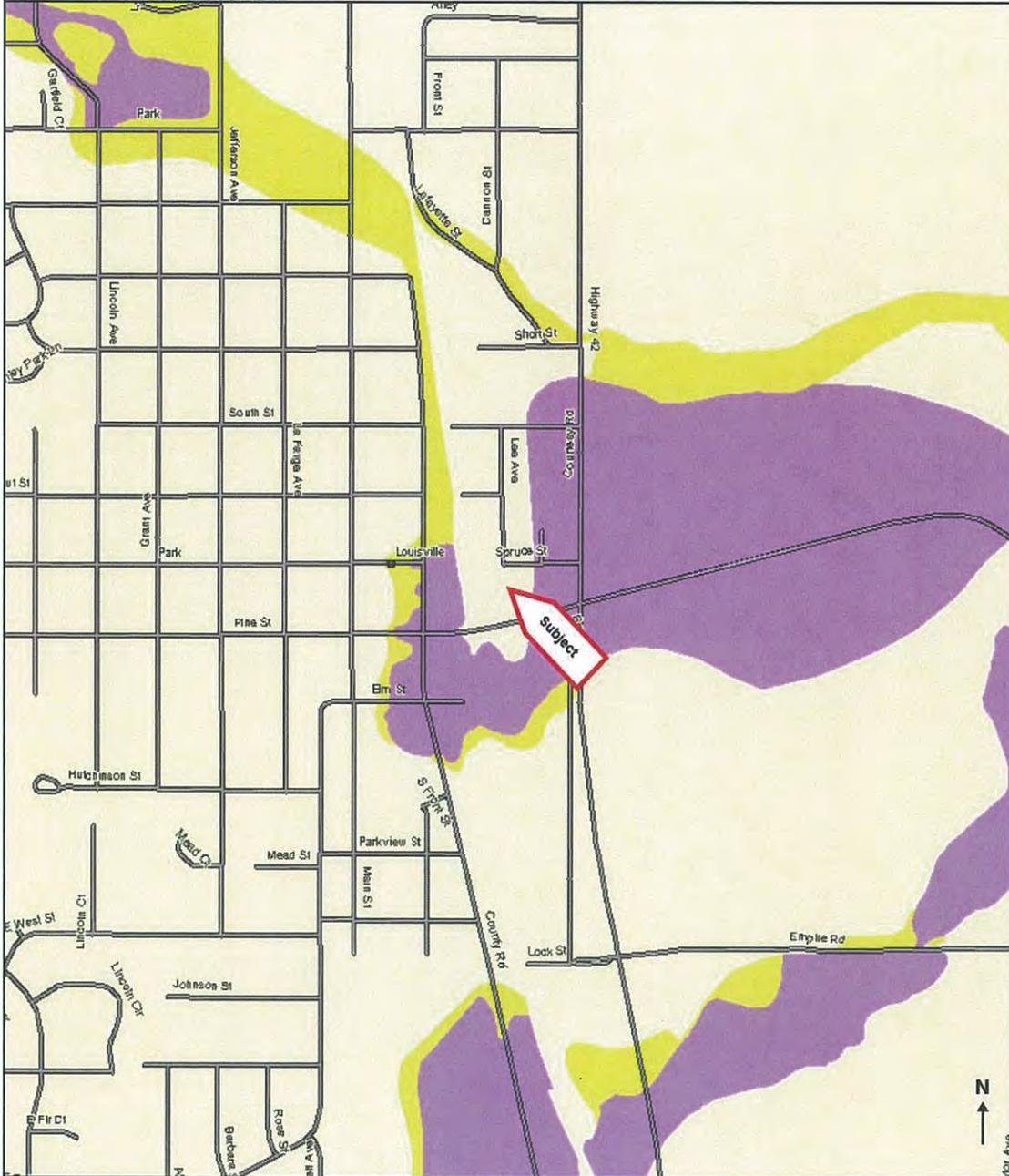
### Location Map

Intended User	CITY OF LOUISVILLE		
Property Address	1125 PINE ST		
City	LOUISVILLE	County	BOULDER
		State	CO
		Zip Code	80027
Client	CITY OF LOUISVILLE		



# FLOOD MAP

Intended User CITY OF LOUISVILLE  
 Property Address 1125 PINE ST  
 City LOUISVILLE County BOULDER State CO Zip Code 80027  
 Client CITY OF LOUISVILLE



### Flood Zones

- Areas inundated by 500-year flooding
- Areas outside of the 100- and 500-year flood plains
- Areas inundated by 100-year flooding
- Areas inundated by 100-year flooding with velocity hazard
- Floodway areas
- Floodway areas with velocity hazard
- Areas of undetermined but possible flood hazards
- Areas not mapped on any published FIRM

### Flood Zone Determination

**Latitude:** 39.977431  
**Longitude:** -105.129185  
**Community Name:**  
 LOUISVILLE, CITY OF  
**Community:** 085076  
**SFHA (Flood Zone):** No  
**Within 250 ft. of multiple flood zones:** Yes  
**Zone:** X **Map #:** 08013C0582J  
**Panel:** 0582J **Panel Date:** 12/18/2012  
**FIPS Code:** 08013 **Census Tract:** 130.05

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### AERIAL MAP

Intended User	CITY OF LOUISVILLE				
Property Address	1125 PINE ST				
City	LOUISVILLE	County	BOULDER	State	CO
Client	CITY OF LOUISVILLE				
Zip Code	80027				



**PHOTOGRAPH ADDENDUM**

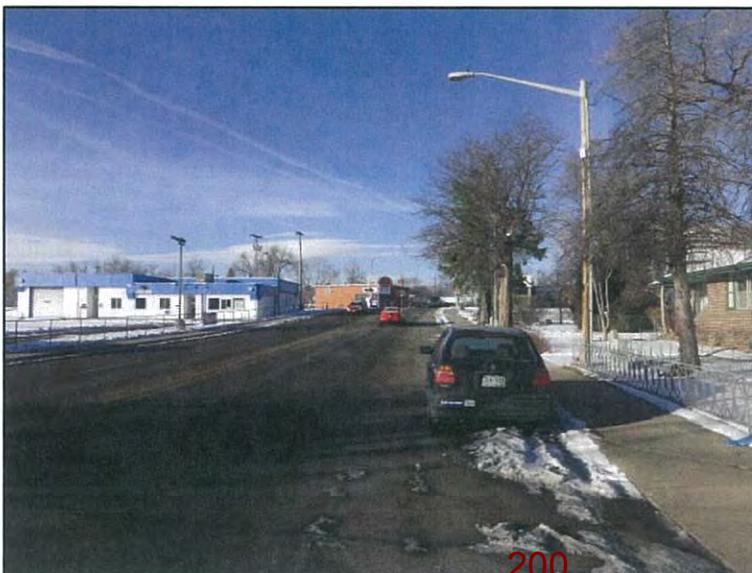
Intended User	CITY OF LOUISVILLE						
Property Address	1125 PINE ST						
City	LOUISVILLE	County	BOULDER	State	CO	Zip Code	80027
Client	CITY OF LOUISVILLE						



**FRONT VIEW OF  
SUBJECT PROPERTY**



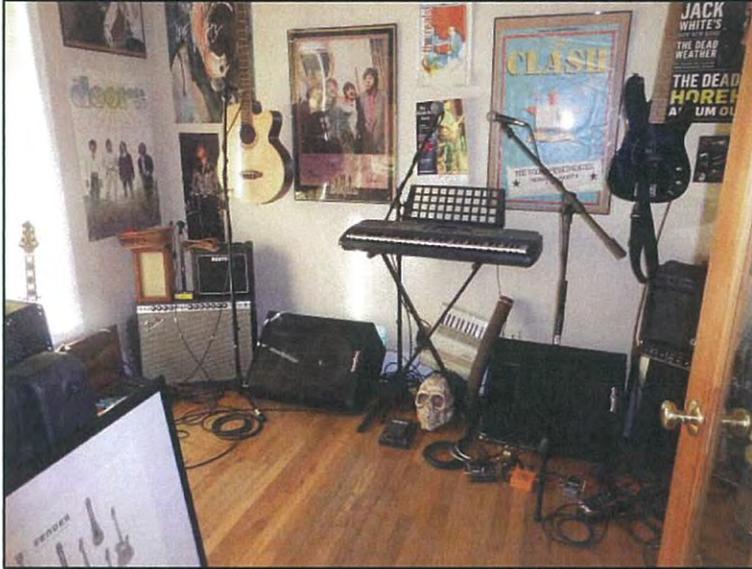
**REAR VIEW OF  
SUBJECT PROPERTY**



**STREET SCENE OF  
SUBJECT PROPERTY**

### PHOTOGRAPH ADDENDUM

Intended User	CITY OF LOUISVILLE				
Property Address	1125 PINE ST				
City	LOUISVILLE	County	BOULDER	State	CO
Client	CITY OF LOUISVILLE				



DEN  
1125 PINE ST



KITCHEN  
1125 PINE ST



DINING ROOM  
1125 PINE ST

PHOTOGRAPH ADDENDUM

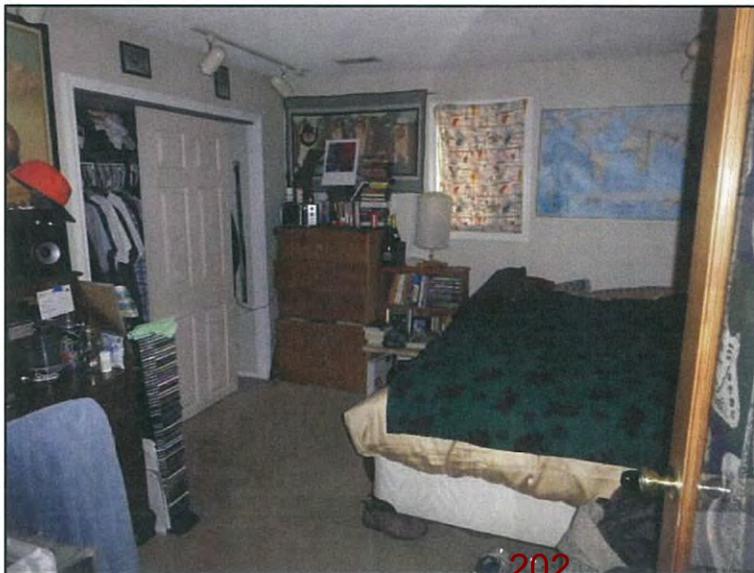
Intended User	CITY OF LOUISVILLE				
Property Address	1125 PINE ST				
City	LOUISVILLE	County	BOULDER	State	CO
Client	CITY OF LOUISVILLE				
Zip Code	80027				



1125 PINE ST  
BEDROOM



1125 PINE ST  
BEDROOM



1125 PINE ST  
BEDROOM 3

### PHOTOGRAPH ADDENDUM

Intended User	CITY OF LOUISVILLE				
Property Address	1125 PINE ST				
City	LOUISVILLE	County	BOULDER	State	CO
Client	CITY OF LOUISVILLE				
Zip Code	80027				



1125 PINE ST  
LAUNDRY



1125 PINE ST  
BATH



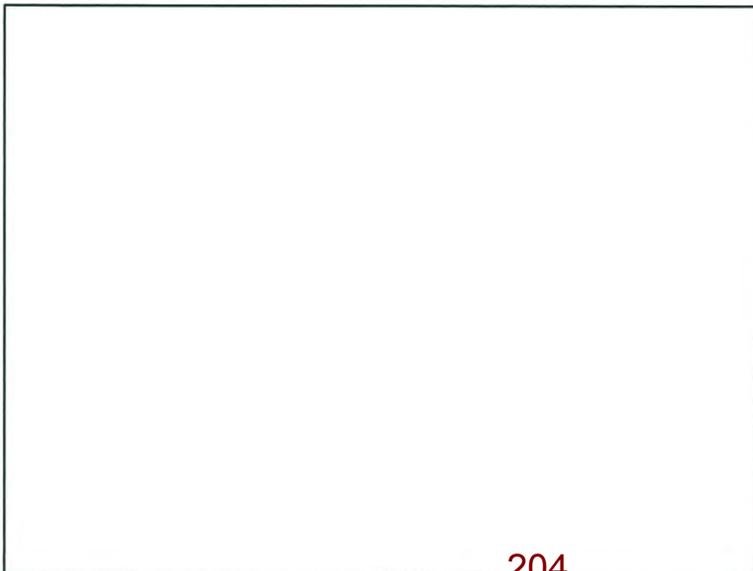
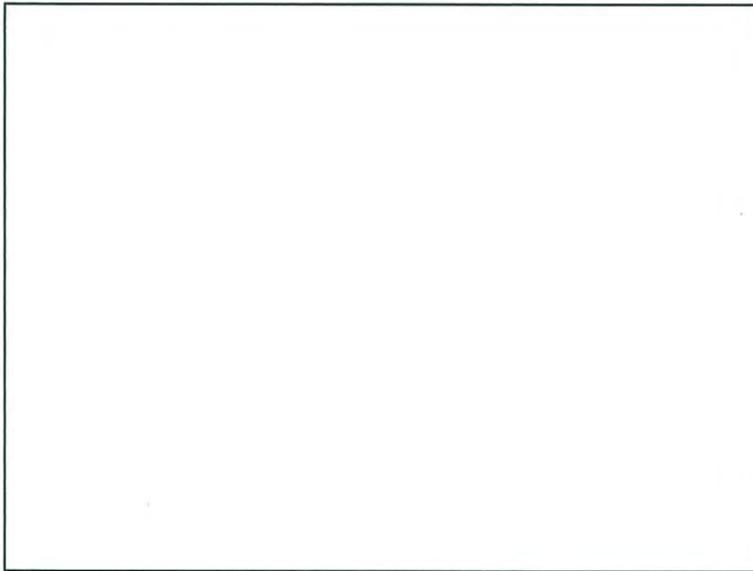
1125 PINE ST  
LIVING ROOM

### PHOTOGRAPH ADDENDUM

Intended User	CITY OF LOUISVILLE						
Property Address	1125 PINE ST						
City	LOUISVILLE	County	BOULDER	State	CO	Zip Code	80027
Client	CITY OF LOUISVILLE						

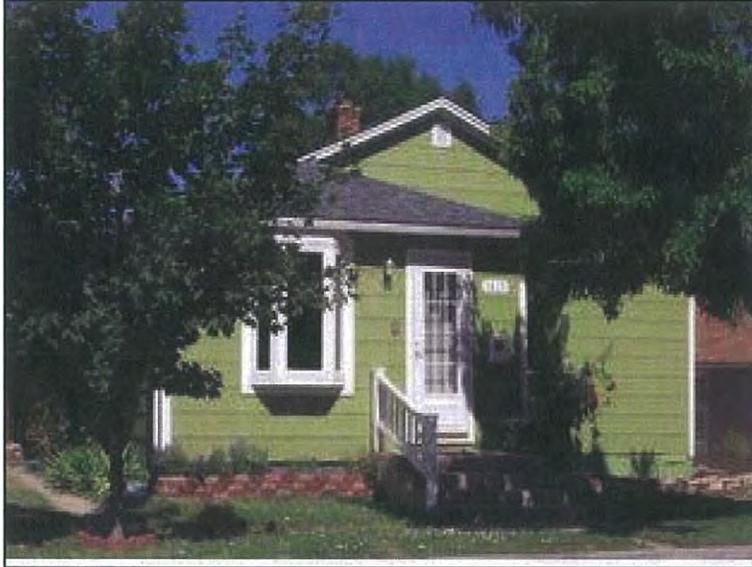


1125 PINE ST  
LIVING ROOM PIC 2



## PHOTOGRAPH ADDENDUM

Intended User	CITY OF LOUISVILLE				
Property Address	1125 PINE ST				
City	LOUISVILLE	County	BOULDER	State	CO
Client	CITY OF LOUISVILLE				
				Zip Code	80027

**COMPARABLE #1**

1417 CANNON ST  
LOUISVILLE, CO 80027

Price	\$289,000
Price/SF	256.21
Date	03/26/2013 +5%
Age	113
Room Count	6-3-1
Living Area	1,128

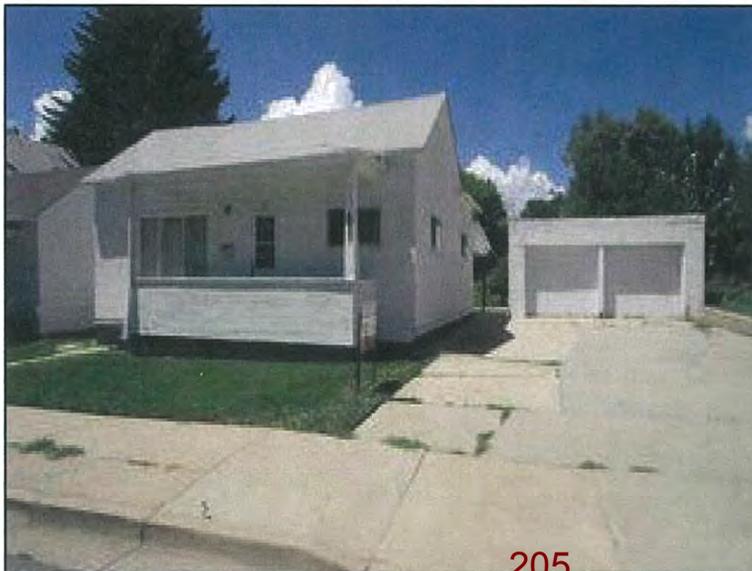
**Value Indication** \$331,100

**COMPARABLE #2**

724 JOHNSON ST  
LOUISVILLE, CO 80027

Price	\$370,000
Price/SF	372.98
Date	02/26/2013 +5%
Age	74
Room Count	6-2-1
Living Area	992

**Value Indication** \$343,880

**COMPARABLE #3**

825 LA FARGE AVE  
LOUISVILLE, CO 80027

Price	\$310,000
Price/SF	307.54
Date	1/16/2013 +5%
Age	66
Room Count	4-2-1
Living Area	1,008

**Value Indication** \$331,400

## PHOTOGRAPH ADDENDUM

Intended User	CITY OF LOUISVILLE				
Property Address	1125 PINE ST				
City	LOUISVILLE	County	BOULDER	State	CO
Client	CITY OF LOUISVILLE				
				Zip Code	80027

**COMPARABLE #4**

1300 LINCOLN AVE  
LOUISVILLE, CO 80027

Price	\$340,000
Price/SF	335.97
Date	06/28/2013 +3%
Age	105
Room Count	6-3-1
Living Area	1,012

**Value Indication** \$348,870

**COMPARABLE #5**

1036 WALNUT ST  
LOUISVILLE, CO 80027

Price	\$285,000
Price/SF	318.08
Date	07/20/2012 +15%
Age	103
Room Count	5-2-1
Living Area	896

**Value Indication** \$338,050

**COMPARABLE #6**

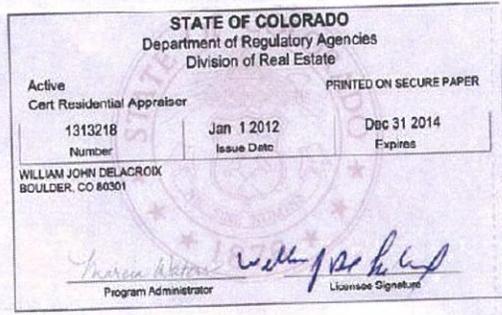
1101 SPRUCE ST  
LOUISVILLE, CO 80027

Price	\$294,000
Price/SF	266.30
Date	07/16/2012 +15%
Age	88
Room Count	5-2-2
Living Area	1,104

**Value Indication** \$328,360

### APPRAISER LICENSE

Intended User	CITY OF LOUISVILLE						
Property Address	1125 PINE ST						
City	LOUISVILLE	County	BOULDER	State	CO	Zip Code	80027
Client	CITY OF LOUISVILLE						



## Uniform Residential Appraisal Report

File# a130771d

This report form is designed to report an appraisal of a one-unit property or a one-unit property with an accessory unit; including a unit in a planned unit development (PUD). This report form is not designed to report an appraisal of a manufactured home or a unit in a condominium or cooperative project.

This appraisal report is subject to the scope of work, intended use, intended user, definition of market value, statement of assumptions and limiting conditions, and certifications. The Appraiser may expand the scope of work to include any additional research or analysis necessary based on the complexity of this appraisal assignment.

**SCOPE OF WORK:** The scope of work for this appraisal is defined by the complexity of this appraisal assignment and the reporting requirements of this appraisal report form, including the following definition of market value, statement of assumptions and limiting conditions, and certifications. The appraiser must, at a minimum: (1) perform a visual inspection of the subject property, (2) inspect the neighborhood, (3) inspect each of the comparable sales from at least the street, (4) research, verify, and analyze data from reliable public and/or private sources, and (5) report his or her analysis, opinions, and conclusions in this appraisal report.

**DEFINITION OF MARKET VALUE:** The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: (1) buyer and seller are typically motivated; (2) both parties are well informed or well advised, and each acting in what he or she considers his or her own best interest; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in U. S. dollars or in terms of financial arrangements comparable thereto; and (5) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions\* granted by anyone associated with the sale.

\*Adjustments to the comparables must be made for special or creative financing or sales concessions. No adjustments are necessary for those costs which are normally paid by sellers as a result of tradition or law in a market area; these costs are readily identifiable since the seller pays these costs in virtually all sales transactions. Special or creative financing adjustments can be made to the comparable property by comparisons to financing terms offered by a third party institutional lender that is not already involved in the property or transaction. Any adjustment should not be calculated on a mechanical dollar for dollar cost of the financing or concession but the dollar amount of any adjustment should approximate the market's reaction to the financing or concessions based on the appraiser's judgment.

**STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS:** The appraiser's certification in this report is subject to the following assumptions and limiting conditions:

1. The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it, except for information that he or she became aware of during the research involved in performing this appraisal. The appraiser assumes that the title is good and marketable and will not render any opinions about the title.
2. The appraiser has provided a sketch in this appraisal report to show the approximate dimensions of the improvements. The sketch is included only to assist the reader in visualizing the property and understanding the appraiser's determination of its size.
3. The appraiser has examined the available flood maps that are provided by the Federal Emergency Management Agency (or other data sources) and has noted in this appraisal report whether any portion of the subject site is located in an identified Special Flood Hazard Area. Because the appraiser is not a surveyor, he or she makes no guarantees, express or implied, regarding this determination.
4. The appraiser will not give testimony or appear in court because he or she made an appraisal of the property in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law.
5. The appraiser has noted in this appraisal report any adverse conditions (such as needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc.) observed during the inspection of the subject property or that he or she became aware of during the research involved in performing this appraisal. Unless otherwise stated in this appraisal report, the appraiser has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the property (such as, but not limited to, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, adverse environmental conditions, etc.) that would make the property less valuable, and has assumed that there are no such conditions and makes no guarantees or warranties, express or implied. The appraiser will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the appraiser is not an expert in the field of environmental hazards, this appraisal report must not be considered as an environmental assessment of the property.
6. The appraiser has based his or her appraisal report and valuation conclusion for an appraisal that is subject to satisfactory completion, repairs, or alterations on the assumption that the completion, repairs, or alterations of the subject property will be performed in a professional manner.

## Uniform Residential Appraisal Report

File # a130771d

**APPRAISER'S CERTIFICATION:** The Appraiser certifies and agrees that:

1. I have, at a minimum, developed and reported this appraisal in accordance with the scope of work requirements stated in this appraisal report.
2. I performed a visual inspection of the interior and exterior areas of the subject property. I reported the condition of the improvements in factual, specific terms. I identified and reported the physical deficiencies that could affect the livability, soundness, or structural integrity of the property.
3. I performed this appraisal in accordance with the requirements of the Uniform Standards of Professional Appraisal Practice that were adopted and promulgated by the Appraisal Standards Board of The Appraisal Foundation and that were in place at the time this appraisal report was prepared.
4. I developed my opinion of the market value of the real property that is the subject of this report based on the sales comparison approach to value. I have adequate comparable market data to develop a reliable sales comparison approach for this appraisal assignment. I further certify that I considered the cost and income approaches to value but did not develop them, unless otherwise indicated in this report.
5. I researched, verified, analyzed, and reported on any current agreement for sale for the subject property, any offering for sale of the subject property in the twelve months prior to the effective date of this appraisal, and the prior sales of the subject property for a minimum of three years prior to the effective date of this appraisal, unless otherwise indicated in this report.
6. I researched, verified, analyzed, and reported on the prior sales of the comparable sales for a minimum of one year prior to the date of sale of the comparable sale, unless otherwise indicated in this report.
7. I selected and used comparable sales that are locationally, physically, and functionally the most similar to the subject property.
8. I have not used comparable sales that were the result of combining a land sale with the contract purchase price of a home that has been built or will be built on the land.
9. I have reported adjustments to the comparable sales that reflect the market's reaction to the differences between the subject property and the comparable sales.
10. I verified, from a disinterested source, all information in this report that was provided by parties who have a financial interest in the sale or financing of the subject property.
11. I have knowledge and experience in appraising this type of property in this market area.
12. I am aware of, and have access to, the necessary and appropriate public and private data sources, such as multiple listing services, tax assessment records, public land records and other such data sources for the area in which the property is located.
13. I obtained the information, estimates, and opinions furnished by other parties and expressed in this appraisal report from reliable sources that I believe to be true and correct.
14. I have taken into consideration the factors that have an impact on value with respect to the subject neighborhood, subject property, and the proximity of the subject property to adverse influences in the development of my opinion of market value. I have noted in this appraisal report any adverse conditions (such as, but not limited to, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, adverse environmental conditions, etc.) observed during the inspection of the subject property or that I became aware of during the research involved in performing this appraisal. I have considered these adverse conditions in my analysis of the property value, and have reported on the effect of the conditions on the value and marketability of the subject property.
15. I have not knowingly withheld any significant information from this appraisal report and, to the best of my knowledge, all statements and information in this appraisal report are true and correct.
16. I stated in this appraisal report my own personal, unbiased, and professional analysis, opinions, and conclusions, which are subject only to the assumptions and limiting conditions in this appraisal report.
17. I have no present or prospective interest in the property that is the subject of this report, and I have no present or prospective personal interest or bias with respect to the participants in the transaction. I did not base, either partially or completely, my analysis and/or opinion of market value in this appraisal report on the race, color, religion, sex, age, marital status, handicap, familial status, or national origin of either the prospective owners or occupants of the subject property or of the present owners or occupants of the properties in the vicinity of the subject property or on any other basis prohibited by law.
18. My employment and/or compensation for performing this appraisal or any future or anticipated appraisals was not conditioned on any agreement or understanding, written or otherwise, that I would report (or present analysis supporting) a predetermined specific value, a predetermined minimum value, a range or direction in value, a value that favors the cause of any party, or the attainment of a specific result or occurrence of a specific subsequent event.
19. I personally prepared all conclusions and opinions about the real estate that were set forth in this appraisal report. If I relied on significant real property appraisal assistance from any individual or individuals in the performance of this appraisal or the preparation of this appraisal report, I have named such individual(s) and disclosed the specific tasks performed in this appraisal report. I certify that any individual so named is qualified to perform the tasks. I have not authorized anyone to make a change to any item in this appraisal report; therefore, any change made to this appraisal is unauthorized and I will take no responsibility for it.

**Uniform Residential Appraisal Report**

File # a130771d

20. I identified the client in this appraisal report who is the individual, organization, or agent for the organization that ordered and will receive this appraisal report.
21. I am aware that any disclosure or distribution of this appraisal report by me or the client may be subject to certain laws and regulations. Further, I am also subject to the provisions of the Uniform Standards of Professional Appraisal Practice that pertain to disclosure or distribution by me.
22. If this appraisal report was transmitted as an "electronic record" containing my "electronic signature," as those terms are defined in applicable federal and/or state laws (excluding audio and video recordings), or a facsimile transmission of this appraisal report containing a copy or representation of my signature, the appraisal report shall be as effective, enforceable and valid as if a paper version of this appraisal report were delivered containing my original hand written signature.

**SUPERVISORY APPRAISER'S CERTIFICATION:** The Supervisory Appraiser certifies and agrees that:

- I directly supervised the appraiser for this appraisal assignment, have read the appraisal report, and agree with the appraiser's analysis, opinions, statements, conclusions, and the appraiser's certification.
- I accept full responsibility for the contents of this appraisal report including, but not limited to, the appraiser's analysis, opinions, statements, conclusions, and the appraiser's certification.
- The appraiser identified in this appraisal report is either a sub-contractor or an employee of the supervisory appraiser (or the appraisal firm), is qualified to perform this appraisal, and is acceptable to perform this appraisal under the applicable state law.
- This appraisal report complies with the Uniform Standards of Professional Appraisal Practice that were adopted and promulgated by the Appraisal Standards Board of The Appraisal Foundation and that were in place at the time this appraisal report was prepared.
- If this appraisal report was transmitted as an "electronic record" containing my "electronic signature," as those terms are defined in applicable federal and/or state laws (excluding audio and video recordings), or a facsimile transmission of this appraisal report containing a copy or representation of my signature, the appraisal report shall be as effective, enforceable and valid as if a paper version of this appraisal report were delivered containing my original hand written signature.

**APPRAISER**

Signature Bill DeLaCroix  
 Name William J. DeLaCroix  
 Company Name Appraisal Consultants, Inc.  
 Company Address 2975 Valmont Road, Suite 210  
Boulder, CO 80301  
 Telephone Number 303-443-6221  
 Email Address aciboulder@aciboulder.com  
 Date of Signature and Report January 13, 2014  
 Effective Date of Appraisal 01/08/2014  
 State Certification # Colo. Cert. Res. Appr. #CR1313218  
 or State License # \_\_\_\_\_  
 or Other \_\_\_\_\_  
 State CO  
 Expiration Date of Certification or License 12/31/2014

ADDRESS OF PROPERTY APPRAISED  
1125 PINE ST  
LOUISVILLE, CO 80027  
 APPRAISED VALUE OF SUBJECT PROPERTY \$ 335,000  
 CLIENT  
 Name \_\_\_\_\_  
 Company Name CITY OF LOUISVILLE  
 Company Address 749 Main Street  
Louisville, CO 80027  
 Email Address AAROND@LOUISVILLE.CO.GOV

**SUPERVISORY APPRAISER (ONLY IF REQUIRED)**

Signature \_\_\_\_\_  
 Name \_\_\_\_\_  
 Company Name \_\_\_\_\_  
 Company Address \_\_\_\_\_  
 Telephone Number \_\_\_\_\_  
 Email Address \_\_\_\_\_  
 Date of Signature \_\_\_\_\_  
 State Certification # \_\_\_\_\_  
 or State License # \_\_\_\_\_  
 State \_\_\_\_\_  
 Expiration Date of Certification or License \_\_\_\_\_

**SUBJECT PROPERTY**

- Did not inspect subject property  
 Did inspect exterior of subject property from street  
 Date of Inspection \_\_\_\_\_  
 Did inspect interior and exterior of subject property  
 Date of Inspection \_\_\_\_\_

**COMPARABLE SALES**

- Did not inspect exterior of comparable sales from street  
 Did inspect exterior of comparable sales from street  
 Date of Inspection \_\_\_\_\_

\*\*\*\*\* INVOICE \*\*\*\*\*

File Number: 14281X

11/24/2014

Aaron M. DeJong  
City of Louisville & Petra Properties LLC  
749 Main St.  
Louisville, CO 80027

Invoice # : 14281X  
Order Date : 09/24/2014  
Reference/Case # :  
PO Number :

GPAR

1125 Pine St  
Louisville, CO 80027-1430

GPAR report	\$	400.00
	\$	-----
Invoice Total	\$	400.00
State Sales Tax @	\$	0.00
Deposit	(\$	0.00 )
Deposit	(\$	)
Amount Due	\$	400.00

Terms: COD

Please Make Check Payable To:

Harbinger Appraisal  
P.O. Box 545  
Boulder, CO 80306

Fed. I.D. #: 522-17-8965

Thanks!!

Restricted Appraisal Report  
Residential Appraisal Report

File No. 14281X

PURPOSE	The purpose of this appraisal report is to provide the client with a credible opinion of the defined value of the subject property, given the intended use of the appraisal.			
	Client Name/Intended User <b>City of Louisville &amp; Petra Properties LLC</b>		E-mail <b>aarond@louisvilleco.gov</b>	
	Client Address <b>749 Main St.</b>		City <b>Louisville</b>	State <b>CO</b> Zip <b>80027</b>
	Additional Intended User(s) <b>Client(s) to distribute as necessary.</b>			
Intended Use <b>City of Louisville purchase; was inspected 11/24/14 for the purposes of this report.</b>				

SUBJECT	Property Address <b>1125 Pine St</b>		City <b>Louisville</b>	State <b>CO</b>	Zip <b>80027-1430</b>
	Owner of Public Record <b>Petra Properties LLC</b>		County <b>Boulder</b>		
	Legal Description <b>See Attached Addendum and EXTRAORDINARY ASSUMPTIONS</b>				
	Assessor's Parcel # <b>157508400009 (excludes 157508400005)</b>		Tax Year <b>2013</b>	R.E. Taxes \$ <b>1,759</b>	
	Neighborhood Name <b>East Louisville/Mixed Use Zone District Overlay area</b>		Map Reference <b>Google</b>	Census Tract <b>0130.05</b>	
Property Rights Appraised <input checked="" type="checkbox"/> Fee Simple <input type="checkbox"/> Leasehold <input type="checkbox"/> Other (describe)					

SALES HISTORY	My research <input type="checkbox"/> did <input checked="" type="checkbox"/> did not reveal any prior sales or transfers of the subject property for the three years prior to the effective date of this appraisal.				
	Prior Sale/Transfer: Date <b>06/22/2004</b>		Price <b>0</b>	Source(s) <b>MLS/County records</b>	
	Analysis of prior sale or transfer history of the subject property (and comparable sales, if applicable) <b>There were no previous sales within 3 years to analyze; last prior sale mentioned above was LLC quit claim. The subject has no recent listing history. There were no previous sales of the comparables within the prior 12 months discovered other than mentioned on the sales comparison grid.</b>				
	Offerings, options and contracts as of the effective date of the appraisal <b>None have been disclosed to the appraiser.</b>				

NEIGHBORHOOD	Neighborhood Characteristics		One-Unit Housing Trends			One-Unit Housing		Present Land Use %		
	Location <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban <input type="checkbox"/> Rural	Property Values <input checked="" type="checkbox"/> Increasing <input type="checkbox"/> Stable <input type="checkbox"/> Declining	PRICE	AGE	One-Unit	50 %				
	Built-Up <input checked="" type="checkbox"/> Over 75% <input type="checkbox"/> 25-75% <input type="checkbox"/> Under 25%	Demand/Supply <input type="checkbox"/> Shortage <input checked="" type="checkbox"/> In Balance <input type="checkbox"/> Over Supply	\$(000)	(yrs)	2-4 Unit	5 %				
	Growth <input type="checkbox"/> Rapid <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Slow	Marketing Time <input checked="" type="checkbox"/> Under 3 mths <input type="checkbox"/> 3-6 mths <input type="checkbox"/> Over 6 mths	232 Low	0	Multi-Family	0 %				
	Neighborhood Boundaries <b>See Attached Addendum.</b>		1375 High	120	Commercial	35 %				
			523 Pred.	50	Other Park	10 %				
	Neighborhood Description <b>See Attached Addendum.</b>									
Market Conditions (including support for the above conclusions) <b>See Attached Addendum.</b>										

SITE	Dimensions <b>51' x 291' x 89' x 225' Approximately</b>		Area <b>14252 sf per county</b>	Shape <b>Irregular</b>	View <b>N;Res;</b>		
	Specific Zoning Classification <b>CC</b>		Zoning Description <b>Commercial Community</b>				
	Zoning Compliance <input checked="" type="checkbox"/> Legal <input type="checkbox"/> Legal Nonconforming (Grandfathered Use) <input type="checkbox"/> No Zoning <input type="checkbox"/> Illegal (describe) <b>See EXTRAORDINARY ASSUMPTIONS</b>						
	Is the highest and best use of the subject property as improved (or as proposed per plans and specifications) the present use? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If No, describe. _____						
	Utilities	Public	Other (describe)	Public	Other (describe)	Off-site Improvements—Type	Public
Electricity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Water	<input checked="" type="checkbox"/>	Street <b>Asphalt</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sanitary Sewer	<input checked="" type="checkbox"/>	Alley <b>Asphlt Lee &amp; Spruce</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Site Comments <b>See Attached Addendum.</b>							

IMPROVEMENTS	GENERAL DESCRIPTION		FOUNDATION		EXTERIOR DESCRIPTION materials		INTERIOR materials	
	Units <input checked="" type="checkbox"/> One <input type="checkbox"/> One w/Acc. unit <input type="checkbox"/>	<input checked="" type="checkbox"/> Concrete Slab <input checked="" type="checkbox"/> Crawl Space	Foundation Walls	<b>Cncrt/Avg</b>		Floors	<b>Wd/Tile/Cpt/Gd/Av</b>	
	# of Stories <b>1</b>	<input type="checkbox"/> Full Basement <input type="checkbox"/> Partial Basement	Exterior Walls	<b>AlmSdg/Avg</b>		Walls	<b>Drywall/Avg</b>	
	Type <input checked="" type="checkbox"/> Det. <input type="checkbox"/> Att. <input type="checkbox"/> S-Det./End Unit	Basement Area <b>0.0000 sq. ft.</b>	Roof Surface	<b>CompShngl/Avg</b>		Trim/Finish	<b>PntWd/Avg</b>	
	<input checked="" type="checkbox"/> Existing <input type="checkbox"/> Proposed <input type="checkbox"/> Under Const.	Basement Finish %	Gutters & Downspouts	<b>PntdMtl/Avg</b>		Bath Floor	<b>Tile/Avg</b>	
	Design (Style) <b>Ranch</b>	<input type="checkbox"/> Outside Entry/Exit <input type="checkbox"/> Sump Pump	Window Type	<b>MxdS&amp;DblPn/Avg</b>		Bath Wainscot	<b>Tile/Avg</b>	
	Year Built <b>1930</b>		Storm Sash/Insulated	<b>Some/Avg</b>		Car Storage	<input type="checkbox"/> None	
	Effective Age (Yrs) <b>25</b>		Screens	<b>Screens/Avg</b>		<input checked="" type="checkbox"/> Driveway # of Cars <b>2</b>		
	Attic <input type="checkbox"/> None	Heating <input checked="" type="checkbox"/> FWA <input type="checkbox"/> HW <input type="checkbox"/> Radiant	Amenities	<input type="checkbox"/> WoodStove(s) #0		Driveway Surface	<b>Concrete</b>	
	<input type="checkbox"/> Drop Stair <input type="checkbox"/> Stairs	<input type="checkbox"/> Other Fuel <b>Nat Gas</b>	<input type="checkbox"/> Fireplace(s) # <b>0</b>	<input checked="" type="checkbox"/> Fence <b>Partial</b>		Garage # of Cars <b>0</b>		
	<input type="checkbox"/> Floor <input checked="" type="checkbox"/> Scuttle	Cooling <input checked="" type="checkbox"/> Central Air Conditioning	<input checked="" type="checkbox"/> Patio/Deck <b>Back</b>	<input checked="" type="checkbox"/> Porch <b>Front</b>		Carport # of Cars <b>0</b>		
	<input type="checkbox"/> Finished <input type="checkbox"/> Heated	<input type="checkbox"/> Individual <input type="checkbox"/> Other <b>None</b>	<input type="checkbox"/> Pool <b>None</b>	<input type="checkbox"/> Other <b>None</b>		Att. <input type="checkbox"/> Det. <input type="checkbox"/> Built-in		
	Appliances <input type="checkbox"/> Refrigerator <input checked="" type="checkbox"/> Range/Oven <input checked="" type="checkbox"/> Dishwasher <input checked="" type="checkbox"/> Disposal <input type="checkbox"/> Microwave <input type="checkbox"/> Washer/Dryer <input type="checkbox"/> Other (describe)							
	Finished area above grade contains: <b>6 Rooms 3 Bedrooms 1.0 Bath(s) 1,253 Square Feet of Gross Living Area Above Grade</b>							
	Additional Features <b>See below</b>							

Comments on the Improvements <b>Overall average quality and condition. Ranch style with back patio as well as front porch. Aluminun siding exterior, comp shingle roof and mixed windows. 3 bedrooms, den and an updated 3/4 bath. Some tile &amp; wood floors. Overall average quality and condition. Small storage shed of nominal contribution - essentially personal property. Attic FWA. Scuttle attic and crawlspace openings at back of property.</b>	

Restricted Appraisal Report  
Residential Appraisal Report

File No. 14281X

FEATURE	SUBJECT	COMPARABLE SALE NO. 1		COMPARABLE SALE NO. 2		COMPARABLE SALE NO. 3	
1125 Pine St Address Louisville, CO 80027		1428 Cannon St Louisville, CO 80027		360 County Rd Louisville, CO 80027		1611 Sunset Dr Louisville, CO 80027	
Proximity to Subject		0.48 miles NW		0.53 miles SE		0.77 miles NW	
Sale Price	\$		\$ 232,000		\$ 232,500		\$ 295,000
Sale Price/Gross Liv. Area	\$ 0.00 sq. ft.	\$ 217.23 sq. ft.		\$ 222.70 sq. ft.		\$ 274.42 sq. ft.	
Data Source(s)		IRES MLS #735017;DOM 24		IRES MLS #739565;DOM 70		IRES MLS #732745;DOM 57	
Verification Source(s)		Boulder Assessor/Broker		Boulder Assessor/Broker		Boulder Assessor/Broker	
VALUE ADJUSTMENTS	DESCRIPTION	DESCRIPTION	+( ) \$ Adjustment	DESCRIPTION	+( ) \$ Adjustment	DESCRIPTION	+( ) \$ Adjustment
Sale or Financing Concessions		ArmLth Cash;0		ArmLth Conv;0		ArmLth Conv;0	
Date of Sale/Time		s06/14;c06/14		s08/14;c07/14		s06/14;c05/14	
Location	A;Res;BsyRd	N;Res;	-20,000	A;RR;BsyRd	20,000	N;Res;	-20,000
Leasehold/Fee Simple	Fee Simple	Fee Simple		Fee Simple		Fee Simple	
Site	14252 sf	7362 sf	0	4238 sf	0	7586 sf	0
View	N;Res;	N;Res;		N;Res;		N;Res;	
Design (Style)	Ranch	Ranch		Ranch		Ranch	
Quality of Construction	Average	Similar		Similar		Similar	
Actual Age	A:84	114	0	66	0	44	0
Condition	Average	Inferior	10,000	Similar		Superior	-10,000
Above Grade	Total Bdrms Baths	Total Bdrms Baths		Total Bdrms Baths		Total Bdrms Baths	
Room Count	6 3 1.0	5 2 1.0		6 3 1.0		6 2 2.0	-5,000
Gross Living Area 50	1,253 sq. ft.	1,068 sq. ft.	9,300	1,044 sq. ft.	10,500	1,075 sq. ft.	8,900
Basement & Finished Rooms Below Grade	0sf	0sf		0sf	0	0sf	0
Functional Utility	Average	Similar	0	Average		Similar	0
Heating/Cooling	FWA C/Air	FWA None	1,000	FWA None	1,000	FWA None	1,000
Energy Efficient Items	MxdPnWndws	Similar	0	Similar	0	Similar	0
Garage/Carport	2 Car Driveway	Similar	0	1 Car Driveway	0	Similar	0
Porch/Patio/Deck	Patio/Porch	Similar	0	Similar	0	Similar	0
Prior sale date	N/A	8/14/2013		05/01/2012 REO		N/A	
Prior sale price	N/A	225000		157000		N/A	
Net Adjustment (Total)		<input checked="" type="checkbox"/> + <input type="checkbox"/> -	\$ 300	<input checked="" type="checkbox"/> + <input type="checkbox"/> -	\$ 31,500	<input type="checkbox"/> + <input checked="" type="checkbox"/> -	\$ 25,100
Adjusted Sale Price of Comparables		Net Adj. 0% % Gross Adj. 17% %	\$ 232,300	Net Adj. 13.55 % Gross Adj. 13.55 %	\$ 264,000	Net Adj. -8.5 % Gross Adj. 15.2 %	\$ 269,900

Summary of Sales Comparison Approach See Attached Addendum.

COST APPROACH TO VALUE	
Site Value Comments	See scope of work.
ESTIMATED <input type="checkbox"/> REPRODUCTION OR <input type="checkbox"/> REPLACEMENT COST NEW	OPINION OF SITE VALUE ..... = \$ 0
Source of cost data	Dwelling 1,253 Sq. Ft. @ \$ 0.00 ..... = \$ 0
Quality rating from cost service Effective date of cost data	Sq. Ft. @ \$ ..... = \$ 0
Comments on Cost Approach (gross living area calculations, depreciation, etc.)	
	Garage/Carport 0 Sq. Ft. @ \$ 0.00 ..... = \$ 0
	Total Estimate of Cost-New ..... = \$ 0
	Less 75 Physical Functional External
	Depreciation \$0 \$0 \$0 = \$ ( 0)
	Depreciated Cost of Improvements ..... = \$ 0
	"As-is" Value of Site Improvements ..... = \$ 0
	INDICATED VALUE BY COST APPROACH ..... = \$ 0

INCOME APPROACH TO VALUE	
Estimated Monthly Market Rent \$ 1,750 X Gross Rent Multiplier 186 = \$ 325,500	Indicated Value by Income Approach
Summary of Income Approach (including support for market rent and GRM) See Attached Addendum.	

Indicated Value by: Sales Comparison Approach \$270,000 Cost Approach (if developed) \$ 0 Income Approach (if developed) \$ 325,500  
 Most emphasis was placed on the Sales Comparison Approach to Value. The Cost Approach was not generated under this scope of work. The Income (GRM) Approach was considered, but deemed less reliable for this type of property as values are driven by owner occupancy demand in this marketing area at this time, as well as lack of 1-4 unit income property sales data in Louisville.

This appraisal is made  "as is,"  subject to completion per plans and specifications on the basis of a hypothetical condition that the improvements have been completed,  subject to the following repairs or alterations on the basis of a hypothetical condition that the repairs or alterations have been completed  subject to the following:  
 There are no conditions. The subject was fully inspected 10/6/14 but revisited 11/24/2014 in order to utilize the most current data for the MC, listing status, and comparables.  
 Based on the scope of work, assumptions, limiting conditions and appraiser's certification, my (our) opinion of the defined value of the real property that is the subject of this report is \$ 270,000 as of 11/24/2014, which is the effective date of this appraisal.

Restricted Appraisal Report  
Residential Appraisal Report

File No. 14281X

FEATURE	SUBJECT	COMPARABLE SALE NO. 4			COMPARABLE SALE NO. 5			COMPARABLE SALE NO. 6		
1125 Pine St Address Louisville, CO 80027		1435 Front St Louisville, CO 80027			556 Lincoln Ave Louisville, CO 80027			1009 Harper St Louisville, CO 80027		
Proximity to Subject		0.51 miles NW			0.41 miles SW			0.53 miles NW		
Sale Price	\$	\$ 383,000			\$ 399,900			\$ 400,000		
Sale Price/Gross Liv. Area	\$ 0.00 sq. ft.	\$ 160.92 sq. ft.			\$ 459.66 sq. ft.			\$ 306.51 sq. ft.		
Data Source(s)		MetroMLS #1769916;DOM 63			IRES MLS #750004;DOM 28			IRES MLS #750087;DOM 26		
Verification Source(s)		Boulder Assessor/Broker			Boulder Assessor/Broker			Boulder Assessor/Broker		
VALUE ADJUSTMENTS	DESCRIPTION	DESCRIPTION	+	(-) \$ Adjustment	DESCRIPTION	+	(-) \$ Adjustment	DESCRIPTION	+	(-) \$ Adjustment
Sale or Financing Concessions		Armlth Conv;8000		-8,000	Listing :0			Listing :0		
Date of Sale/Time		s07/14;c06/14			c10/14			c11/14		
Location	A;Res;BsyRd	A;RR;BsyRd		20,000	N;Res;		-20,000	N;Res;		-20,000
Leasehold/Fee Simple	Fee Simple	Fee Simple			Fee Simple			Fee Simple		
Site	14252 sf	4998 sf		0	5986 sf		0	10454 sf		0
View	N;Res;	N;Res;			N;Res;			N;Res;		
Design (Style)	Ranch	Bi-level			Ranch			Rsd Ranch		
Quality of Construction	Average	Similar			Similar			Similar		
Actual Age	A:84	30		0	94		0	27		0
Condition	Average	Similar			Similar			Similar		
Above Grade Room Count	Total Bdrms Baths 6 3 1.0	Total Bdrms Baths 9 6 2.0		-5,000	Total Bdrms Baths 5 2 1.0			Total Bdrms Baths 6 3 2.0		-5,000
Gross Living Area 50	1,253 sq. ft.	2,380 sq. ft.		-56,400	870 sq. ft.		19,200	1,305 sq. ft.		0
Basement & Finished Rooms Below Grade	0sf	0sf		0	0sf		0	1305sf1305sfin 1rr2br1.0ba0o		-13,100 -5,000
Functional Utility	Average	Average			Similar		0	Similar		0
Heating/Cooling	FWA C/Air	FWA Evap		0	FWA None		1,000	FWA C/Air		
Energy Efficient Items	MxdPnWndws	Similar			Similar		0	Similar		0
Garage/Carport	2 Car Driveway	2 Car Garage		-20,000	Similar		0	2 Car Garage		-20,000
Porch/Patio/Deck	Patio/Porch	Similar			Similar		0	Similar		0
Prior sale date	N/A	N/A			11/18/2013			N/A		
Prior sale price	N/A	N/A			405000			N/A		
Net Adjustment (Total)		<input type="checkbox"/> + <input checked="" type="checkbox"/> -		\$ 69,400	<input checked="" type="checkbox"/> + <input type="checkbox"/> -		\$ 200	<input type="checkbox"/> + <input checked="" type="checkbox"/> -		\$ 63,100
Adjusted Sale Price of Comparables		Net Adj. -18.1 % Gross Adj. 28.56 %		\$ 313,600	Net Adj. 0% % Gross Adj. 10% %		\$ 400,100	Net Adj. -15.8% Gross Adj. 15.8% %		\$ 336,900
Summary of Sales Comparison Approach										

SALES COMPARISON APPROACH

## Scope of Work, Assumptions and Limiting Conditions

Scope of work is defined in the Uniform Standards of Professional Appraisal Practice as "the type and extent of research and analyses in an assignment." In short, scope of work is simply what the appraiser did and did not do during the course of the assignment. It includes, but is not limited to: the extent to which the property is identified and inspected, the type and extent of data researched, the type and extent of analyses applied to arrive at opinions or conclusions.

The scope of this appraisal and ensuing discussion in this report are specific to the needs of the client, other identified intended users and to the intended use of the report. This report was prepared for the sole and exclusive use of the client and other identified intended users for the identified intended use and its use by any other parties is prohibited. The appraiser is not responsible for unauthorized use of the report.

The appraiser's certification appearing in this appraisal report is subject to the following conditions and to such other specific conditions as are set forth by the appraiser in the report. All extraordinary assumptions and hypothetical conditions are stated in the report and might have affected the assignment results.

1. The appraiser assumes no responsibility for matters of a legal nature affecting the property appraised or title thereto, nor does the appraiser render any opinion as to the title, which is assumed to be good and marketable. The property is appraised as though under responsible ownership.
2. Any sketch in this report may show approximate dimensions and is included only to assist the reader in visualizing the property. The appraiser has made no survey of the property.
3. The appraiser is not required to give testimony or appear in court because of having made the appraisal with reference to the property in question, unless arrangements have been previously made thereto.
4. Neither all, nor any part of the content of this report, copy or other media thereof (including conclusions as to the property value, the identity of the appraiser, professional designations, or the firm with which the appraiser is connected), shall be used for any purposes by anyone but the client and other intended users as identified in this report, nor shall it be conveyed by anyone to the public through advertising, public relations, news, sales, or other media, without the written consent of the appraiser.
5. The appraiser will not disclose the contents of this appraisal report unless required by applicable law or as specified in the Uniform Standards of Professional Appraisal Practice.
6. Information, estimates, and opinions furnished to the appraiser, and contained in the report, were obtained from sources considered reliable and believed to be true and correct. However, no responsibility for accuracy of such items furnished to the appraiser is assumed by the appraiser.
7. The appraiser assumes that there are no hidden or unapparent conditions of the property, subsol, or structures, which would render it more or less valuable. The appraiser assumes no responsibility for such conditions, or for engineering or testing, which might be required to discover such factors. This appraisal is not an environmental assessment of the property and should not be considered as such.
8. The appraiser specializes in the valuation of real property and is not a home inspector, building contractor, structural engineer, or similar expert, unless otherwise noted. The appraiser did not conduct the intensive type of field observations of the kind intended to seek and discover property defects. The viewing of the property and any improvements is for purposes of developing an opinion of the defined value of the property, given the intended use of this assignment. Statements regarding condition are based on surface observations only. The appraiser claims no special expertise regarding issues including, but not limited to: foundation settlement, basement moisture problems, wood destroying (or other) insects, pest infestation, radon gas, lead based paint, mold or environmental issues. Unless otherwise indicated, mechanical systems were not activated or tested.

This appraisal report should not be used to disclose the condition of the property as it relates to the presence/absence of defects. The client is invited and encouraged to employ qualified experts to inspect and address areas of concern. If negative conditions are discovered, the opinion of value may be affected.

Unless otherwise noted, the appraiser assumes the components that constitute the subject property improvement(s) are fundamentally sound and in working order.

Any viewing of the property by the appraiser was limited to readily observable areas. Unless otherwise noted, attics and crawl space areas were not accessed. The appraiser did not move furniture, floor coverings or other items that may restrict the viewing of the property.

9. Appraisals involving hypothetical conditions related to completion of new construction, repairs or alteration are based on the assumption that such completion, alteration or repairs will be competently performed.
10. Unless the intended use of this appraisal specifically includes issues of property insurance coverage, this appraisal should not be used for such purposes. Reproduction or Replacement cost figures used in the cost approach are for valuation purposes only, given the intended use of the assignment. The Definition of Value used in this assignment is unlikely to be consistent with the definition of Insurable Value for property insurance coverage/use.
11. The ACI General Purpose Appraisal Report (GPAR™) is not intended for use in transactions that require a Fannie Mae 1004/Freddie Mac 70 form, also known as the Uniform Residential Appraisal Report (URAR).

### Additional Comments Related To Scope Of Work, Assumptions and Limiting Conditions

12. This appraisal is NOT a home inspection. It is recommended the owner have the home "pre-inspected" prior to offering for sale and for any potential buyers to have their own professional home inspection performed at their expense.
13. Given the age of this home it is likely to have lead-based paint, building materials with asbestos components and/or other materials requiring specialized handling for removal/remediation during remodel/expansion, but this appraisal has not inspected for, nor identified such materials and valuation is based on the absence of detrimental materials.

**SCOPE OF WORK:** This appraisal is of the existing subject property & improvements "as is-where is" under its current use as a single family residential rental property (See EXTRAORDINARY ASSUMPTIONS). In order to serve the client(s)' purposes negotiating a potential sale of the subject property this SCOPE OF WORK outlines that the appraiser, with the client(s) agreement, deems the Sales Comparison and Income Approaches to valuation most appropriate, and that the Cost Approach is NOT developed, being deemed less reliable due to estimate of depreciation, remaining economic life and complex site valuation with potentially conflicting highest & best use(s) scenarios for this transitional area. Any valuation or feasibility analysis of other uses, legally permissible now, or with variation, is NOT included herein.

Restricted Appraisal Report  
Residential Appraisal Report

File No. 14281X

Appraiser's Certification

The appraiser(s) certifies that, to the best of the appraiser's knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are the appraiser's personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. Unless otherwise stated, the appraiser has no present or prospective interest in the property that is the subject of this report and has no personal interest with respect to the parties involved.
4. The appraiser has no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. The appraiser's engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. The appraiser's compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. The appraiser's analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
8. Unless otherwise noted, the appraiser has made a personal inspection of the property that is the subject of this report.
9. Unless noted below, no one provided significant real property appraisal assistance to the appraiser signing this certification. Significant real property appraisal assistance provided by:

Additional Certifications:

10. This appraisal is NOT a home inspection. It is recommended the client(s) have the home "pre-inspected" prior to any transaction and for any potential buyers to have their own professional home inspection performed at their expense.
11. The appraiser has no present or prior ownership interest in the subject property.
12. The appraiser has not paid any fee or commission for this assignment.
13. The appraiser has appraised the subject property without bias with regards to the subject property or the parties involved in the transaction.
14. The appraiser has not appraised, nor performed any other prior services, on the subject property of this report in the last 3 years.

Definition of Value:  Market Value  Other Value: \_\_\_\_\_

Source of Definition: From the OCC's Final Rule, 12 CFR Part 34, Subpart C-Appraisals, Section 34.42(f), effective August 24, 1990

"Market Value" is the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is affected by undue stimulus. Implicit in this definition are the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: 1.) buyer and seller are typically motivated; 2.) both parties are well informed or well advised, and acting in what they consider their own best interests; 3.) a reasonable time is allowed for exposure in the open market; 4.) payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; 5.) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

ADDRESS OF THE PROPERTY APPRAISED:  
1125 Pine St  
Louisville, CO 80027-1430  
 EFFECTIVE DATE OF THE APPRAISAL: 11/24/2014  
 APPRAISED VALUE OF THE SUBJECT PROPERTY \$ 270,000

APPRAISER

Signature: \_\_\_\_\_  
 Name: Michael J. Burkhardt  
 State Certification # CR1318162  
 or License # \_\_\_\_\_  
 or Other (describe): \_\_\_\_\_ State #: \_\_\_\_\_  
 State: CO  
 Expiration Date of Certification or License: 12/31/2014  
 Date of Signature and Report: 11/24/2014  
 Date of Property Viewing: 11/24/2014  
 Degree of property viewing:  
 Interior and Exterior  Exterior Only  Did not personally view

SUPERVISORY APPRAISER

Signature: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 State Certification # \_\_\_\_\_  
 or License # \_\_\_\_\_  
 State: \_\_\_\_\_  
 Expiration Date of Certification or License: \_\_\_\_\_  
 Date of Signature: \_\_\_\_\_  
 Date of Property Viewing: \_\_\_\_\_  
 Degree of property viewing:  
 Interior and Exterior  Exterior Only  Did not personally view

# ADDENDUM

Client: City of Louisville & Petra Properties LLC

File No.: 14281X

Property Address: 1125 Pine St

Case No.:

City: Louisville

State: CO

Zip: 80027-1430

## Legal Description

Tract 669-A & Tract 2578 A S8-T1S-R69 per rec 694422 06/17/1985 BCR See ID 19570

NOTE: Per Boulder County Assessor records 1125 Pine also address for parcel ID 157508400005 (R0019570) owned by Jimmy Dean Channel, which is a 2465sf vacant triangular lot adjacent to northwest of the subject property appraised herein. This 2nd parcel is NOT included in this analysis.

## EXTRAORDINARY ASSUMPTIONS:

1. The subject is appraised under the EXTRAORDINARY ASSUMPTION that the only parcel included in the valuation is that of the subject, 157508400009, and no others, owned or not, by Petra Properties LLC, and therefore no valuation nor feasibility analysis of any existing or potential uses/redevelopment of said parcel(s) are included under this SCOPE of WORK.
2. The subject is appraised under the EXTRAORDINARY ASSUMPTION that the present use of the subject (single family residential income property) is the highest & best use of the subject property and that this present use is conforming to current zoning, and therefore no alternative valuation nor feasibility analysis of any existing or potential redevelopment Highest & Best Uses, nor zoning variances are included under this SCOPE of WORK.
3. This appraisal is made under the EXTRAORDINARY ASSUMPTION that the subject property highest & best use is its current use "as is - where is" for the client(s)' purposes and therefore no study of feasibility of razing, expansion and/or remodeling for higher density development of additional units, nor any assemblage, nor any study of continued use without hindrance of unknown historical designations, architectural significance limitations, or other unknown limitations to the stipulated rights available under the present zoning and permitted use are included under this SCOPE of WORK.

## Neighborhood Boundaries

Overall the subject neighborhood is known as East Louisville, which is generally east of the railroad tracks that traverse generally North/South through Old Town Louisville. The area is specifically outlined by the City of Louisville Mixed Use Zone District Overlay:

96th St. - east, RR tracks -west & S. Boulder Rd. - north & Pine St - south.

Marketing area includes all of Louisville, but particularly east of RR & "Old Town" Louisville.

## Neighborhood Description

East Louisville mix of single family homes, as well as light industrial uses, ball fields, office & retail properties and higher density residential uses. Linkages to schools, employment, shopping & entertainment are good. Amenities are typical; good in Louisville overall. Traffic noise is above average as a transitional area between major thoroughfares and commercial/residential areas. Numerous restaurants & other services nearby in "Old Town" add appeal to area. Louisville has been selected as a "best place to live" by various publications numerous times in recent years. Pine Street serves as a major access point to Louisville off of 96th St. aka Highway 42.

Regularly used RR tracks traverse area generally north/south through this neighborhood. Future development of a FasTracks light rail station for the proposed light rail system serving the metro areas along these rails is planned in this neighborhood, with complete redevelopment, future densities and future uses being outlined as well as possible by municipal planners.

A joint study known as "42 Gateway Alternative Analysis Report" by CDOT, RTD and City of Louisville etc has been completed and is available for public review. The subject is within the area of this study and this report thoroughly describes the area and its existing and potential transportation needs. This study also specifically recommends a "Lee Street Connection" on page 34, which per the map on page 33 of the report, appears to be proposed across the subject property. ([www.louisvilleco.gov/Portals/0/Planning/Hwy%2042/gatewayplanapprovedjune2013.pdf](http://www.louisvilleco.gov/Portals/0/Planning/Hwy%2042/gatewayplanapprovedjune2013.pdf))

## Neighborhood Market Conditions

The market in this area is good with the demand in the area strong. The relative strength of the economy in Louisville and Boulder County continues to attract people to the area. Points typically range between 0-3. No unusual market conditions were noted at the time of inspection.

Datum herein is for all of Louisville, single family residential : 14 of 35 listings under contract; avg DOM:47; Avg list price:sale price:100%.

Increasing values: The overall average sales price on 11/24/2014 increased from \$479634 to \$523157 in the last 12 months. However, that gross increase figure must be tempered somewhat due to some seasonality, interest rate trough and possibly "over-weight" pockets of data that skew the mean. Time adjustments were not deemed warranted for sales under 12 months old.

ADDENDUM

Client: City of Louisville & Petra Properties LLC

File No.: 14281X

Property Address: 1125 Pine St

Case No.:

City: Louisville

State: CO

Zip: 80027-1430

Site Comments

See EXTRAORDINARY ASSUMPTIONS about Highest & Best Use as well as current zoning compliance.

Subject generally level lot with typical views of residential and light industrial properties in the immediate area.

Landscape includes native grasses, lawn area, trees, shrubs and partial fencing of mixed quality. There is access to site for storage and off street parking from the north and 2 cars concrete parking from Pine on the south. Porch on the front of the house, a small shed of average/fair quality behind house and small patio off back of house are existing improvements. Overall site is typical for the area.

Floodplain certification by others. According to the appraiser's sources the subject is in FEMA Flood Zone X #08013C-0582 J dated 12/18/2012. Boulder County was impacted by significant flooding +/-9/14/13 and declared by FEMA a flood disaster area. This particular area was not as impacted by flooding and the subject appeared undamaged.

The subject is only a short distance off of 96th St/Highway 42, close to the major intersection of 96th & Pine, and Pine serves significant traffic to downtown Louisville and commercial properties nearby in East Louisville. This proximity results in above average traffic noise at the subject property. Any adverse influence of the traffic noise has been reflected in the approaches to value as well as possible. Similarly, existing railroad tracks nearby to the west pose adverse noise influence and this is reflected in the approaches to value as well as possible.

Comments on Sales Comparison

These 6 comparables are from the subject's marketing area. They attempt to stratify the subject characteristics; all are smaller, older homes nearby impacted by similar external factors as well as possible. GLA was adjusted at \$50/sf. No site size adjustment deemed warranted, as appraisal made without any consideration for redevelopment. Location and condition adjustments made qualitatively using paired sale analysis. Comp #1 is a sale from East Louisville inferior in improvements. Comp #2 is from south of the subject on the RR and inferior in improvements, but overall a good indication of value due to its external factors. Comp #3 is a similar property in a superior location 1 house off of a busy road; it had a new kitchen. Comp #4 is an inferior location and larger size home, but a like Comp #2 a good indication of values with similar influences such as location and a transitional area. Comps #5 & #6 are the 2 most similar listings available. The lowest priced home currently available is \$359,000. Should the subject be listed at the value conclusion it would be the least expensive SFR available; logical for its location and condition. Extensive consideration was given each comparable, but the value conclusion was made toward the middle of the adjusted value range of the sold data points, with the most weight on Comp #3, coupled with Comp #2. This conclusion is bolstered by the lack of alternative properties available and brisk market conditions at present.

Income Approach Comments

Market rent determined on the attached addendum and/or the current rental agreement. The GRM is based on market data in the appraiser's file derived from income property sales as nearby as possible: no 2-4 unit data sales/listings available from Louisville (1 SFR scraper discovered = 341 GRM not considered valid); 3 data points in Lafayette, 1 from Broomfield & 17 from Boulder utilized in GRM analysis.

# SINGLE FAMILY COMPARABLE RENT SCHEDULE

This form is intended to provide the appraiser with a familiar format to estimate the market rent of the subject property.  
Adjustments should be made only for items of significant difference between the comparables and the subject property.

## Restricted Appraisal Report

File No. 14281X

ITEM	SUBJECT	COMPARABLE NO. 1			COMPARABLE NO. 2			COMPARABLE NO. 3					
Address	1125 Pine St Louisville, CO 80027	917 Lafarge Ave Louisville, CO 80027			1687 Washington Ave Louisville, CO 80027			720 Owl Louisville, CO 80027					
Proximity to Subject		0.26 miles NW			1.50 miles NW			1.31 miles SW					
Date Lease Begins	1 year lease	1 year lease			1 year lease			1 year lease					
Date Lease Expires	1 year lease	1 year lease			1 year lease			1 year lease					
Monthly Rental	If Currently Rented: \$ 1,750	\$ 2,000			\$ 2,395			\$ 1,950					
Less: Utilities	\$ 0	\$ 0			\$ 0			\$ 0					
Furniture	\$	\$			\$			\$					
Adjusted Monthly Rent	\$ 1,750	\$ 2,000			\$ 2,395			\$ 1,950					
Data Source	Owner Tenant	CraigsList County			CraigsList County			CraigsList County					
RENT ADJUSTMENTS	DESCRIPTION	DESCRIPTION		+	(-) \$ Adjustment	DESCRIPTION		+	(-) \$ Adjustment	DESCRIPTION		+	(-) \$ Adjustment
Rent Concessions													
Location/View	A;Res;BsyRd N;Res;	N;Res; N;Res;		-200		A;Res;BsyRd N;Res;				N;Res; N;Res;			-100
Design and Appeal	Ranch Average	Ranch Similar				Ranch Similar				2 Story Similar			0
Age/Condition	A:84 Average	Similar Superior		-50		Similar Similar				Similar Similar			
Above Grade Room Count	Total Bdrms Baths 6 3 1.00	Total Bdrms Baths 6 3 2.00		-25		Total Bdrms Baths 5 2 1.00		300		Total Bdrms Baths 6 3 2.10			-75
Gross Living Area	1,253 Sq. Ft.	1,200 Sq. Ft.		0		1,050 Sq. Ft.		0		1,800 Sq. Ft.			0
Other (e.g., basement, etc.)	0sf	0sf				1050sf 2 Bd 1 ba		-500 -100		0sf			
Other:	Offstreet N/A	Offstreet				1 Car Garage		-100		2 Car Garage			-200
Net Adj. (total)		<input type="checkbox"/> + <input checked="" type="checkbox"/> -		\$ 275		<input type="checkbox"/> + <input checked="" type="checkbox"/> -		\$ 400		<input type="checkbox"/> + <input checked="" type="checkbox"/> -			\$ 375
Indicated Monthly Market Rent		13.8				41.8				19.2			
		-13.8 \$		1,725		-16.7 \$		1,995		-19.2 \$			1,575

COMPARABLE RENT SCHEDULE

Comments on market data, including the range of rents for single family properties, an estimate of vacancy for single family rental properties, the general trend of rents and vacancy, and support for the above adjustments. (Rent concessions should be adjusted to the market, not to the subject property.)  
Market for rental properties in this area is good. Rents are stable to increasing. Vacancy rates have remained stable below 10%.

RECONCILIATION

Final Reconciliation of Market Rent: It could expect to remain rented for \$1750/month.

I (WE) ESTIMATE THE MONTHLY MARKET RENT OF THE SUBJECT AS OF 11/24/2014 TO BE \$ 1,750

APPRaiser: \_\_\_\_\_ Signature \_\_\_\_\_  
 Name Michael J. Burkhardt Name \_\_\_\_\_  
 Date Report Signed 11/24/2014 Date Report Signed \_\_\_\_\_  
 State Certification # CR1318162 State CO State Certification # \_\_\_\_\_ State \_\_\_\_\_  
 Or State License # \_\_\_\_\_ State \_\_\_\_\_ Or State License # \_\_\_\_\_ State \_\_\_\_\_  
 Date Property Inspected 11/24/2014 Date Property Inspected \_\_\_\_\_  
 CO Certified Residential Appraiser #CR01318162 exp 12/31/2014

Did  Did Not Inspect Property

Market Conditions Addendum to the Appraisal Report File No. 14281X

The purpose of this addendum is to provide the lender/client with a clear and accurate understanding of the market trends and conditions prevalent in the subject neighborhood. This is a required addendum for all appraisal reports with an effective date on or after April 1, 2009.

Property Address 1125 Pine St City Louisville State CO Zip Code 80027-1430 Borrower N/A

Instructions: The appraiser must use the information required on this form as the basis for his/her conclusions, and must provide support for those conclusions, regarding housing trends and overall market conditions as reported in the Neighborhood section of the appraisal report form. The appraiser must fill in all the information to the extent it is available and reliable and must provide analysis as indicated below. If any required data is unavailable or is considered unreliable, the appraiser must provide an explanation. It is recognized that not all data sources will be able to provide data for the shaded areas below; if it is available, however, the appraiser must include the data in the analysis. If data sources provide the required information as an average instead of the median, the appraiser should report the available figure and identify it as an average. Sales and listings must be properties that compete with the subject property, determined by applying the criteria that would be used by a prospective buyer of the subject property. The appraiser must explain any anomalies in the data, such as seasonal markets, new construction, foreclosures, etc.

Table with columns: Inventory Analysis, Prior 7-12 Months, Prior 4-6 Months, Current - 3 Months, Overall Trend. Rows include Total # of Comparable Sales (Settled), Absorption Rate, Total # of Comparable Active Listings, Months of Housing Supply, Median Sale & List Price, etc.

Explain in detail the seller concessions trends for the past 12 months (e.g., seller contributions increased from 3% to 5%, increasing use of buydowns, closing costs, condo fees, options, etc.). Generally seller concessions are nominal in this market at this time, with points and/or closing costs typically 0-3%.

Are foreclosure sales (REO sales) a factor in the market? [X] No. Foreclosures do NOT appear to be a significant influence on prices in this market at this time. Statistics for closed sales, as well as currently available listings from within the subject's market area are provided above. Of these, 1 found to be REO/foreclosure sales which equates to 0.3% of all sales.

Cite data sources for above information. IRES multiple listing services serving the Boulder Area Board of Realtors; Realist county records database; Metrolist multiple listing services serving the Denver Board of Realtors, covering the northern Colorado front range.

Summarize the above information as support for your conclusions in the Neighborhood section of the appraisal report form. Overall the market in this area is fairly stable, with properly priced properties selling within a reasonable time period and inventories balancing out after a period of short supply.

Table for Condo/Co-op Projects. Columns: Subject Project Data, Prior 7-12 Months, Prior 4-6 Months, Current - 3 Months, Overall Trend. Rows include Total # of Comparable Sales, Absorption Rate, etc.

Summarize the above trends and address the impact on the subject unit and project.

APPRAISER

Signature [Signature] Name Michael J. Burkhardt Company Name Harbinger Appraisal Company Address P.O. Box 545, Boulder, CO 80306 Boulder, CO 80306 State License/Certification # CR1318162 State CO Email Address mike@harbingerappraisal.com

SUPERVISORY APPRAISER (ONLY IF REQUIRED)

Signature \_\_\_\_\_ Name \_\_\_\_\_ Company Name \_\_\_\_\_ Company Address \_\_\_\_\_ State License/Certification # \_\_\_\_\_ State \_\_\_\_\_ Email Address \_\_\_\_\_

MARKET RESEARCH & ANALYSIS

CONDO/CO-OP PROJECTS

APPRAISER

Borrower: N/A  
 Property Address: 1125 Pine St  
 City: Louisville County: Boulder State: CO Zip Code: 80027-1430  
 Lender: City of Louisville & Petra Properties LLC

APPRAISAL AND REPORT IDENTIFICATION

This report was prepared under the following USPAP reporting option:  
 Appraisal Report A written report prepared under Standards Rule 2-2(a).  
 Restricted Appraisal Report A written report prepared under Standards Rule 2-2(b).  
 See below and EXTRAORDINARY ASSUMPTIONS addendum

Reasonable Exposure Time  
 My opinion of a reasonable exposure time for the subject property at the market value stated in this report is: 120

Additional Certifications

I have performed NO services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

I HAVE performed services, as an appraiser or in another capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment. Those services are described in the comments below.

The appraiser has no present or prior ownership interest in the subject property.  
 The appraiser has not paid any fee or commission for this assignment.  
 The appraiser has appraised the subject property without bias with regards to the subject property or the parties involved in the transaction.

Additional Comments

RESTRICTED REPORT: DUE TO THE LIMITED SCOPE OF WORK AND THE LIMITED NATURE OF REPORTING THE CLIENT IS HEREBY NOTIFIED THAT UTILIZING THIS FORMAT RESULTS IN A RESTRICTED APPRAISAL REPORT FOR THE CLIENT(S)' TRANSFER CONSIDERATION, LIMITS USE OF THE REPORT TO THE CLIENT, AND WARNS THAT RATIONALE FOR HOW THE APPRAISER ARRIVED AT THE OPINIONS AND CONCLUSIONS SET FORTH IN THIS REPORT MAY NOT BE UNDERSTOOD PROPERLY WITHOUT ADDITIONAL INFORMATION IN THE APPRAISER'S WORKFILE.

INTENDED USE:  
 The Intended User of this appraisal report is the Client. The Intended Use is to evaluate the property for potential transfer of the property between the clients. Subject to the stated Scope of Work, purpose of the appraisal, extraordinary assumptions, reporting requirements of this appraisal report form, and Definition of Market Value. No additional Intended Users are identified by the appraiser.

<p>APPRAISER:</p> <p>Signature: <u></u>          Name: <u>Michael J. Burkhardt</u>          Date Signed: <u>11/24/2014</u>          State Certification #: <u>CR1318162</u>          or State License #: _____          or Other (describe): _____ State #: _____          State: <u>CO</u>          Expiration Date of Certification or License: <u>12/31/2014</u>          Effective Date of Appraisal: <u>11/24/2014</u></p>	<p>SUPERVISORY APPRAISER (only if required):</p> <p>Signature: _____          Name: _____          Date Signed: _____          State Certification #: _____          or State License #: _____          State: _____          Expiration Date of Certification or License: _____          Supervisory Appraiser inspection of Subject Property:  <input type="checkbox"/> Did Not    <input type="checkbox"/> Exterior-only from street    <input type="checkbox"/> Interior and Exterior</p>
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FLOORPLAN SKETCH

Client: City of Louisville & Petra Properties LLC

File No.: 14281X

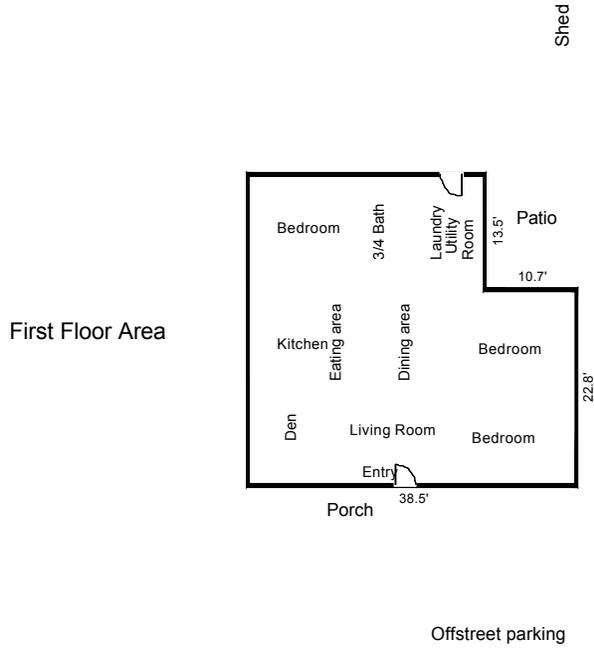
Property Address: 1125 Pine St

Case No.:

City: Louisville

State: CO

Zip: 80027-1430



Sketch by Apex IV™

Comments:

AREA CALCULATIONS SUMMARY			
Code	Description	Net Size	Net Totals
GLA1	First Floor	1253.1	1253.1
Net LIVABLE Area		(Rounded)	1253

LIVING AREA BREAKDOWN		
Breakdown	Subtotals	
First Floor		
27.8 x 36.3		1009.1
10.7 x 22.8		244.0
2 Items	(Rounded)	1253

SUBJECT PROPERTY PHOTO ADDENDUM

Client: City of Louisville & Petra Properties LLC	File No.: 14281X
Property Address: 1125 Pine St	Case No.:
City: Louisville	State: CO Zip: 80027-1430

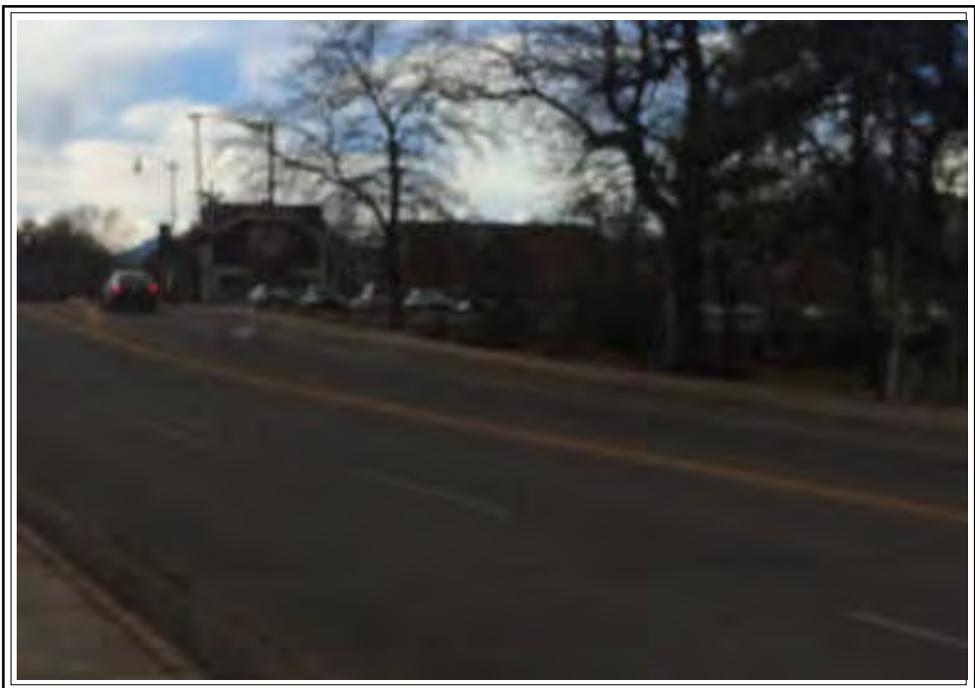


FRONT VIEW OF  
SUBJECT PROPERTY

Appraised Date: November 24, 2014  
Appraised Value: \$ 270,000



REAR VIEW OF  
SUBJECT PROPERTY



STREET SCENE

Client: City of Louisville & Petra Properties LLC	File No.: 14281X
Property Address: 1125 Pine St	Case No.:
City: Louisville	State: CO Zip: 80027-1430



another street view



another front view



back yard looking north



back view



another back view



from Spruce Street



Spruce street looking east



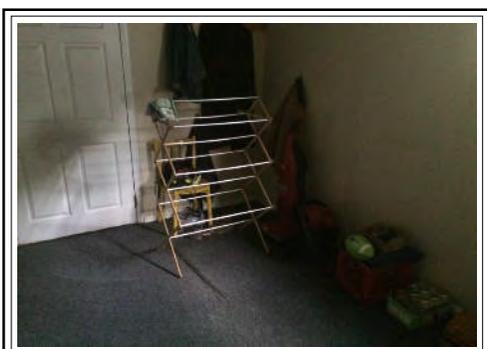
Spruce street looking west and parcel excluded as well as RR behind



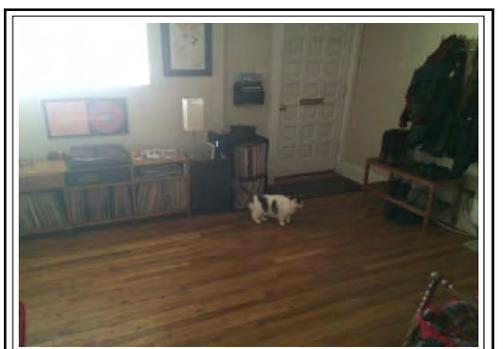
side view of subject



laundry



utility room



Living room



Dining area



Bedroom



Den

Client: City of Louisville & Petra Properties LLC	File No.: 14281X
Property Address: 1125 Pine St	Case No.:
City: Louisville	State: CO Zip: 80027-1430



Bedroom



another kitchen view



Kitchen



another front view



3/4 bath



Bedroom



another back view at patio



storage shed



another street view



excluded parcel



excluded parcel



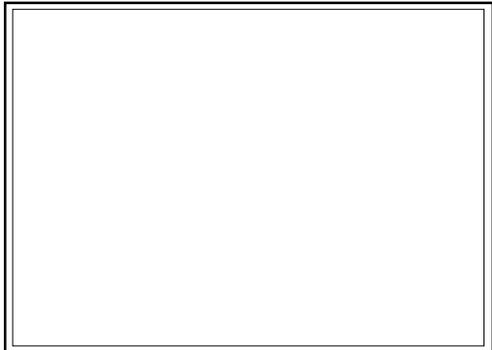
excluded parcel



culvert at north end at street

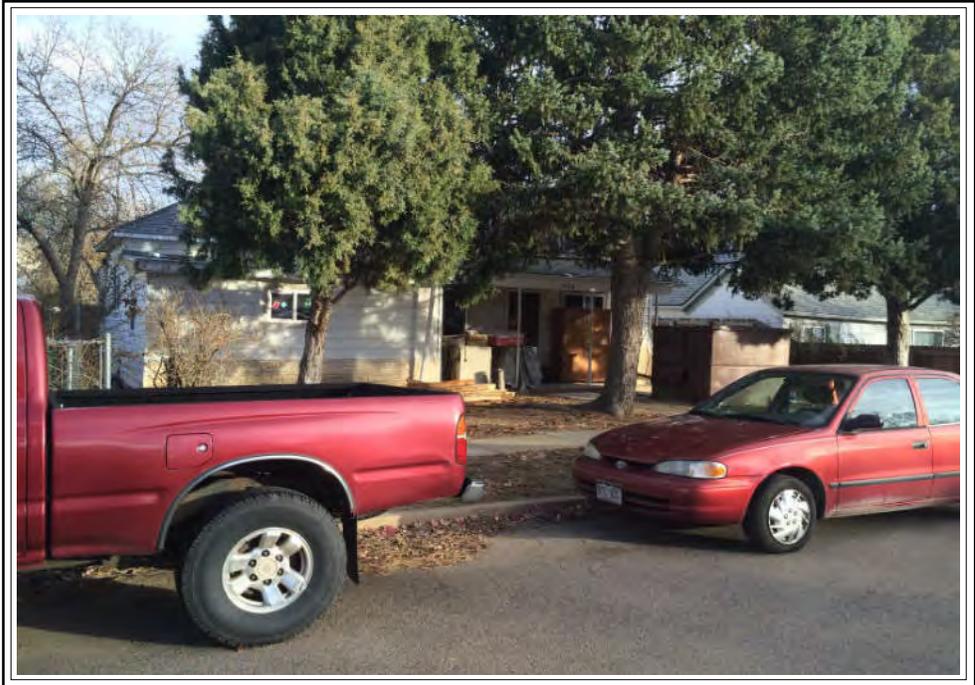


damaged culvert at north end at street



COMPARABLE PROPERTY PHOTO ADDENDUM

Client: City of Louisville & Petra Properties LLC	File No.: 14281X
Property Address: 1125 Pine St	Case No.:
City: Louisville	State: CO Zip: 80027-1430



COMPARABLE SALE #1

1428 Cannon St  
Louisville, CO 80027  
Sale Date: s06/14;c06/14  
Sale Price: \$ 232,000



COMPARABLE SALE #2

360 County Rd  
Louisville, CO 80027  
Sale Date: s08/14;c07/14  
Sale Price: \$ 232,500



COMPARABLE SALE #3

1611 Sunset Dr  
Louisville, CO 80027  
Sale Date: s06/14;c05/14  
Sale Price: \$ 295,000

COMPARABLE PROPERTY PHOTO ADDENDUM

Client: City of Louisville & Petra Properties LLC	File No.: 14281X
Property Address: 1125 Pine St	Case No.:
City: Louisville	State: CO Zip: 80027-1430



COMPARABLE SALE #4

1435 Front St  
Louisville, CO 80027  
Sale Date: s07/14;c06/14  
Sale Price: \$ 383,000



COMPARABLE SALE #5

556 Lincoln Ave  
Louisville, CO 80027  
Sale Date: c10/14  
Sale Price: \$ 399,900



COMPARABLE SALE #6

1009 Harper St  
Louisville, CO 80027  
Sale Date: c11/14  
Sale Price: \$ 400,000

LOCATION MAP

Client: City of Louisville & Petra Properties LLC  
Property Address: 1125 Pine St  
City: Louisville

File No.: 14281X  
Case No.:  
State: CO  
Zip: 80027-1430



AERIAL MAP

Client: City of Louisville & Petra Properties LLC  
Property Address: 1125 Pine St  
City: Louisville

File No.: 14281X  
Case No.:  
State: CO Zip: 80027-1430



PLAT MAP

Client: City of Louisville & Petra Properties LLC  
Property Address: 1125 Pine St  
City: Louisville

File No.: 14281X

Case No.:

State: CO

Zip: 80027-1430



Courtesy Of Hilke Burkhardt, INFORMATION AND REAL ESTATE SERVICES LLC

The data within this report is compiled by CoreLogic from public and private sources. If denied, the accuracy of the data contained herein can be independently verified by the recipient of this report with the applicable county or municipality.

Map

Generated on: 11/24/2014

Page 1 of 2

Zoning Map

Client: City of Louisville & Petra Properties LLC

File No.: 14281X

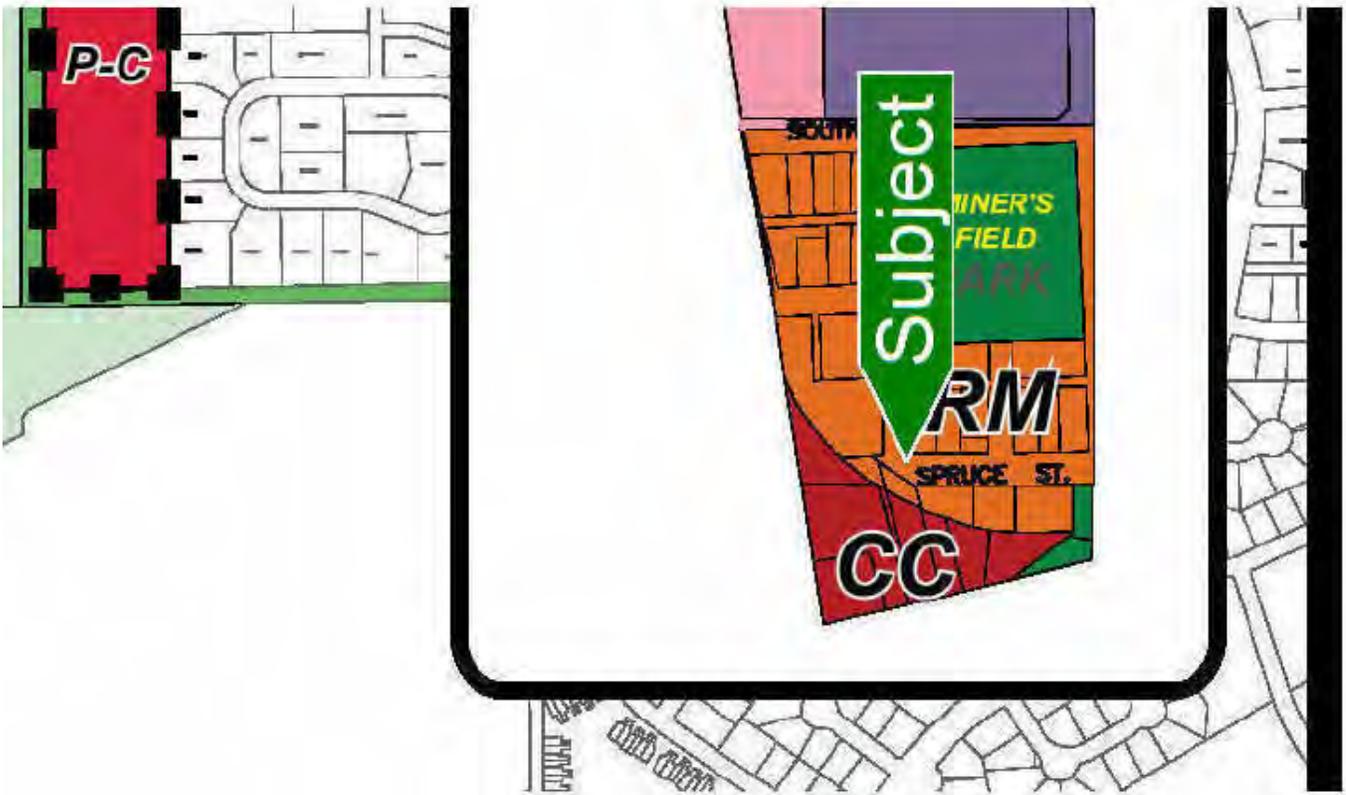
Property Address: 1125 Pine St

Case No.:

City: Louisville

State: CO

Zip: 80027-1430



**STATE OF COLORADO**

Department of Regulatory Agencies

Division of Real Estate

Active

Cent Residential Appraiser

1318162

Number:

Jan 1 2012

Issue Date

Dec 31 2014

Expires

MICHAEL JAY BURKHARDT  
BOULDER, CO 80304

PRINTED ON SECURE PAPER

*Michael J. Burkhardt*

Program Administrator

*[Signature]*

Licensed Signatory

## **Public Notice**

Pursuant to Section 2.92.010 of the Louisville Municipal Code, notice is hereby given that at its June 2, 2015 regular meeting, the Louisville City Council will make a final determination as to the purchase of fee title to a parcel of land totaling .39 acres, more or less, commonly referred to as 1125 Pine Street, which property is identified as Boulder County Assessor's Parcel Nos. 157508400009 and 157508400005 and further described as Tract 699-A & Tract 2578 A, Section 8, Township 1 South, Range 69 West of the 6th P.M. and Tract 2578 Less A & B, Section 8, Township 1 South, Range 69 West of the 6th P.M., City of Louisville, Boulder County, Colorado (the "Property"). The Property is being acquired as a general asset of the City and for a future road connection on the Property, and all or portions of the Property may subsequently be sold without necessity of election as such Property is not being acquired for any park, open space or governmental purposes. The April 21, 2015 regular meeting will begin at 7:00 p.m. in Council Chambers, Louisville City Hall, 749 Main Street, Louisville, CO, 80027. Any questions regarding the foregoing matter may be directed to the Office of the City Manager, (303) 335-4533.

Published in the Daily Camera: May 22, 2015.

**SUBJECT: GRAIN ELEVATOR**

- 1. RESOLUTION NO. 29, SERIES 2015 – A RESOLUTION APPROVING A FINAL PLAT, FINAL PLANNED UNIT DEVELOPMENT (PUD) PLAN, AND SPECIAL REVIEW USE (SRU) TO ALLOW FOR THE CONSTRUCTION OF A NEW BUILDING AND ADDITIONS TO TWO EXISTING BUILDINGS TOTALING 27,000 SQUARE FEET AND ALLOW OUTDOOR SALES AND ACTIVITIES AT THE GRAIN ELEVATOR SITE, 500-544 COUNTY ROAD**
- 2. RESOLUTION NO. 30, SERIES 2015 – A RESOLUTION DESIGNATING THE LOUISVILLE GRAIN ELEVATOR AT 540 COUNTY ROAD A HISTORIC LANDMARK**

**DATE: MAY 19, 2015**

**PRESENTED BY: SCOTT ROBINSON, AICP, PLANNING AND BUILDING SAFETY**

**SUMMARY:**

The applicant, Louisville Mill Site LLC, is requesting approval of a final plat, planned unit development (PUD), special review use (SRU), and landmark for the Grain Elevator site at 500-544 County Road. The proposed plat and PUD would allow the construction of additions to the Grain Elevator building and the warehouse building to the south of the Grain Elevator, and the construction of a new building to the north of the Grain Elevator. The SRU would allow outdoor sales and seating for restaurants or other potential businesses. The landmark designation would allow the City to preserve the Grain Elevator structure and transfer the property to Louisville Mill Site LLC in accordance with the City's purchase and sale agreement.

**REQUEST:**

The applicant, Louisville Mill Site, has submitted a plan to redevelop the Grain Elevator site at 500-544 County Road. The site consists of two tracts which have never been platted in the City. The property to the south is 0.4 acres and is owned by RCC LTD. It has a 10,000 square foot warehouse building that currently hosts Jump'n'Rope. The property to the north is 1.2 acres and is owned by the City. There are three buildings on the property: the 4,000 square foot historic Grain Elevator, a 3,400 square foot retail building, which currently hosts the Tilt Arcade, and a small metal storage shed. The City has an agreement to sell the north property to Louisville Mill Site after a development plan has been approved and the Grain Elevator has been landmarked.

The proposal includes a 6,500 square foot addition to the south warehouse building, a 1,500 square foot addition to the Grain Elevator, and the demolition of the north retail

building and the shed and the construction of a new 19,000 square foot commercial/office building. The two properties, if the plan is approved, would also be re-subdivided into three new lots and an outlet.

The property is located in the Commercial Business (CB) zone district and within the area of town formally referred to as Downtown Louisville. All development in the CB zone district requires the establishment of a Planned Unit Development (PUD), and all PUD's in Downtown Louisville must comply with the development regulations established in the Louisville Municipal Code (LMC) and the design standards outlined in the Downtown Design Handbook. The floor area and height of structures in Downtown are further regulated by the Downtown Framework Plan. Signage is regulated by the Downtown Sign Manual. A preliminary plat and preliminary PUD were approved by Planning Commission and City Council in 2014.

The property to the north is zoned Commercial Community (CC) and contains a single-family residence. Immediately to the east is the BNSF railroad. Further east, as well as to the south and west, is zoned Residential Medium-density (RM).

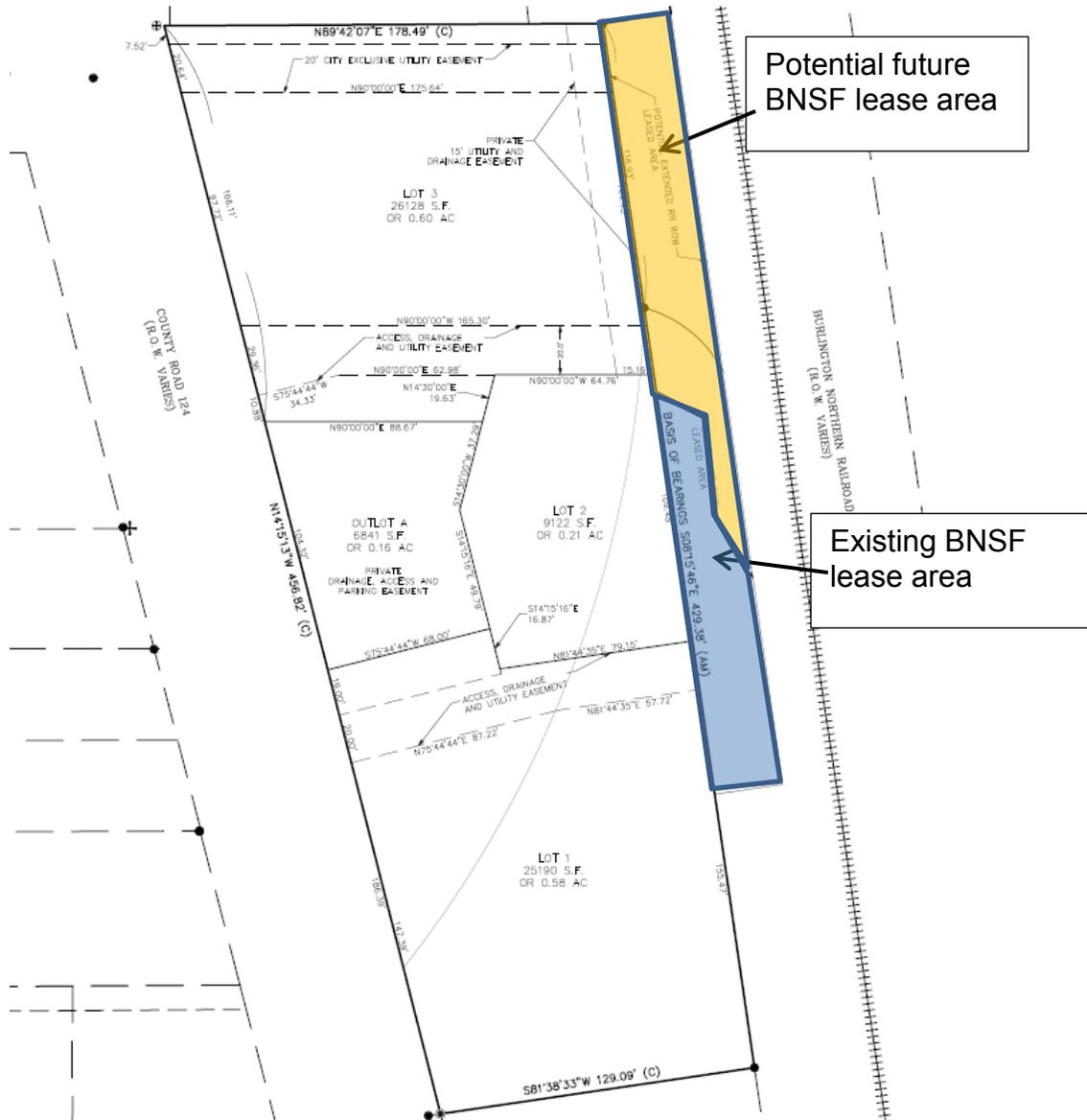


**Final Plat**

The proposed final plat would divide the properties into three lots and one outlot, which matches the approved preliminary plat. Each of the three buildings would sit on its own lot, and the outlot to the west of the Grain Elevator would be reserved as a no-build area to protect the view to the structure. The three lots would all exceed the minimum lot size in the CB zone district of 7,000 square feet and the minimum lot width of 50 feet. There is no maximum lot size requirement.

The site has access from County Road, so no new streets are proposed. Access easements would be provided on lots 1 and 3 to allow for shared circulation within the site and access to Lot 2. RCC LTD currently leases land from the BNSF railroad that is proposed for parking and access as part of the development. The applicant has provided proof of the long-term lease and staff recommends including the land in the development proposal. The applicant is also pursuing a lease of additional land from BNSF, but because the lease has not been acquired yet, the proposal must function adequately without it.

Section 16.16.060 of the Louisville Municipal Code (LMC) requires a dedication of 12 percent of the land area for public use during the subdivision process. Under the City's purchase agreement with Louisville Mill Site, City Council has agreed to waive the public land dedication requirement (Resolution 44, Series 2013). Therefore, no public land dedication is proposed as part of the plat. Otherwise, the proposed plat complies with the requirements of Chapter 16 of the LMC.



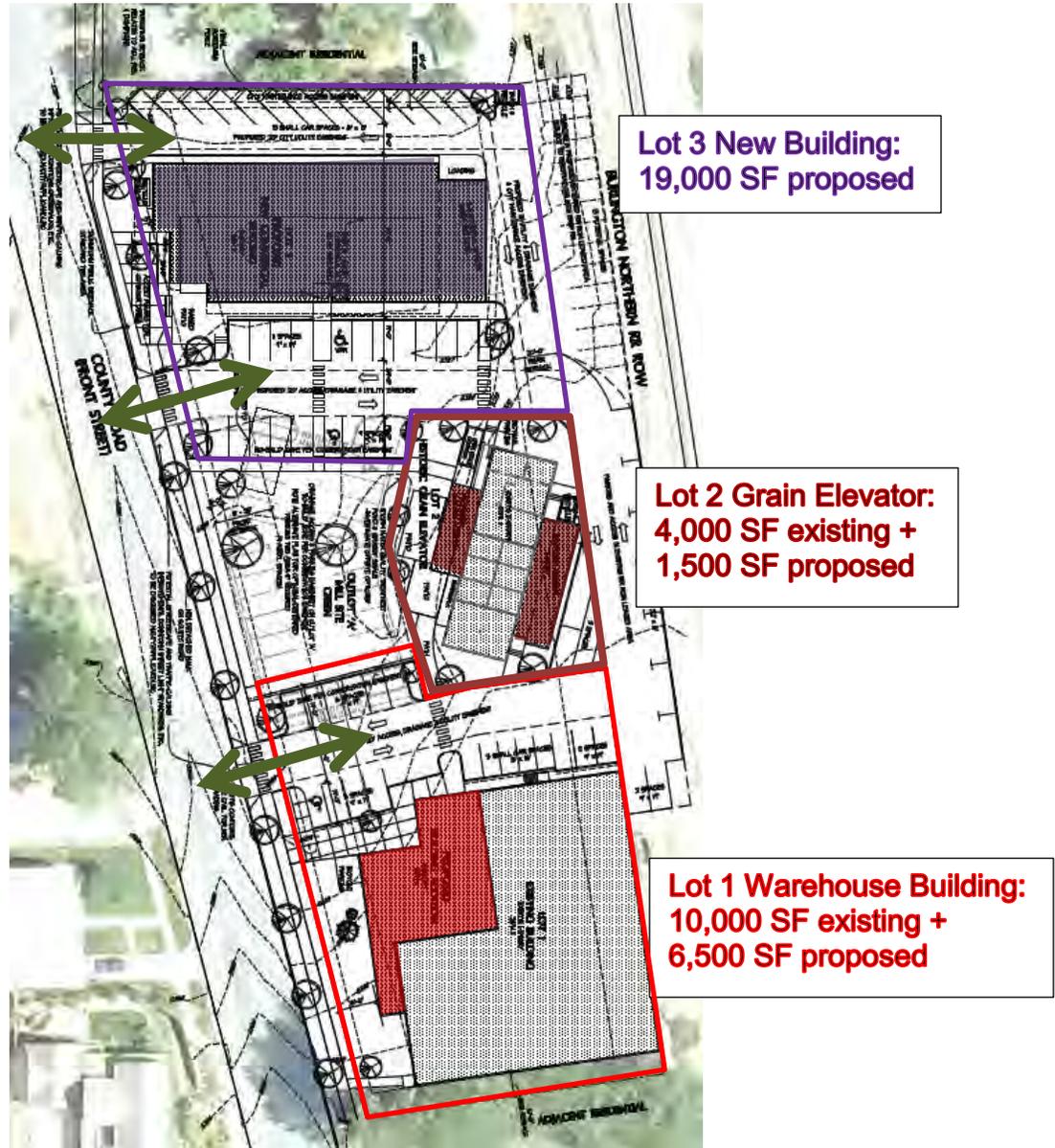
**Final PUD**

As mentioned above, the proposed development must comply with the regulations established in the LMC, the Downtown Design Handbook, the Downtown Framework Plan, and the Downtown Sign Manual, as well as the approved preliminary PUD. Under the Downtown Framework and Design Handbook, the project is in the "Transition Area" of Downtown. The Transition Area of the Downtown Framework Plan is designed to provide a transitional buffer between the core commercial development of Downtown Louisville and the existing residential area in the adjacent Old Town Neighborhood. The buffer zone requires a lower building height (35' maximum in the Transition Area as

opposed to 45' in the core area) and floor area (1.3 floor area ratio permitted in the Transition Area as opposed to 2.0 in the core area).

Site Plan

The applicant proposes keeping two of the three existing buildings on the site and replacing the third with a new building in approximately the same location. The site would maintain its current three access drives off of County Road, with circulation being provided by drive isles looping around the east sides of the Grain Elevator and the new building. The sidewalk along County Road would be extended the length of the site, and pedestrian access to the buildings would be provided by plazas and walkways. The parking area on the north side of the project would be screened from the adjacent residential property by a fence. The applicant also proposes to add a small shed, no larger than 120 square feet, to Outlot A. The Louisville Fire Protection District has reviewed the site and access plans and found no issues.



*Bulk and Dimension Standards*

The yard and bulk requirements are given by the LMC, the Downtown Framework, and the Design Handbook. Section 17.28.110 of the LMC allows for waivers from the standards if additional public benefit is provided or the waivers are warranted by the design and adequate public space is provided.

	Requirement	Lot 1	Lot 2	Lot 3	Combined
<b>Floor Area Ratio</b>	1.3	0.66	0.61	0.73	0.69
<b>Lot Coverage</b>	40%	52%	43%	33%	38%
<b>Front Setback</b>	5'	14'	13'	5'	n/a

<b>Rear Setback</b>	20'	0' (existing)	1.33'	20'	n/a
<b>Side Setbacks</b>	0', except along south of lot 1: 5'	10'	10'	30'	n/a
<b>Height</b>	35'	38'	50' (existing)	41.5'	n/a
<b>Floors</b>	2	3	3	3	n/a

The applicant is requesting a waiver from the rear yard setback for Lots 1 and 2:

1. On Lot 1, the existing building is built to the rear lot line, and no part of the addition would be within the rear setback.
2. On Lot 2, the existing structure currently sits approximately eight feet from the rear lot line. The proposed addition would go to within 1'4" of the lot line. The applicant is requesting this to allow a connection between the two most useable portions of the structure without obscuring the front of the historic structure. There is no interior connection between the southern and northern ends of the Grain Elevator structure, and no way to construct one internally without compromising the historic value of the structure. The rear addition would connect the two ends, allowing a single tenant to occupy both. Because of the lease from BNSF, the addition would still be approximately 30 feet from the edge of the leased property, on the west side of the railroad.

The proposal complies with the floor area ratio limits set by the Downtown Framework, but Lots 1 and 2 would exceed the maximum lot coverage allowed under the LMC. However, when the PUD is taken as a whole, including Outlot A, the overall lot coverage is 38 percent. The maximum allowed lot coverage is 40 percent. These two Commercial Business (CB) Zone District properties are the only two in Downtown Louisville that have a maximum allowed lot coverage. The rest of Downtown is zoned Commercial Community (CC) and has no maximum allowed lot coverage.

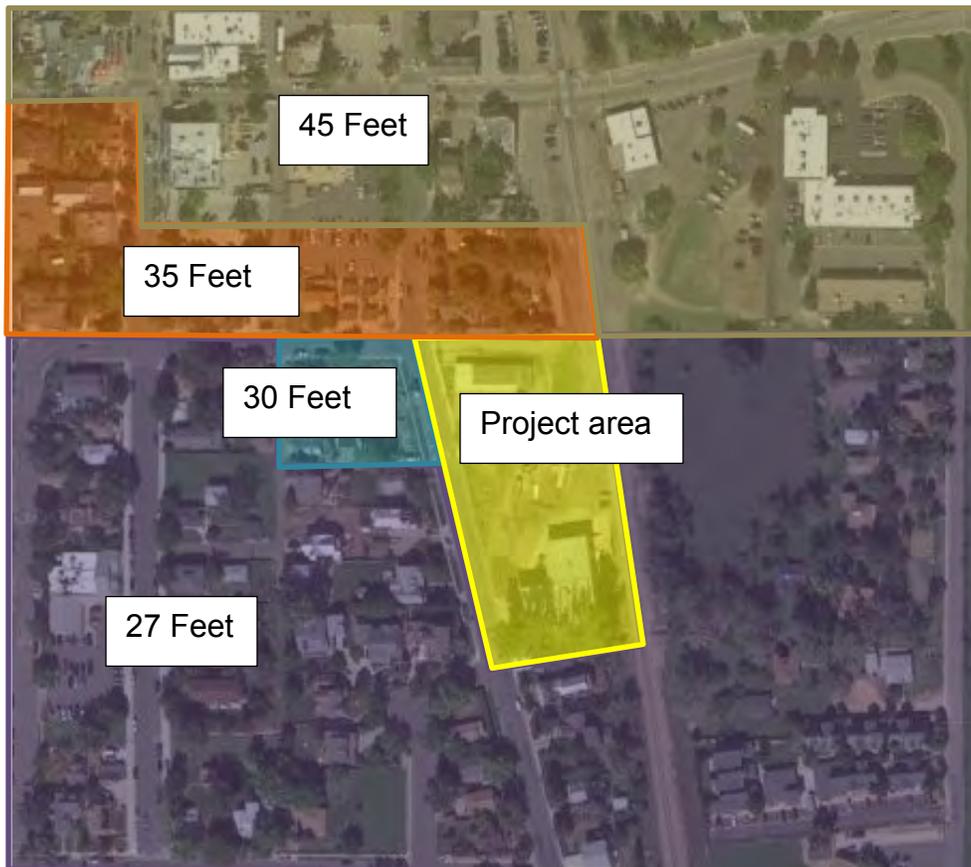
**Building Height**

The LMC allows a maximum building height in the Transition Area of 35 feet, including rooftop screening and mechanical equipment. The code also limits buildings to a maximum of two stories. The Grain Elevator is approximately 50 feet tall and more than two stories; however, the proposed addition to that structure would be one story and approximately 15 feet tall, complying with the code.

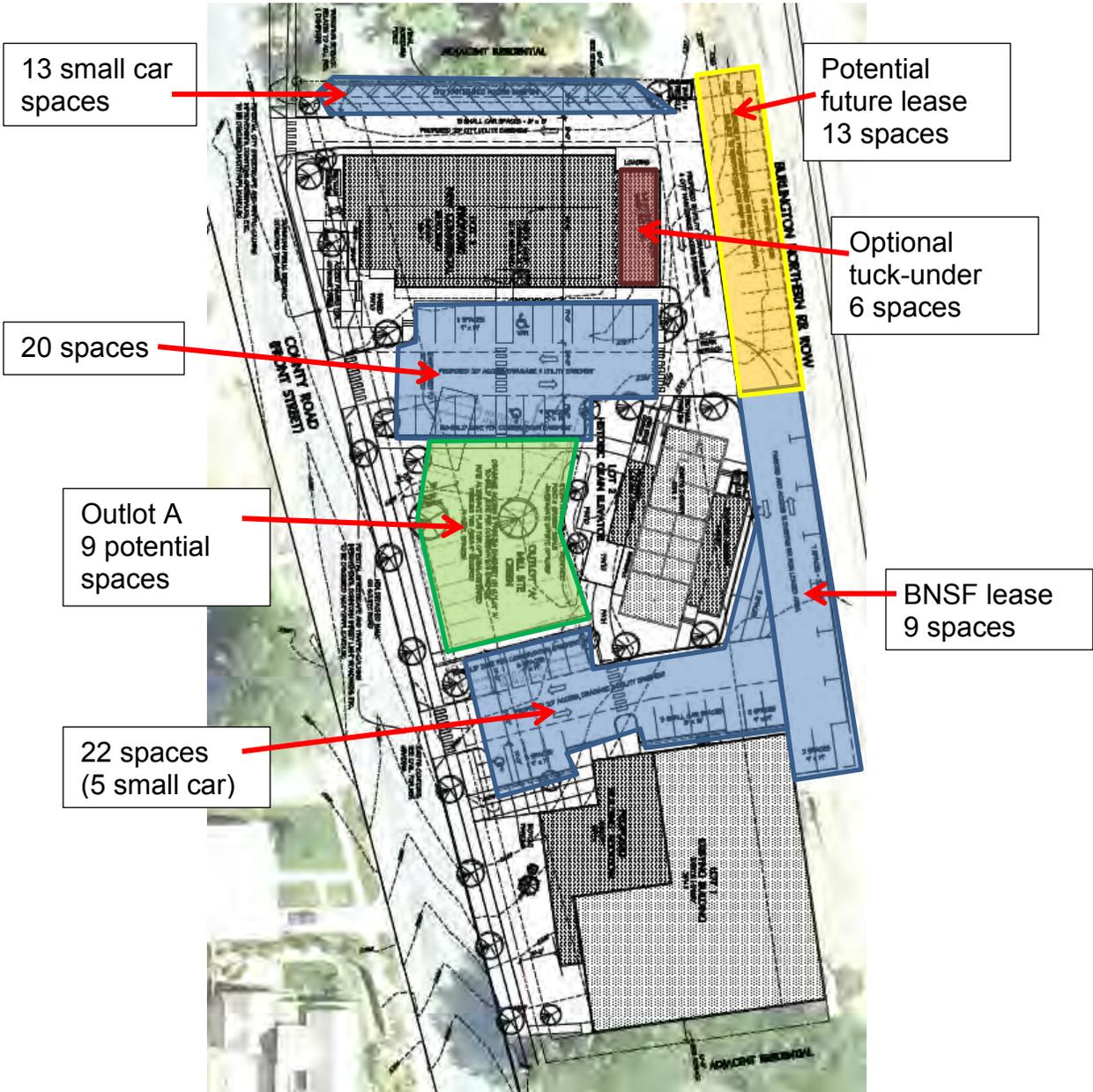
The addition on Lot 1 and the new building on Lot 3 are both requested to be 36.5 feet tall with an allowance for rooftop screening and architectural projections to extend to 38 feet on Lot 1 and 41.5 feet on Lot 3. The applicant is also requesting three stories instead of two. Three story buildings would allow the applicant to construct the same amount of floor space with smaller building footprints and a less bulky appearance. The

preliminary PUD was approved with a 35 foot maximum height, but the subsequent floodplain development permit required the first floor to be raised 1.5 feet, resulting in the current request for 36.5 feet.

For the proposed structure on Lot 3, the property to the north could redevelop to 35 feet in height, and the structures across County Road to the west are 30 feet tall. For the proposed addition on Lot 1, the properties to the south and across County Road to the west have a 27 foot maximum height.



The applicant is also providing a public access easement over the green space on Outlot A, to create a public gathering space on the south end of Downtown. The preliminary PUD approval for the height waiver was conditional on the design of Outlot A and design improvement to the building on Lot 1. Staff believes these conditions can be met with further conditions described below and therefore recommends approval of the waivers with conditions.



Parking

Section 17.20 of the LMC requires one parking space for every 500 square feet of leasable area in the Downtown area, regardless of use. The proposal includes 32,454 square feet of leasable area, the first 999 square feet of which do not require parking. The code therefore requires 63 spaces. The applicant is proposing 64 spaces, including nine on the leased BNSF area.

Eighteen of the spaces would be “small car” spaces, measuring 8’ by 15’ instead of the City standard of 9’ by 19’. Although the “small car” spaces and the drive aisle proposed

by the applicant are smaller than what the City requires, they do meet the minimum standards of the Institute of Transportation Engineers. Further justification suggested by the applicant is that twenty-eight percent of the proposed spaces would be designated “small car”, while currently approximately 40 percent of US vehicles are small cars, according to a recent Wall Street Journal article.

Agreements and easements would be in place to ensure the parking would be shared between the users. The applicant has included an option for up to five spaces to be added as tuck-under parking at the rear of the new building. If the applicant is able to lease additional land from BNSF, the applicant would also add an additional 12 spaces.

The applicant has also included an alternative proposal with more parking on Outlot A, which would yield an additional nine spaces. The resolution approving the preliminary plat and PUD included a condition stating “the easement and design of Outlot A as a green space/plaza with surface parking to be added only at the City’s request if evidence demonstrates a need for such.” At this time, staff believes the additional parking is not needed, but it is included in the PUD so if future uses of the site require the additional parking it can be added at the City’s direction. If all additional parking is provided, the total would be 81 spaces.

#### Architecture

Architecture is governed by the Design Handbook for Downtown Louisville, which calls for new building and additions that are compatible with the historic structures of Downtown, but are clearly of their own time. The applicant is proposing an architectural style that echoes the historic agricultural and mining structures of Louisville. The Historic Preservation Commission (HPC) and staff have some concerns that the new buildings may mimic the historic style too closely, creating confusion about the age of the structures. However, staff believes the mix of materials and amount of glazing should provide adequate differentiation for the new structures.



The addition on Lot 1 would include corten or weathering steel siding and roofing, open wood slat siding, and elements of the existing façade including concrete and painted corrugated metal siding. The roof would have a gable form with shed dormers. The remainder of the existing building would keep its existing materials but would be painted to match the new portion. As part of the preliminary PUD approval, the yard and bulk waivers were approved based in part on the following condition:

1. Building architecture on Lot 1, and the extent to which the pedestrian scale and architecture of the existing building is improved to make those portions of the building visible from Front Street more consistent with the design standards and guidelines in the Design Handbook for Downtown Louisville

As the result of a condition placed on Planning Commission's recommendation of approval, the applicant has redesigned the southwest façade of the building, and staff now believes the condition has been met.

The additions on Lot 2 are proposed in the front and rear of the Grain Elevator. The front addition would recreate the original porte-cochere on the grain elevator with additional floor area provided by a glass enclosure. The rear addition would look like a rail car, in reference to the rail spur which originally ran behind the Grain Elevator. The proposed additions have been reviewed and approved by the Historic Preservation Commission.



The Lot 3 building would have corten roofing and siding and open wood slats on the south and west elevations, while the north and east elevations would have more concrete siding with wood and corten accents. The roof would incorporate gable and shed elements and the south elevation would feature a tower element housing the stairwell. The west and south elevations would also feature significant glazing, particularly on the first floor. Staff believes the design of the Lot 3 building complies with the Design Handbook for Downtown Louisville.



The proposed small shed on Outlot A would be an existing shed moved from a nearby farm. Its appearance would be compatible with the other proposed buildings on the site.

Signage

The proposed building mounted signs would comply with the Downtown Sign Manual and potentially include wall signs, awning signs, and projecting signs. The applicant is also requesting freestanding signs to identify the project at the two main drive aisles, which would also comply with the Downtown Sign Manual.

Landscaping

The proposed landscape plan includes trees along County Road, as well as elsewhere in the site. The area in front of the Lot 1 building and Outlot A would include grass, planting beds, and hardscape areas. The area in front of the Lot 3 building would be mostly hardscape, with tree grates and small planting areas. The Design Handbook for Downtown Louisville does not include detailed landscaping requirements, but does recommend using landscaping to screen parking and buildings, which the proposed landscape plan does.

Lighting and Utilities

The proposed lighting plan would provide adequate illumination for the site using fixtures that are appropriate for Downtown Louisville and architecturally compatible with the proposed buildings.

Under section 16.20.040 of the LMC, during a subdivision process, the subdivider is required to place existing utility lines underground and make other improvements found necessary by the Public Works department. Public Works has asked the applicant to replace the existing street lights along with undergrounding the utilities. This would require the applicant to move the lines that currently run across County Road under the street. The applicant has requested this requirement be waived. These requirements are standard for development in the City of Louisville, and required by the LMC, so staff does not believe a waiver is justified.

Site Drainage and Floodplain

The property is not required by the Louisville Municipal Code (LMC) to provide full storm water detention. The amount of impervious surface proposed is not increasing over what is currently occurring on the site and therefore is not required additional storm water detention. The site will provide water quality detention to meet City requirements. The drainage and utility plan has been reviewed by the Public Works Department, which found no issues. The property is also in the 100 year flood zone, and has received a Floodplain Development Permit from the Board of Adjustment.

**Special Review Use**

The applicant is requesting a special review use to allow outdoor gathering, outdoor sales of food and beverages, and municipal uses including interpretive historic sites on

the property. Louisville Municipal Code § 17.40.100.A lists five criteria to be considered by City Council in reviewing a Special Review Use application, which follow. City Council 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;*

Many other businesses in Downtown Louisville have outdoor dining and activities. The outdoor dining would make restaurant uses more viable at the site, benefiting the economic prosperity of the City and neighborhood. The 2013 Comprehensive Plan update calls for improving the health of Downtown by encouraging new businesses. The proposed municipal historic uses are consistent with the Comprehensive Plan's recommendation to recognize historic buildings' importance and would draw additional visitors to the site. 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 outdoor dining and activities would make the site more attractive to potential businesses, lending economic stability. However, the site is adjacent to residential uses, so staff recommends a condition limiting outdoor uses to between 8 am and midnight. The proposed historic uses would draw additional visitors to the site. 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;*

The proposal complies with the City's standards for development, as described in the PUD evaluation above. The site will have adequate public access and utilities. 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 proposal complies with the City's standards for development, as described in the PUD evaluation above. The anticipated traffic from the requested special review uses will be no worse than that expected from uses allowed by right. 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.*

Walks are provided from County Road to the uses, and adequate landscape and hardscape areas are provided. Staff finds this criterion has been met.

Staff has found all five criteria have been met with one condition, limiting the hours of outdoor use, and recommends approval of the SRU.

### **Landmark**

The applicant is requesting to landmark the Grain Elevator located on "Lot 2" of the proposed subdivision plat.

#### *Historical Background*

##### *Information from Historian Bridget Bacon*

The Louisville Grain Elevator was constructed between 1904 and 1906. This building is one of the Front Range area's last remaining wooden grain elevators. It was placed on the National Register of Historic Places in 1986 and is also listed on the Colorado Register of Historic Places. Its stacked plank construction style is rare.

This building was constructed by John K. Mullen, an Irish immigrant who built and operated a number of grain elevators in Colorado in his capacity as President of the Colorado Milling & Elevator Co. Besides being associated with John K. Mullen, the building was also associated with the Moore and Thomas families. The elevator was managed for about 35 years by Louisville resident Howard A. Moore and then his son, Donald Moore. In 1957, it was purchased by Louisville residents Charles Thomas and Quentin Thomas. Charles Thomas was the brother-in-law of Donald Moore.

This building is connected with not only Boulder County's agricultural heritage, but is also connected with the area's railroad history, mining history, and the history of the Irish in Colorado. It was owned by an outsider before it became a locally owned Louisville business several decades later. It is located in Louisville's historic downtown area.

#### *Architectural Integrity*

The Grain Elevator, constructed in 1904-06 is one of the State's last remaining wooden grain elevators. Placed on the National Register of Historic Places in 1986 as a part of

the Louisville Multiple Resource Nomination, the elevator is “historically and visually the most significant structure associated with the agricultural history of the community.” The Grain Elevator’s character defining feature is cribbed, or stacked plank, construction of the six bins.

The building has been vacant since the Grain Elevator closed in the late 1960s. The City, in partnership with the Louisville Mill Site, LLC, is stabilizing the building and plans to rehabilitate the structure for a commercial use. The proposed work on the building will restore its architectural integrity and ensure its status as a significant structure both locally and nationally.

*Historical Significance and Criteria For Listing as Local Landmark:*

Landmarks must be at least 50 years old and meet one or more of the criteria for architectural, social or geographic/environmental significance as described in Louisville Municipal Code (LMC) Section 15.36.050(A). The City Council may exempt a landmark from the age standard if it is found to be exceptionally important in other significance criteria:

1. *Historic landmarks shall meet one or more of the following criteria:*
  - a. *Architectural.*
    - (1) *Exemplifies specific elements of an architectural style or period.*
    - (2) *Example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally.*
    - (3) *Demonstrates superior craftsmanship or high artistic value.*
    - (4) *Represents an innovation in construction, materials or design.*
    - (5) *Style particularly associated with the Louisville area.*
    - (6) *Represents a built environment of a group of people in an era of history that is culturally significant to Louisville.*
    - (7) *Pattern or grouping of elements representing at least one of the above criteria.*
    - (8) *Significant historic remodel.*
  - b. *Social.*
    - (1) *Site of historic event that had an effect upon society.*
    - (2) *Exemplifies cultural, political, economic or social heritage of the community.*
    - (3) *Association with a notable person or the work of a notable person.*
  - c. *Geographic/environmental.*
    - (1) *Enhances sense of identity of the community.*
    - (2) *An established and familiar natural setting or visual feature that is culturally significant to the history of Louisville.*
2. *Prehistoric and historic archaeological sites shall meet one or more of the following:*
  - a. *Architectural.*

- (1) *Exhibits distinctive characteristics of a type, period or manner of construction.*
    - (2) *A unique example of structure.*
  - b. *Social.*
    - (1) *Potential to make an important contribution to the knowledge of the area's history or prehistory.*
    - (2) *Association with an important event in the area's history.*
    - (3) *Association with a notable person(s) or the work of a notable person(s).*
    - (4) *A typical example/association with a particular ethnic group.*
    - (5) *A unique example of an event in Louisville's history.*
  - c. *Geographic/environmental.*
    - (1) *Geographically or regionally important.*
3. *All properties will be evaluated for physical integrity and shall meet one or more of the following criteria:*
  - a. *Shows character, interest or value as part of the development, heritage or cultural characteristics of the community, region, state, or nation.*
  - b. *Retains original design features, materials and/or character.*
  - c. *Remains in its original location, has the same historic context after having been moved, or was moved more than 50 years ago.*
  - d. *Has been accurately reconstructed or restored based on historic documentation.*

Staff believes this application complies with the above criterion by the following:

*Architectural Significance – Exemplifies specific elements of an architectural style or period.*

The Grain Elevator features cribbed, or stacked plank, construction. The structure is an example early 20<sup>th</sup> century vernacular industrial architecture.

*Architectural Significance – Example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally.*

The Grain Elevator was constructed by John K. Mullen, an Irish immigrant who built a number of grain elevators in Colorado.

*Social Significance - Exemplifies cultural, political, economic or social heritage of the community.*

The Grain Elevator is a reminder of the agricultural heritage of Louisville.

*Geographical - Enhances sense of identity of the community.*

The Grain Elevator is in a prominent location in the southeast corner of downtown Louisville and it has become an icon of Louisville's history.

The property was put on the National Register of Historic Places in 1986 as a part of the Louisville Multiple Resource Nomination. According to the Louisville Municipal Code, any property on the National Register is eligible to be a local landmark.

Staff recommends that the structure be landmarked and named the Louisville Grain Elevator.

**FISCAL IMPACT:**

Under Resolution No. 44, Series 2013, the City entered an agreement with Louisville Mill Site LLC providing for the sale of the property and grants for the rehabilitation of the Grain Elevator structure. The construction of 27,000 square feet of retail and office space should generate additional property tax and additional sales and use tax, and therefore would have a positive fiscal impact on the City.

**HISTORIC PRESERVATION COMMISSION ACTION:**

The Historic Preservation Commission reviewed the application at its March 16, 2015 meeting. The HPC unanimously approved the demolition of the existing metal shed located on the proposed "Outlot A".

The HPC was generally in favor of the project, and provided comments attached below. The Commissioners were in favor of the site layout, which would provide unobstructed views of the Grain Elevator, and the inclusion of the small shed building. The Commission expressed some concern that the materials of the new buildings could make them look too similar to the Grain Elevator, causing confusion about the ages of the various buildings. The Commission was strongly in favor of landmarking the Grain Elevator, and unanimously recommended approval of the landmark request.

**PLANNING COMMISSION ACTION:**

Planning Commission reviewed the application at its April 9, 2015 meeting, and unanimously recommended approval. The Commission had questions about what drove the increase in the height request and about what exactly was included in the outdoor sales and activities. Several members of the public spoke, and were generally in favor of the plan. There was also discussion of the applicant's request to waive the requirements for undergrounding utilities and replacing streetlights. The Commission placed conditions requiring the applicant and staff to clarify and address those requirements. Overall, Planning Commission expressed strong support for the project.

**RECOMMENDATION:**

The applicant is requesting the following waivers from the standards of the LMC, the Downtown Framework Plan, the Downtown Design Handbook, and the Downtown Sign Manual:

- Rear setback of zero feet for the existing building on Lot 1 instead of 20 feet.
- Rear setback of 1'4" for the addition on Lot 2 instead of 20 feet.
- Lot coverage of 52% on Lot 1 instead of 40%.
- Lot coverage of 43% on Lot 2 instead of 40%
- Allowance for three stories and allowance for screening to go up to 38 feet on Lot 1.
- Maximum height of 50 feet for the existing structure on Lot 2.
- Allowance for three stories and building height of 36.5 feet and screening height of up to 41.5 feet on Lot 3.
- Allowance of 18 small car spaces.
- No undergrounding of utilities which cross County Road.
- No replacement of existing street lights.

Staff believes most of the waivers are justified under LMC Section 17.28.110 based on the design and public access provided on Outlot A as a public plaza and improvements to be made to the southwest façade of the Lot 1 building. However, staff does not believe the requests regarding the utilities and street lights are justified. If the applicant requires financial assistance for the improvements, there are options such as the Louisville Revitalization Commission available. Staff recommends approval of the requested final plat, final PUD, SRU, and landmark for the Louisville Mill Site development to allow for a new building and additions to two existing buildings totaling 27,000 square feet at 500-544 County Road with the following conditions:

1. The use of outdoor areas shall be limited to between the hours of 8 am and midnight.
2. The developer shall be required to underground utility lines crossing County Road and replace the street lights per Public Works standards.

**ATTACHMENT(S):**

1. Resolution No. 29, Series 2015 (Plat, PUD, SRU)
2. Planning Commission resolution
3. Application materials
4. Plat
5. [Link to PUD](#)
6. SRU
7. Referral comments
8. Planning Commission Minutes
9. Resolution No. 30, Series 2015 (Landmark)
10. HPC Resolution
11. Landmark application
12. Social History
13. HPC comments
14. Public comments
15. Presentation

**RESOLUTION NO. 29  
SERIES 2015**

**A RESOLUTION APPROVING A FINAL PLAT, FINAL PLANNED UNIT DEVELOPMENT (PUD) PLAN, AND SPECIAL REVIEW USE (SRU) TO ALLOW FOR THE CONSTRUCTION OF A NEW BUILDING AND ADDITIONS TO TWO EXISTING BUILDINGS TOTALLING 27,000 SQUARE FEET AND ALLOW OUTDOOR SALES AND ACTIVITIES AT THE GRAIN ELEVATOR SITE, 500-544 COUNTY ROAD**

**WHEREAS**, there has been submitted to the Louisville City Council an application for a Final Plat, Final Planned Unit Development (PUD), and Special Review Use (SRU) to allow for the construction of a new building and additions to two existing buildings totaling 27,000 square feet and allow outdoor sales and activities at the Grain Elevator site, 500-544 County Road; and

**WHEREAS**, the City Staff has reviewed the information submitted and found it complies with the Louisville zoning ordinances, subdivision regulations, and related policies; and

**WHEREAS**, after a duly noticed public hearing on April 9, 2015, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated April 9, 2015, the Planning Commission recommended approval of said plat, PUD, and SRU to the City Council; and

**WHEREAS**, City Council has reviewed the application, including the recommendation of the Planning Commission, and finds that said final plat, final PUD, and SRU should be approved, subject to the following conditions:

1. The use of outdoor areas shall be limited to between the hours of 8 am and midnight.
2. The developer shall be required to underground utility lines crossing County Road and replace the street lights per Public Works standards.

**NOW THEREFORE, BE IT RESOLVED** that the City Council of the City of Louisville, Colorado does hereby approve a Final Plat, Final Planned Unit Development, and Special Review Use to allow for the construction of a new building and additions to two existing buildings totaling 27,000 square feet and allow outdoor sales and activities at the Grain Elevator site, 500-544 County Road, with two conditions:

1. The use of outdoor areas shall be limited to between the hours of 8 am and midnight.
2. The developer shall be required to underground utility lines crossing County Road and replace the street lights per Public Works standards.

**PASSED AND ADOPTED** this 19<sup>th</sup> day of May, 2015.

By: \_\_\_\_\_  
Robert P. Muckle, Mayor  
City of Louisville, Colorado

Attest: \_\_\_\_\_  
Nancy Varra, City Clerk  
City of Louisville, Colorado

**RESOLUTION NO. 14  
SERIES 2015**

**A RESOLUTION RECOMMENDING APPROVAL OF A FINAL PLAT, FINAL PLANNED UNIT DEVELOPMENT (PUD) PLAN, AND SPECIAL REVIEW USE (SRU) TO ALLOW FOR THE CONSTRUCTION OF A NEW BUILDING AND ADDITIONS TO TWO EXISTING BUILDINGS TOTALLING 27,000 SQUARE FEET AND TO ALLOW OUTDOOR SALES AND ACTIVITIES AT THE GRAIN ELEVATOR SITE, 500-544 COUNTY ROAD.**

**WHEREAS**, there has been submitted to the Louisville Planning Commission an application for approval of a Final Plat, Final Planned Unit Development, and Special Review Use to allow for the construction of a new building and additions to two existing buildings totaling 27,000 square feet and to allow outdoor sales and activities at the Grain Elevator site, 500-544 County Road; and

**WHEREAS**, the City Staff has reviewed the information submitted and found it to comply with Louisville Municipal Code Chapter 17.28; and

**WHEREAS**, after a duly noticed public hearing on April 9, 2015, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated April 9, 2015, the Planning Commission finds the Grain Elevator Final Plat, Final PUD Plan, and SRU located at 500-544 County Road, should be approved with three conditions:

1. The porch at the southwest corner of the Lot 1 building shall be expanded and columns and wood siding elements shall be added.
2. The proposed monument sign shall be removed and two freestanding signs shall be allowed, one at each main access drive, with the size, lighting, and detail to comply with the Downtown Sign Manual.
3. The use of outdoor areas shall be limited to between the hours of 8 am and midnight.
4. The applicant and City Staff will continue to work to clarify and address requirements related to Public Works comments regarding streetlights on County Road.
5. The applicant and City Staff will continue to work to clarify and address requirements related to Public Works comments regarding undergrounding utilities adjacent to property.

**NOW THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a Final Plat, Final Planned Unit Development, and Special Review Use to allow for the construction of a new building and additions to two existing buildings totaling 27,000 square feet and to allow outdoor sales and activities at the Grain Elevator site, 500-544 County Road, with three conditions:

1. The porch at the southwest corner of the Lot 1 building shall be expanded and columns and wood siding elements shall be added.
2. The proposed monument sign shall be removed and two freestanding signs shall be allowed, one at each main access drive, with the size, lighting, and detail to comply with the Downtown Sign Manual.

3. The use of outdoor areas and dining shall be limited to between the hours of 8 am and midnight.
4. The applicant and City Staff will continue to work to clarify and address requirements related to Public Works comments regarding streetlights on County Road.
5. The applicant and City Staff will continue to work to clarify and address requirements related to Public Works comments regarding undergrounding utilities adjacent to property.

**PASSED AND ADOPTED** this 9<sup>th</sup> day of April, 2015.

By: \_\_\_\_\_  
Chris Pritchard, Chairman  
Planning Commission

Attest: \_\_\_\_\_  
Ann O'Connell, Secretary  
Planning Commission

**LAND USE APPLICATION**

**CASE NO.** \_\_\_\_\_

**APPLICANT INFORMATION**

Firm:           Louisville Mill Site LLC          

Contact:           J. Erik Hartronft          

Address:           950 Spruce Street, Suite 1A            
          Louisville, CO 80027          

Mailing Address:           Same          

Telephone:           303-673-9304          

Fax:           303-637-9319          

Email:           erik@hapcdesign.com          

**OWNER INFORMATION**

City of Louisville,

Firm:           Colorado                     RCC LTD.          

Contact:           Aaron DeJong                     Randy Caranci          

Address:           749 Main Street                     PO Box 658            
          Louisville, CO 80027                     Louisville, CO 80027          

Mailing Address:           Same                     Same          

Telephone:           303-335-4531                     303-910-0019          

Fax:           303-335-4557                     720-890-9785          

Email:           AaronD@louisvilleco.gov                     randy@carancicorp.com          

**REPRESENTATIVE INFORMATION**

Firm:           Hartronft Associates, p.c.          

Contact:           J. Erik Hartronft          

Address:           950 Spruce Street, Suite 1A            
          Louisville, CO 80027          

Mailing Address:           Same          

Telephone:           303-673-9304          

Fax:           303-673-9319          

Email:           erik@hapcdesign.com          

**PROPERTY INFORMATION**

Common Address:           500/540/544 County Rd.          

Legal Description: Lot           See Attached Blk            
          Subdivision          

Area:           See Attached                     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:           Special Review Use          

The Louisville Mill Site Redevelopment project will combine two adjacent properties, and subdivide the combined land area into 3 building lots and one outlot for common use. The northern property currently contains the historic Louisville Grain Elevator building which will be landmarked and rehabilitated for commercial use with minor additions, and a 3,360sf commercial building, and small shed which will be both be removed. The southern property currently contains a commercial structure, formerly used as a warehouse, now home to a fitness-related business. An addition is planned for this building. The proposed uses for all buildings on the property is commercial, with retail, restaurant/bar, and similar allowable uses on the ground level, with offices anticipated on upper levels.

Current zoning:           CB           Proposed zoning:           CB          

**SIGNATURES & DATE**

Applicant:           Louisville Mill Site, LLC          

Print:           J. Erik Hartronft, Mgr          

Owner: \_\_\_\_\_

Print:           Aaron DeJong, Cty of Lsvl                     Randy Caranci, RCC LTD.          

Representative: \_\_\_\_\_

Print:           J. Erik Hartronft, AIA          

**CITY STAFF USE ONLY**

Fee paid: \_\_\_\_\_

Check number: \_\_\_\_\_

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

# LOUISVILLE MILL SITE LLC

950 Spruce Street, Suite 1A, Louisville, CO 80027 303.673.9304



Mr. Troy Russ, Planning Director  
Mr. Scott Robinson, Planner  
City of Louisville, Colorado  
749 Main Street  
Louisville, CO 80027

6 November, 2014

Re: Louisville Mill Site Redevelopment  
Special Review Use  
500, 540, 544 County Road (Front Street)

Troy and Scott,

Attached please find the SRU Plan indicating the proposed Special Review Use for the Louisville Mill Site Subdivision. The SRU is intended to provide for specified outdoor activity areas on each of the 3 lots in the subdivision as well as the Outlot 'A', including the potential for food and beverage service, (subject to other applicable regulations). The SRU is also intended to provide for the potential of a governmental use on Lot 2 and/or Outlot 'A' which would include a potential historic interpretive site, and similar uses in the building which could be private, public, or a combination thereof. Below is the formal written response addressing the SRU criteria.

- 1) The proposed uses / development is consistent in all respects with the spirit and intent of the comprehensive plan and of chapter 17, and it is not contrary to the general welfare and economic prosperity of the city or the immediate neighborhood;
- 2) The proposed uses / development will lend economic stability, compatible with the character of any surrounding established areas;
- 3) The proposed uses / development are adequate for internal efficiency of the proposal, considering the functions of residents, recreation, public access, safety and such factors including storm drainage facilities, sewage and water facilities, grades, dust control and such other factors directly related to public health and convenience;
- 4) The external effects of the proposal are controlled, considering compatibility of land use; movement or congestion of traffic; services, including arrangement of signs and lighting devices as to prevent the occurrence of nuisances; landscaping and other similar features to prevent the littering or accumulation of trash, together with other factors deemed to effect public health, welfare, safety and convenience;
- 5) An adequate amount and proper location of pedestrian walks, malls and landscaped spaces are provided 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.

Please consider this request for approval of the Special Review Use attached herein. Let us know if you have any questions regarding this proposal.

Sincerely,

  
Erik Hartronft, Manager, LMSLLC  
President, Hartronft Associates, p.c.

  
Randy Caranci, Manager, LMSLLC  
President, Caranci Inc.

# LOUISVILLE MILL SITE SUBDIVISION

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M.,  
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

## DEDICATION AND LEGAL DESCRIPTION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING THE OWNER OF A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, BOULDER COUNTY, STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE WEST RIGHT OF WAY LINE OF BURLINGTON NORTHERN RAILROAD TO BEAR S08°15'46"E BETWEEN A FOUND #5 REBAR WITH A 2" ALUMINUM CAP, STAMPED "PLS 24310" AT THE NORTHEAST CORNER OF THAT PARCEL OF LAND IN DEED RECORDED WITH BOULDER COUNTY AT RECEPTION NO. 03267645 AND A FOUND #5 REBAR WITH 1 1/2" ALUMINUM CAP, STAMPED "LS 5428" AT THE SOUTHEAST CORNER OF THAT PARCEL OF LAND IN DEED RECORDED WITH BOULDER COUNTY AT RECEPTION NO. 253376, AS SHOWN HEREON. ALL BEARINGS SHOWN HEREON ARE RELATIVE THERETO.

COMMENCING AT THE EAST 1/4 CORNER SECTION 8, BEING A FOUND #6 REBAR WITH 3 1/4" ALUMINUM CAP STAMPED "TIS R69W 1/4 S8 S9 1995, LS 13155"; THENCE S23°38'21"W, A DISTANCE OF 1448.46 FEET TO A POINT ON SAID WEST RIGHT OF WAY LINE OF THE BURLINGTON NORTHERN RAILROAD, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID WEST RIGHT OF WAY LINE S08°15'46"E, A DISTANCE OF 429.38 FEET TO THE NORTHEAST CORNER OF LOT 2, MANSOUR-ENGEL SUBDIVISION, RECORDED WITH BOULDER COUNTY AT P-19 F-1 #40; THENCE ALONG THE NORTH LINE OF SAID LOT 2, S81°38'33"W, A DISTANCE OF 129.09 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF COUNTY ROAD 124; THENCE ALONG SAID EAST RIGHT OF WAY LINE N14°15'13"W, A DISTANCE OF 456.82 FEET TO A POINT ON THE SOUTH LINE OF THE PLAT OF THE TOWN OF LOUISVILLE, RECORDED WITH BOULDER COUNTY AT BOOK 2, PAGE 6; THENCE ALONG SAID SOUTH LINE N89°42'07"E, A DISTANCE OF 178.49 FEET TO THE POINT OF BEGINNING.

CONTAINING 67,281 SQ. FT. OR 1.54 ACRES OF LAND, MORE OR LESS.

HAVE LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS UNDER THE NAME OF LOUISVILLE MILL SITE SUBDIVISION AND ALSO DEDICATE EASEMENTS AS SHOWN ON SAID LOUISVILLE MILL SITE SUBDIVISION AS LAID OUT AND DESIGNATED ON THIS PLAT.

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

## OWNERSHIP CERTIFICATE

OWNER: \_\_\_\_\_

BY: \_\_\_\_\_

## ACKNOWLEDGMENT

STATE OF COLORADO)  
)ss  
COUNTY OF BOULDER)

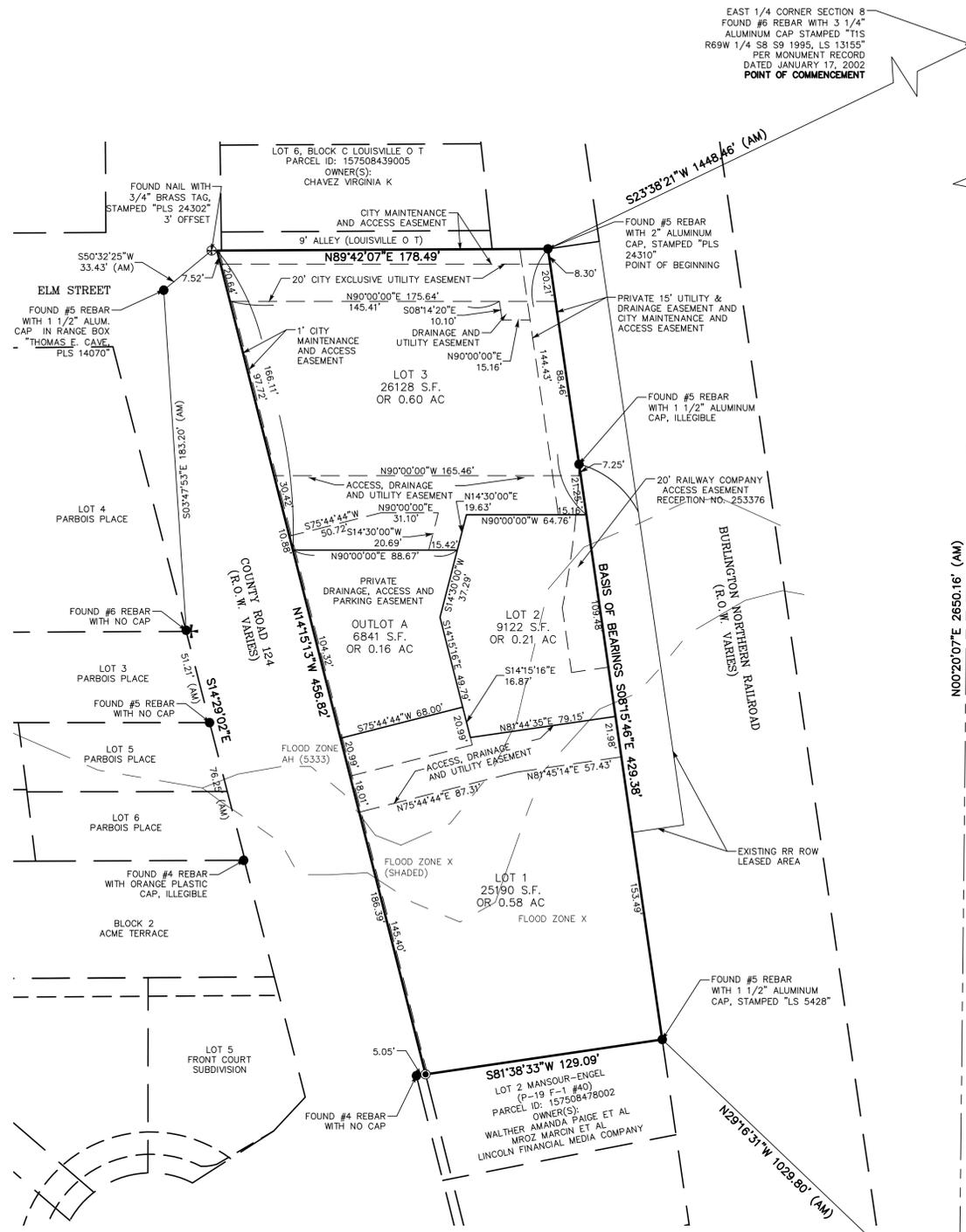
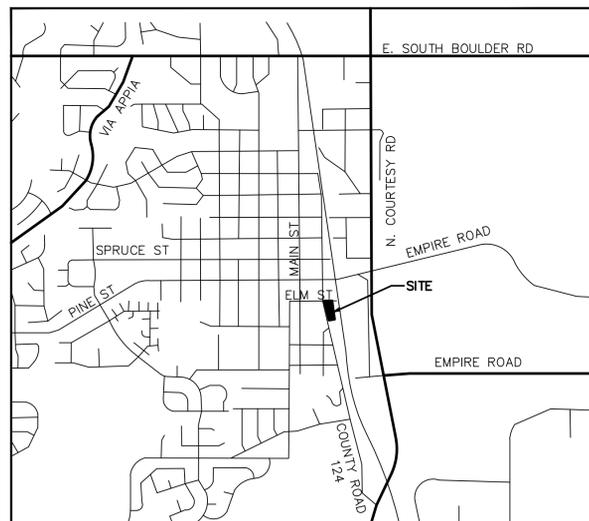
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BY ME THIS \_\_\_\_\_ DAY  
OF \_\_\_\_\_ 20\_\_\_\_ BY \_\_\_\_\_

WITNESS MY HAND AND SEAL.

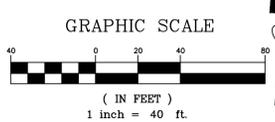
MY COMMISSION EXPIRES \_\_\_\_\_

NOTARY NAME AND SIGNATURE \_\_\_\_\_

## Vicinity Map Not to Scale



- Legend**
- FOUND ALIQUOT MONUMENT AS DESCRIBED
  - ⊕ FOUND CHISELED CROSS
  - FOUND MONUMENT AS DESCRIBED
  - ⊕ FOUND BRASS TAG AS DESCRIBED
  - SET #5 REBAR WITH 1 1/2" ALUMINUM CAP "FLATIRON'S SURV 16406"
  - (AM) AS MEASURED AT TIME OF SURVEY



## Notes

1. FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT NUMBER 515-F0467807-170-LLO, DATED OCTOBER 18, 2013 AT 7:00 A.M., WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN AND DESCRIBED HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.
2. ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
3. THIS SURVEY IS VALID ONLY IF PRINT HAS SEAL AND SIGNATURE OF SURVEYOR.
4. BASIS OF BEARINGS: AN ASSUMED BEARING OF S08°15'46"E ALONG THE WEST RIGHT OF WAY LINE OF BURLINGTON NORTHERN RAILROAD, BETWEEN A FOUND #5 REBAR WITH A 2" ALUMINUM CAP, STAMPED "PLS 24310" AT THE NORTHEAST CORNER OF THAT PARCEL OF LAND IN DEED RECORDED WITH BOULDER COUNTY AT RECEPTION NO. 03267645 AND A FOUND #5 REBAR WITH 1 1/2" ALUMINUM CAP, STAMPED "LS 5428" AT THE SOUTHEAST CORNER OF THAT PARCEL OF LAND IN DEED RECORDED WITH BOULDER COUNTY AT RECEPTION NO. 253376, AS SHOWN HEREON. ALL BEARINGS SHOWN HEREON ARE RELATIVE THERETO.
5. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACTS ANY PUBLIC LAND SURVEY MONUMENT AND/OR BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE C.R.S. SEC 18-4-508. WHOEVER WILLFULLY DESTROYS, DEFACTS, CHANGES, OR REMOVES TO ANOTHER PLACE ANY SECTION CORNER, QUARTER-SECTION CORNER, OR MEANDER POST, ON ANY GOVERNMENT LINE OF SURVEY, OR WILLFULLY CUTS DOWN ANY WITNESS TREE OR ANY TREE BLAZED TO MARK THE LINE OF A GOVERNMENT SURVEY, OR WILLFULLY DEFACTS, CHANGES, OR REMOVES ANY MONUMENT OR BENCH MARK OF ANY GOVERNMENT SURVEY, SHALL BE FINED UNDER THIS TITLE OR IMPRISONED NOT MORE THAN SIX MONTHS, OR BOTH. 18 U.S.C. § 1858.
6. THE DISTANCE MEASUREMENTS SHOWN HEREON ARE U.S. SURVEY FEET.
7. FLOOD INFORMATION: THE SUBJECT PROPERTY IS LOCATED IN ZONES AH, FLOOD DEPTHS OF 1 TO 3 FEET (USUALLY AREAS OF PONDING); BASE FLOOD ELEVATIONS DETERMINED (5330). X (SHADED) AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREA OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREA PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD AND X (UNSHADED), AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP; COMMUNITY-PANEL NO. 08013C-0582 J, DATED DECEMBER 18, 2012. FLOOD INFORMATION IS SUBJECT TO CHANGE.
8. OUTLOT A SHALL BE DEDICATED TO LOUISVILLE MILL SITE, LLC. WITH THIS PLAT.
9. EASEMENTS DEDICATED TO THE CITY ARE EXCLUSIVE UTILITY EASEMENTS FOR WATER, SANITARY AND STORM SEWER.
10. OWNERSHIP INFORMATION IS PER THE BOULDER COUNTY WEBSITE AS RESEARCHED ON MARCH 30, 2014 AND IS SUBJECT TO CHANGE.

## PLANNING COMMISSION CERTIFICATE

RECOMMENDED APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. \_\_\_\_\_, SERIES \_\_\_\_\_

PLANNING COMMISSION CHAIRMAN \_\_\_\_\_ SECRETARY \_\_\_\_\_

## CITY COUNCIL CERTIFICATE

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. \_\_\_\_\_, SERIES \_\_\_\_\_

MAYOR SIGNATURE \_\_\_\_\_ CITY CLERK SIGNATURE \_\_\_\_\_

## CLERK AND RECORDER CERTIFICATE

STATE OF COLORADO)  
)ss  
COUNTY OF BOULDER)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT \_\_\_\_\_ O'CLOCK, \_\_\_\_\_ M., THIS  
\_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, AND IS RECORDED IN PLAN FILE \_\_\_\_\_, FEE  
\_\_\_\_\_ PAID. \_\_\_\_\_ FILM NO. \_\_\_\_\_ RECEPTION.

CLERK & RECORDER \_\_\_\_\_ DEPUTY \_\_\_\_\_

## Surveyor's Statement

I, JOHN B. GUYTON, A DULY REGISTERED LAND SURVEYOR, LICENSED IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT OF LOUISVILLE MILL SITE SUBDIVISION TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE BY ME OR UNDER MY DIRECTION, AND THAT SAID PLAT COMPLIES WITH THE REQUIREMENTS OF TITLE 38, ARTICLE 51, COLORADO REVISED STATUTES.

JOHN B. GUYTON COLORADO P.L.S. #16406  
CHAIRMAN & CEO, FLATIRON'S, INC.

REVISION	DATE
1	02/12/2014
2	03/12/2015
3	03/13/2015

FINAL PLAT  
LOUISVILLE MILL SITE SUBDIVISION  
COPYRIGHT 2015 FLATIRON'S, INC.

**Flatiron's, Inc.**  
Surveying, Engineering & Geomatics  
www.flatironsinc.com  
3825 IRLS AVE. STE. 395 3660 DOWNING ST  
BOULDER, CO 80501 UNIT E DENVER, CO 80205  
PH: (303) 776-1733 PH: (303) 443-7001 PH: (303) 936-6997  
FAX: (303) 776-4355 FAX: (303) 443-9830



**DRAFT**

JOB NUMBER:  
14-63,228  
DATE:  
06-03-2014  
DRAWN BY:  
M. VOYLES  
CHECKED BY:  
JZG/NV

SHEET 1 OF 1

**SIGNATURES**

**OWNERSHIP SIGNATURE BLOCK**

By signing this PUD, the owner acknowledges and accepts all the requirements and intent set forth in this PUD. Witness my/our hand(s) seal(s) this \_\_\_ day of \_\_\_\_\_, 20\_\_.

Owner Name and Signature \_\_\_\_\_

Owner Name and Signature \_\_\_\_\_

Notary Name (print) \_\_\_\_\_ (Notary Seal)

Notary Signature \_\_\_\_\_

My Commission Expires \_\_\_\_\_

**CLERK AND RECORDER CERTIFICATE**  
(COUNTY OF BOULDER, STATE OF COLORADO)

I hereby certify that this instrument was filed in my office at \_\_\_\_\_ o'clock, \_\_\_\_ M., this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_, and is recorded in Plan File \_\_\_\_\_, Fee \_\_\_\_\_ paid, \_\_\_\_\_ Film No. \_\_\_\_\_ Reception.

Clerk & Recorder \_\_\_\_\_

Deputy \_\_\_\_\_

**CITY COUNCIL CERTIFICATE**

Approved this \_\_\_ day of \_\_\_\_\_, 20\_\_ by the City Council of the City of Louisville, Colorado.

Resolution No. \_\_\_\_\_, Series \_\_\_\_\_ (City Seal)

Mayor Signature \_\_\_\_\_

City Clerk Signature \_\_\_\_\_

**PROJECT DIRECTORY**

**OWNER**  
Louisville Mill Site LLC \*  
950 Spruce Street, Suite 1A  
Louisville, Colorado 80027  
Contact: Erik Hartront  
303-673-9304

**ARCHITECT/PLANNER**  
Hartront Associates, p.c.  
950 Spruce Street, Suite 1A  
Louisville, Colorado 80027  
Contact: Erik Hartront, AIA  
303-673-9304

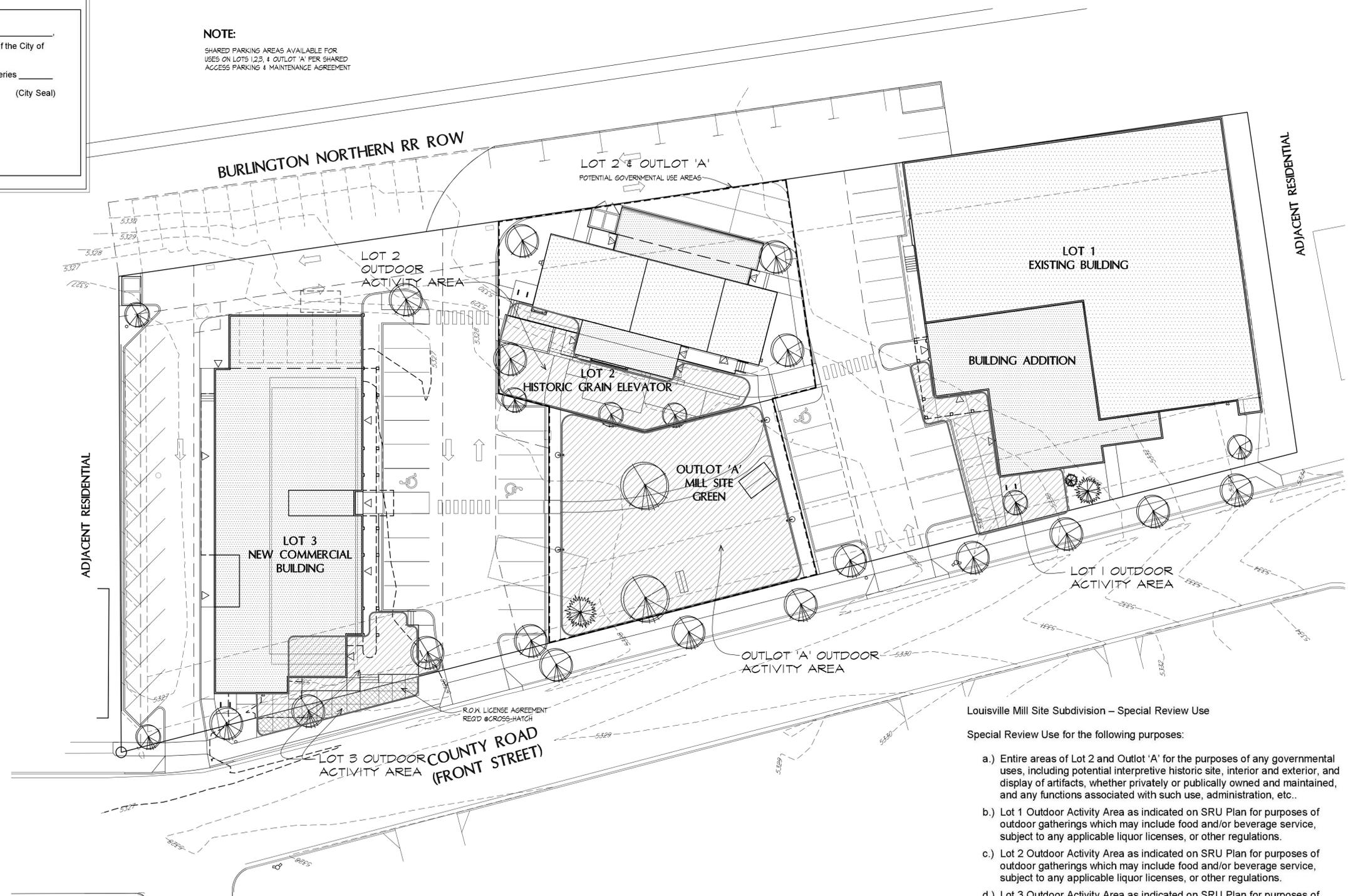
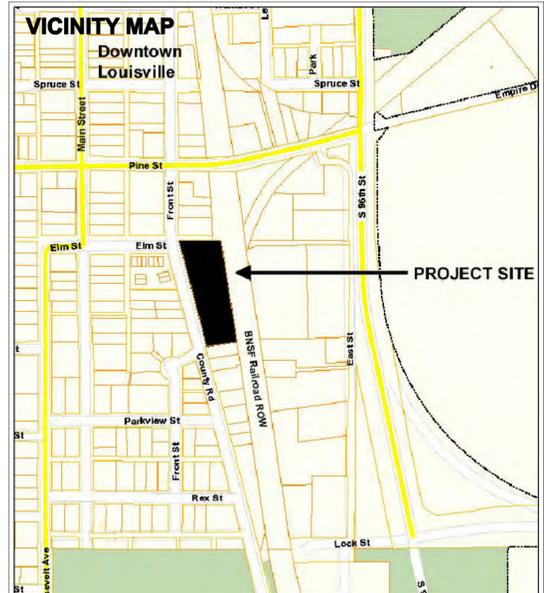
\* Note: Current Owner is City of Louisville, 749 Main Street, Louisville, CO 80027. Louisville Mill Site LLC has a contract with the current owner to purchase the property and has an agreement to renovate the buildings on site. "Owner" as referenced herein shall refer to Louisville Mill Site LLC. See related agreements for additional information and responsibilities.

**NOTE:**

SHARED PARKING AREAS AVAILABLE FOR USES ON LOTS 2,3, & OUTLOT 'A' PER SHARED ACCESS PARKING & MAINTENANCE AGREEMENT

**SPECIAL REVIEW USE**  
**LOUISVILLE MILL SITE REDEVELOPMENT**  
**500, 540, 544 County Road**  
**LOUISVILLE MILL SITE SUBDIVISION**

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH RANGE 69 WEST OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



**1 SPECIAL REVIEW USE PLAN**

1" = 20'



Louisville Mill Site Subdivision – Special Review Use

Special Review Use for the following purposes:

- a.) Entire areas of Lot 2 and Outlot 'A' for the purposes of any governmental uses, including potential interpretive historic site, interior and exterior, and display of artifacts, whether privately or publically owned and maintained, and any functions associated with such use, administration, etc..
- b.) Lot 1 Outdoor Activity Area as indicated on SRU Plan for purposes of outdoor gatherings which may include food and/or beverage service, subject to any applicable liquor licenses, or other regulations.
- c.) Lot 2 Outdoor Activity Area as indicated on SRU Plan for purposes of outdoor gatherings which may include food and/or beverage service, subject to any applicable liquor licenses, or other regulations.
- d.) Lot 3 Outdoor Activity Area as indicated on SRU Plan for purposes of outdoor gatherings which may include food and/or beverage service, subject to any applicable liquor licenses, or other regulations.
- e.) Outlot 'A' Outdoor Activity Area as indicated on SRU Plan for purposes of outdoor gatherings which may include food and/or beverage service, subject to any applicable liquor licenses, or other regulations.



**HARTRONT ASSOCIATES**  
A Professional Corporation

Planning  
Architecture  
Interior Design

950 Spruce Street, #1A  
Louisville, CO 80027  
TEL: 303.673.9304  
FAX: 303.673.9319

**LOUISVILLE MILL SITE REDEVELOPMENT & HISTORIC GRAIN ELEVATOR**  
500, 540 & 544 COUNTY ROAD, LOUISVILLE, CO  
Louisville Mill Site LLC – Caranci / Hartront

SPECIAL REVIEW USE

PROJECT # 1252.10  
DATE: 11/06/14  
DRAWN BY: HAPC  
CHECKED BY: JEH  
REVISIONS: 03/13/15

COPYRIGHT 2015  
All drawn and written information duplicated, disclosed or otherwise appearing herein shall not be used without written consent of Hartront Associates, p.c.

SPECIAL REVIEW USE

Sheet  
**1**  
1 of 1 Sheets



## City of Louisville

Louisville City Hall 749 Main Street Louisville, Colorado 80027 (303) 666-6565

---

### Planning Department

December 31, 2014

Mr. J. Erik Hartronft  
Louisville Mill Site, LLC  
950 Spruce Street, Suite 1A  
Louisville, CO 80027

Re: Grain Elevator - Review Comments for Case # 14-054-FS/FP/UR

Dear Mr. Hartronft,

The Louisville Mill Site, LLC application for a final plat (FS), final planned unit development (FP), and special use review (UR) for the redevelopment of the Grain Elevator site has been reviewed by City Staff. The following comments have been received:

**Xcel:** Has yet to provide comments.

**Mayhoffer Ditch** – Has yet to provide comments.

**Wastewater** – “Please install grease interceptors on sanitary sewer discharges from buildings.”

**Fire Protection District:**

1. The utility plan doesn't show any hydrants on the site. One or more fire hydrants need to be added. Per NFPA 14, the fire department connection must be within 100 feet of a fire hydrant and as shown, they do not meet that requirement.
2. Per the International Fire Code Appendix D, Section D105.2, the fire access is required to be 26' wide for all buildings over 30' and higher.
3. The emergency access plan isn't clear on what the tire track, bumper swing, and bucket swing is. My template shows the fire truck isn't able to make those turns without entering the parking spaces.

**Downtown Business Association** – “On behalf of the DBA, I am writing with our strong support for final approvals for the grain elevator project which will come before Planning Commission and City Council in the coming weeks. We have reviewed the plans and related materials referred to us, and are excited about this project. We believe it is a positive, critical piece which will anchor the southern end of Downtown

and include additional historical elements which make Louisville—and especially Historic Downtown—unique. We urge you to approve the final PUD and move this project toward fruition for all of us in Louisville.”

**Louisville Revitalization Commission** – Has yet to provide comments.

**Public Safety** – “Great project. No concerns.”

**Building Safety Division** - Has reviewed and has no additional comments.

**City Manager’s Office:**

- Clarify how this meets parking requirements.
- Will traffic flow work with Front/County?
- Does the proposal address the concerns expressed by neighbors?
- Will additional lighting be needed on Front Street?

**Economic Development:** Provide street lights along Front Street.

**Parks Department:**

PUD Sheet A2

- Provide ADA access to the grain elevator and other buildings.
- Show handicap accessible parking for the Lot 1 existing building.
- Provide a handicap accessible east/west walk adjacent to the vehicular access on the south side of the grain elevator.
- Is it the applicants intent to show the bike racks on the west side of Lot 3 so close to the building and away from a hardscape?

PUD Sheet A3

- The landscape legend is shown in the upper left hand corner of the sheet, however only proposed trees are shown on the plan. The landscape plan should be compatible with Downtown Louisville and the surrounding properties.

PUD Sheet A6

- The sheet shows the photometric plan and details, however the sheet is titled ‘Site Plan’. Revise the title of the sheet.

**Planning Department**

PUD

Sheet A1

1. Please provide color renderings prior to Planning Commission meeting.
2. Please indicate maximum allowed height for screening, towers, etc.
3. Street address note – this is the final PUD, please clarify now.
4. Please clarify number of possible tuck-under spaces. Table indicates 5, but drawings show 6.
5. Please indicate number of bicycle parking spaces.

6. Please ensure shared parking/access/maintenance agreement includes access and parking across leased BNSF land.
7. Please add note indicating all signs will comply with Downtown Sign Manual or request waivers.

#### Sheet A2

1. Please indicate location of trash/recycle storage for Lot 1 on plan.
2. Please show ADA parking and access for Lot 1.
3. Provide more detail on proposed relocated historic structure. This proposal may not be compatible with future conservation easement on Outlot A.
4. Provide more information on proposed freestanding sign. Must comply with Downtown Sign Manual or request waiver. Please move it out of the 5' front setback.
5. Clarify proposed modifications to Front/County.
6. Work with Planning and Public Works departments to determine layout of sidewalk.

#### Sheet A3

1. Please provide dimensions of potential tuck-under spaces.
2. Please provide dimensions for Lot 2 spaces
3. Please provide dimensions for parallel space on Lot 1.
4. Please detail signage to be used to indicate north access drive is one way.
5. Provide more detailed landscape plan. Landscape should comply with Design Handbook for Downtown Louisville and be compatible with Downtown Louisville and surrounding properties.

#### Sheet A4

1. On drawing A2, indicate alternative layout of building to include tuck-under parking.
2. Please clarify how ADA access will be provided to Grain Elevator. Drawings of main entrance are not clear.

#### Sheet A5

1. Please indicate heights of buildings on drawings.
2. Please indicate dimensions of wall signage areas. Signs should comply with Downtown Sign Manual.
3. West elevation of Lot 3 seems to include a lot of corten siding. Consider including more variation in materials.
4. Indicate siding materials on north elevation drawing of Lot 3.
5. Lot 3 building provides large 3-story mass adjacent to north property line. Consider providing more articulation to disguise third story mass.
6. Based on preliminary conditions of approval and discussions with Planning staff, new skin on Lot 1 building was to extend around southwest corner. Please modify accordingly.

#### Sheet A6

1. Please include picture of light type F.
2. Provide street lighting per Public Works standards.

#### SRU

1. Please ensure all designated outdoor activity areas are large enough to meet all future needs.

## **Public Works**

### **GENERAL**

1. A final drainage report will be required to be submitted and approved in conjunction with the civil construction plans.
2. A Subdivision Agreement is required for the development to address the construction of public curb gutter and walk on the east side of County Road, utility undergrounding, upgrade of street lighting, private/public storm sewer improvements, storm drainage facility maintenance, utility cuts in County Rd, etc..
3. Staff noted overhead utility lines within and adjacent to the site. New developments are required to underground dry utility lines. Specific requirements concerning undergrounding will be included in the subdivision agreement.
4. Public improvement construction plans shall be prepared, submitted and approved by the Public Works Department per Design and Construction Standards. Requirement for submission of public improvement construction plans will be included in the Subdivision Agreement.
5. The subdivision is 1.54 acres and will require applicant to acquire a State Storm Water Quality Permit. Public Works requires submission of a Storm Water Management Report prepared in conformance with the revised City template (accessed through the City website).
6. Applicant to provide a landscape plan that indicates the plant materials proposed with the development. Landscape materials shall not impair the City's ability to maintain its facilities (e.g. clearance between utility lines and trees) or cause damage to public improvements (e.g. clearance between curb/walk and trees, irrigation design within ROW).
7. If the proposed lease area is acquired from BNSF for parking, the existing inlet will not work with the proposed parking layout. If this lease is acquired, submittal of the modification of the drainage in this area must be reviewed and approved by Public Works.
8. Will any of the improvements be phased?
9. The proposed improvements do not tie into the existing improvements. It is unclear what improvements will be constructed with this development. Clarify the curb and gutter and walks. Public Works does not support reducing the width of County Road as shown. Walks and curbing do not tie back into existing curbing at the project limits. With the current layout, here are some impacts:
  - a. Offset street crown
  - b. May require a complete mill and overlay of County Road
  - c. Non-uniform cross slopes
  - d. Conflicts with utility manholes.

### **FINAL PLAT**

1. Revise the northerly 20' utility easement to increase the width by shifting the north line of easement to property line.

2. Revise the 15' easement on the east side of lot 3 to include "City Maintenance and Access". Revise the easement to stop at the City Exclusive Easement on the north.
3. Applicant shall submit a copy of the BNSF lease agreement for staff review.
4. Provide a drainage easement for the proposed BMP's (Rain Garden and Stormceptor).
5. Provide easement for existing irrigation ditch on south side of Lot 1. Provide agreement from Ditch owner accepting the easement.

#### FINAL PUD

##### Cover Sheet A1, Sheet 1 of 9

1. Applicant to revise sheet titles on Sheet Index. Names do not match sheet titles.

##### Site Plan Sheet A2, Sheet 2 of 9 And Special Review Sheet 1

1. Will the applicant relocate/install a new fence along the northerly property line? Noted existing fence and alley encroachment.
2. Revise the proposed 20' utility easement and add the maintenance access easement as requested in plat comments.
3. The applicant shall clearly show the proposed improvements on County Road. It appears new curb and gutter is being installed west of the existing curb, effectively making the road smaller. Public Works does not support making County Road smaller.
4. The applicant shall show the access and driveways to the west (Parbois Place)
5. Applicant to work with Planning and Public Works departments to determine layout of sidewalk.
6. Any patio seating or similar appurtenances placed in the right of way will require a revocable license agreement (Patios).
7. Label the structures in Outlot A. Verify these are not in the proposed rain garden.
8. Show the property line and alley to the north of the project.
9. Provide accessible stalls for Lot 1 per the building department requirements.
10. Label the subdivisions surrounding the property (West, North and South). Also show the BNSF right of way.
11. Explain further "governmental uses" in note a.
12. Label and show existing improvements to be removed (ramp drives, walk etc...)
13. Provide and show all street improvements (traffic calming, streetscape, etc...). Note indicates potential improvements. This being a final Plat/PUD – show the improvements being requested.
14. Remove crosswalk striping at access.
15. Show the alley improvements to the north (including right of way). How will the alley transition from public to private? This will be a dead end public alley.
16. Add the following notes to the plan:
  - a. Applicant to provide detailed landscape and irrigation drawings to Public Works for review and approval during the civil plan review.
  - b. Parkway trees shall be planted no closer than 5' to curb or walk.
  - c. The use of root barrier is required for all trees less than 5' from curb or walk.

- d. The parkway irrigation system shall not water paved surfaces.

Site Plan Sheet A3, Sheet 3 of 9

1. The Applicant shall remove or revise the alternate parking plan. This would eliminate the water quality for the subdivision. Provide an alternate that meets the water quality requirements or remove the alternate plan.
2. The applicant shall verify with the Fire Department that 15' drive aisle is acceptable (Lot 3).
3. The applicant shall show the north access as a detached ramp drive per City details (all sheets).

DRAINAGE PLAN

Sheet C1.0

1. The applicant shall show and label the floodplain.
2. Operations Division to review access to storm sewer to determine if proposal is acceptable.
3. Plan indicates private storm sewer connections to the existing 54" storm sewer. Refer to Preliminary Drainage Report comments.
4. The drive location at Elm Street shall be accomplished using a cross pan or a ramp drive with detached walk.
5. Applicant shall add pipe sizes to the plan.
6. The applicant shall include water quality for Basins A, B, OS2 and OS3. One option would be the use of a Stormceptor manhole prior to release into the public storm sewer.
7. The applicant shall provide 2 – 15' type R inlets near the middle of the access on the north side of Lot 3. The requirements for the inlets are:
  - a. Sump inlets
  - b. Connected by 36" pipe and connected to the existing 54" storm sewer by 36" pipe.
  - c. Inlets should be capable of 18" of ponding.
  - d. These improvements will help mitigate the 100 year floodplain in conjunction with the City Floodplain mitigation project.
8. Add a note to the plan indicating that all storm sewer is private unless otherwise noted.
9. The applicant shall provide an easement for the rain garden.
10. Provide an agreement for the release of drainage into the irrigation ditch between the developer and the ditch owner.
11. The applicant shall provide a discussion on the existing pavement east of the property (within BNSF right of way). Will the new pavement connect to this existing pavement?
12. The applicant shall label the existing contours.

UTILITY PLAN

Sheet C2.0

1. Applicant shall provide water demand information for proposed domestic water services and proposed irrigation service.

2. Applicant shall provide fixture count for existing warehouse building at 500 County Road. Also, indicate location and size of existing water and sanitary sewer service lines.
3. Applicant shall install new street lighting on east side of County Road, adjacent proposal.
4. Operation Division to determine if tapping tees/gate valves are acceptable on County Road for the fire line connections. Also, determine if site access or proposed alley access is acceptable for maintenance activities (e.g. sewer jetting).
5. The Operations Division noted an existing water main stub approximately 100' north of the SW corner of Lot 1. Applicant shall abandon the unused water main stub as directed by the City.
6. Applicant to revise the call out for the water taps. A tapping saddle at this proposed services is not required (these will be direct taps on the main). Revise the wet tap to a "cut in" tee for the 8" x 4" fire service.
7. The applicant to remove the existing power pole in conflict with the north access walk.
8. The applicant shall work with Public Works for the tap fees for the project.
9. The applicant shall provide the additional easement to the north and rain garden as previously commented.
10. The applicant shall show the water stub to be abandoned to the south. The label is pointing into space.
11. The trash enclosure structure will be above the new sanitary services – consider rerouting.
12. The applicant should verify with the building code that the long services do not require upsizing because of losses.

#### PRELIMINARY DRAINAGE REPORT

1. Applicant shall prepare a final drainage report in conformance with the City's Drainage Criteria Manual and shall include:
  - a. HGL profiles and calculations
  - b. Inlet sizing
  - c. Riprap sizing
  - d. Rain garden details (including planting and maintenance/replacement schedule)
  - e. Other water quality details (Stormceptor?)
  - f. Stamped and signed
2. As mentioned previously, the drainage plan/report is non-conforming to City standards. There are several basins with high imperviousness that release directly into the storm system. Add treatment for Basins A, B, OS2 and OS3. Stormceptor or other methods should be considered.
3. Page 2, Change the City project year to 2015.
4. Page 2, Proposed Site Basins, update paragraph as this references 3 different detention ponds?

5. Page 3, Basin OS3. Include the revisions that must be made to the existing type R inlet if the parking area is utilized. Include approvals by Public Works for new layout and modifications.
6. Page 4, Conclusion, Statements contradict each other. 1<sup>st</sup> paragraph should be revised as it has not been designed in accordance with the criteria based on variances. Applicant shall indicate specific variances being requested (10 year and 100 year volumes for detention).
7. The applicant shall provide 2 – 15’ type R inlets near the middle of the access on the north side of Lot 3. The requirements for the inlets are:
  - a. Sump inlets
  - b. Connected by 36” pipe and connected to the existing 54” storm sewer by 36” pipe.
  - c. Inlets should be capable of 18” of ponding.
  - d. These improvements will help mitigate the 100 year floodplain in conjunction with the City Floodplain mitigation project.
8. Provide agreement from Ditch owner accepting the flows from the existing building into the irrigation ditch.
9. Provide the volume contained in the rain garden/swale within the calculations and compare to the detention calculations. Revise detention calculations based on type B soils as indicated in soil descriptions.
10. Verify that Basin OS3 will have gravel parking as indicated in the calculations. Pavement will require the calculations to be revised.
11. Fig 2 – The applicant shall provide the following:
  - a. Pipe sizes
  - b. Label existing contours
  - c. Show and label the flood plain
  - d. Label the building finished floor elevations
  - e. Update map based on previous comments (easements, inlets, water quality, etc...)

Because the landmark request for the Grain Elevator needs to be reviewed by the Historic Preservation Commission before the HPC reviews the PUD application, and we have not received a landmark application yet, the PUD is being moved to the March Planning Commission meeting. Please address all of the comments in this letter prior to the March 12, 2015 Planning Commission meeting. The submittal for the Planning Commission meeting will need to be received by Friday, February 13, 2015.

Please let me know if I can be of any assistance in answering questions or clarifying any of these comments. I can be reached at (303) 335-4596 or by e-mail at [scottr@louisvilleco.gov](mailto:scottr@louisvilleco.gov).

Respectfully,

Scott Robinson  
Planner II

Cc: Troy Russ, Planning Director  
Craig Duffin, City Engineer

**To:** Scott Robinson, Planner II  
**From:** Cameron Fowlkes, Civil Engineer III *Cameron Fowlkes*  
**Date:** March 31, 2015  
**Re:** Grain Elevator (Louisville Mill Site)

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Public Works Department received the revised development application referral for the Grain Elevator (Louisville Mill Site) on March 16, 2015. Staff reviewed the Final Plat, PUD and Drainage Report and has the following comments:

### **GENERAL**

1. Staff noted overhead utility lines within and adjacent to the site. New developments are required to underground dry utility lines. Specific requirements concerning undergrounding will be included in the subdivision agreement.
2. Phasing of the improvements should be identified in the subdivision agreement (if phased)?
3. Can the SRU sheet be combined with the site plan in the PUD documents?

### **FINAL PLAT**

1. Provide easement for existing irrigation ditch on south side of Lot 1. Public Works received approval of the roof drainage release into the irrigation ditch, but an easement is required on the plat for the ditch owner to maintain their facility.

### **FINAL PUD**

#### Cover Sheet A1, Sheet 1 of 9

1. Applicant to revise sheet titles on Sheet Index. Sheets EX-1 and EX-2 are incorrect.

#### Site Plan Sheet A2, Sheet 2 of 9 and Special Review Sheet 1

1. Label the subdivisions surrounding the property (West, North and South).
2. The applicant shall show and label the floodplain.
3. Add the following notes to the plan:
  - a. Applicant to provide detailed landscape and irrigation drawings to Public Works for review and approval during the civil plan review.
  - b. Parkway trees shall be planted no closer than 5' to curb or walk.
  - c. The use of root barrier is required for all trees less than 5' from curb or walk.
  - d. The parkway irrigation system shall not spray onto paved surfaces.

Fire Truck Turning Exhibits Sheets EX-1 and EX

1. Noted wheel path on both exhibits goes outside the proposed curbs southeast of the grain elevator building. The applicant shall verify with the Fire Department that drive aisles are acceptable.

**DRAINAGE PLAN**

Sheet C1.0

1. The applicant shall show and label the floodplain.
2. Add a note to the plan indicating that all storm sewer is private unless otherwise noted.
3. “Existing Type R Inlet” label is not pointing to anything (northwest corner of site). Fix leader.

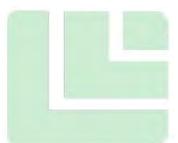
**UTILITY PLAN**

Sheet C2.0

1. Applicant shall provide water demand information for proposed domestic water services and proposed irrigation service.
2. Indicate location and size of existing water and sanitary sewer service lines. The information will be used to complete the subdivision agreement.
3. Applicant shall install new street lighting on east side of County Road, adjacent proposal.
4. The applicant to remove the existing power pole in conflict with the north access walk. See general comment #1.
5. Grease traps may be required on the sewer services for each building. This will be determined with the construction plans.

**PRELIMINARY DRAINAGE REPORT**

1. Page 4, Conclusion- Statements still contradicts each other. First paragraph should be revised as it has not been designed in accordance with the criteria based on variances.
2. Fig 2 – The applicant shall provide the following:
  - a. Show and label the flood plain
  - b. Label the building finished floor elevations
3. The final drainage report will be completed with the construction plans.



# ***Planning Commission***

## ***Meeting Minutes***

**April 9, 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 Ann O’Connell, Secretary Steve Brauneis Jeff Moline Tom Rice Scott Russell
Commission Members Absent:	Cary Tengler, Vice Chairman
Staff Members Present:	Troy Russ, Director of Planning and Building Safety Scott Robinson, Planner II

### **Approval of Agenda –**

Moline made motion and O’Connell seconded to approve the agenda. Motion passed by voice vote.

### **Approval of Minutes –**

O’Connell submits one correction. Brauneis made motion and Rice seconded to approve March 12, 2015 minutes. Motion passed by voice vote.

### **Public Comments:** Items not on the Agenda

None.

### Regular Business – Public Hearing Items

- **Grain Elevator Final Plat and PUD and SRU: (Louisville Mill Site, LLC.) – Resolution No. 14, Series 2015** - A Resolution recommending approval of a final plat, final Planned Unit Development (PUD), and Special Review Use (SRU) to allow for the construction of a new building and additions to two existing buildings totaling 27,000 square feet and allow outdoor sales and activities at the Grain Elevator site, 500-544 County Road.
  - Applicant and Representative: Louisville Mill Site LLC (Erik Hartronft)
  - Owners: City of Louisville and RCC LTD
  - Case Manager: Scott Robinson, Planner II

### Conflict of Interest and Disclosure:

None.

### Public Notice Certification:

Published in the Boulder Daily Camera on March 22, 2015. Posted in City Hall, Public Library, Recreation Center, and the Courts and Police Building and mailed to surrounding property owners and property posted on March 20, 2015.

Staff Report of Facts and Issues:

Scott Robinson presented from Power Point:

- Located on south side of Louisville, east side of County Road, and west side of the BNSF railroad tracks.
- Property zoned commercial business and governed by the Louisville Municipal Code (LMC), Downtown Framework Plan, Design Handbook for Downtown Louisville, and the Downtown Sign Manual.
- Two owners who are the City of Louisville for the northern portion housing the Grain Elevator and the former Napa building and RCC for the southern portion housing the warehouse building.
- Final plat would be into three lots and one outlier.
- RCC owner has existing long-term BNSF lease on railroad property used for parking. There is a purchase and sale agreement between City of Louisville and Louisville Mill Site LLC for the northern portion which includes no public land dedication requirement, waived by City Council.
- Additions to two buildings:
  - Lot 1 Warehouse Building: 10,000 SF existing
  - Lot 2 Grain Elevator: 4,000 SF existing + 1,500 SF proposed
  - Lot 3 New Building: demolished and replaced 19,000 SF proposed
- 32,454 square feet leasable area
- Lot coverage and rear setback waiver requests governed by LMC and complies with setbacks except in two places.
  - Lot 1 existing building does not comply with rear setback requirement but no changes to it, requesting waiver for existing setback.
  - Grain Elevator addition to the back will connect two usable ends for one tenant; wish to add restrooms and hallway; will technically extend one foot from the lot line but no nearby adjacent use (leased BNSF property and RR tracks).
- Two lots over maximum allowed lot coverage but when site is considered as a whole, the complete site is under the maximum allowed lot coverage.
- Waivers requested for maximum height under Downtown Framework Plan. The site is a transition zone which allows 2 stories and 35 feet. In preliminary PUD, applicant requested 3 stories and 35 feet. Within further plan development and flood plan development permit process, applicant needs to raise the building 2 feet. Applicant is requesting 38 feet height. Defined rooftop screening will take height to 41.5 feet in proposal.
- Parking: 63 parking spaces required, applicant will provide 64 spaces provided with potential for 17 additional spaces. Extended lease for more BNSF land which will add 13 spaces. Applicant proposes 18 spaces will be small car spaces (less than City standard measurement of 19 feet long and 9 feet wide).
- Architecture will echo industrial mining buildings formerly found in Louisville, and similar to existing Grain Elevator. Wood siding and Corten corrugated metal roofing and siding with moderate feel of glazing and glass. Grain Elevator addition will reconstruct porte cochere. Historical Preservation Committee has reviewed the proposal and is in favor of design.
- Signage generally complies with Downtown Sign Manual. Requested monument sign not allowed but two freestanding signs can be added at main drive aisles.

- SRU is to request outdoor dining, gatherings, sales, and weekend activities on property. Staff recommends condition to limit outdoor activity to between 8 am and midnight which is consistent with outdoor dining and activities in Downtown Louisville.

Staff Recommendations:

Staff recommends approval of Resolution 14, Series 2015, recommending approval of a final plat and PUD and SRU for the Grain Elevator site with three conditions:

1. The porch at the southwest corner of the Lot 1 building shall be expanded and columns and wood siding elements shall be added with landscaping and trees to further screen the existing building materials.
2. The proposed monument sign shall be removed and two freestanding signs shall be allowed, one at each main access drive, with the size, lighting, and detail to comply with the Downtown Sign Manual.
3. Outdoor sales and dining shall be limited to between the hours of 8 am and midnight.

Commission Questions of Staff:

Brauneis asks what is driving the conditions for outdoor sales and dining. How does it compare with this zoning typically?

Robinson says the property is adjacent to residential uses so Staff does not want outdoor dining at late hours. This is consistent with the rest of Downtown which has a cut off for outdoor dining at 12 am.

Moline asks what is the height of the Grain Elevator?

Robinson says approximately 50 feet.

Brauneis asks about flood plain issues and the applicant needing to raise the building.

Robinson says the City is currently pursuing drainage improvements in this area which could reduce the base flood elevation. If this goes through before the building is constructed, the applicant intends to lower the building back down.

Rice says the building on Lot 2 is already 50 feet tall. Lot 1 on preliminary was approved to 35 feet and to three stories. Final PUD is requesting 38 feet. He asks what was approved for Lot 3 and 35 feet on the preliminary. Lot 3 now is requesting 41.5 feet.

Robinson says Lot 1 is based on requirements meeting the flood plain permit. Lot 3 was approved at 35 feet for building height and three stories, with additional height for screening which had not been defined yet. The proposed building is 38 feet to top of roof with another 3.5 feet for screening mechanical facilities.

Russell asks about outdoor sales and dining. He mentions noise and music. He wonders if more specific language is needed in the condition.

Pritchard wants to Staff to look at Lulu's wording so that requirement is consistent.

Applicant Presentation:

Eric Hartronft, Louisville Mill Site LLC, 950 Spruce Street, Louisville, CO

Randy Caranci, RCC Inc., partner present.

Hartronft presents from Power Point:

- Louisville Mill Site LLC purchased land from City of Louisville.
- Property located on south end of Downtown, zoned transition, but different from the rest of transition zone because it is populated with larger buildings.
- Applicant wants to make the Grain Elevator the centerpiece of the development, so it is being restored for commercial uses as well as structurally stabilized.
- Wrap around existing warehouse necessary as well as fill-in of cutout portion with new square footage to create new aesthetic.

Applicant shows aerial pictures of the site of warehouse, Grain Elevator, and old Napa building as well as historical pictures of the property.

- Historic grain elevator before stabilization
- Historic grain elevator in operation early 1910

- Turn of the century Louisville was agrarian and industrial with ACME mine.

Proposed PUD site plan:

- Create open space in front of Grain Elevator to be used as park with picnic tables.
- Wants to bring Downtown streetscape to Front Street in front of building, transition from attached sidewalk to detached sidewalk.
- Bring Downtown street lighting to create node at Elm Street (northwest corner) for a crosswalk for safe pedestrian crossing. Applicant does not feel there is enough traffic calming in the area for cars at higher speeds. Applicant wishes to work with the City and LRC regarding lighting.
- As part of the purchase agreement, the applicant has negotiated a conservation easement to be placed on Outlot A as a “no-build” zone. Applicant does not want buildings placed in front of the Grain Elevator.
- RCC Inc. has current lease with BVSD for parking which will be continued as well as extending the lease to pick up 13 spaces. They are not currently counted in the calculations.
- Site designed to preserve views to Grain Elevator with “no-build” zone and access to utility easements to Lot 2 and Outlot which expands the “no-build” zone.
- Applicant in contact with Warembourg family regarding donation of historic scales back to the property. They would be installed next to the porte cochere. They currently exist at the Warembourg farm.
- In addition, there is a small granary existing on the Warembourg farm. Applicant wishes to relocate the small granary near the large Grain Elevator and restore it. It is 11.5 feet height at peak and floor is 14 x 10 feet. When full, small granary held up to 900 bushels; Grain Elevator held over 20,000 bushels.
- Applicant discusses third story and 35 feet height limit. A two story development was explored which would mean expanding the footprints. It would impede into the view shed of the Grain Elevator. It is superior to make the buildings more compact, less spread out, and up to 4 to 5 feet over the arbitrary height limit. Height is measured from average grade. Site has low spots along the street and property rises to patio in front, required because of flood plain issue. Building needed to be pushed out of the flood plain.
- Architectural concept is to celebrate the agrarian history of Louisville as well as provide commercial benefit to the City. The Grain Elevator inside contains a six-pack of grain bins in the middle of the structure, extending below grade to upper area, measuring 45 feet tall and 12 x 14 feet in dimension. The applicant wants to preserve them and upper area as an interpretative historic site. Proposed plan includes a stairway to upper catwalk for viewing. The southern warehouse and the office area are usable space. To connect these areas, the applicant wants to construct an eastern addition for restrooms, small kitchen, and utility areas as well as a western addition. The eastern addition will be fashioned like an old railcar since this is where one would historically be located.
- HPC has endorsed this proposal.
- Applicant agrees with the conditions from Staff. Applicant has made the porch at Lot 1 much larger and brought siding onto the building as backdrop for signage. Different earth tone colors will be used. Applicant is okay with loss of monument sign; at each entry points to the development, post mounted signs in full compliance are acceptable. The hours of operation are agreeable.
- Applicant discusses items with Public Works regarding flood plain mitigation to storm, sanitary, and sewer.
- Applicant states that all overhead utility lines on and off the site would be underground. All utilities will be underground on site, but utility lines near the site are too expensive to address. Applicant wants Condition that they are not required to do this.

- Applicant mentions installing streetlights on County Road. There currently are three lights mounted on wood poles and are standard cobra heads. Applicant needs financial assistance from the City and LRC in order to afford streetlight installation. Applicant wants Condition regarding lighting.

Commission Questions of Applicant:

Moline asks about flood plain and timing to lower flood plain elevation. Can you lower the northern building? Asks about timing of City improvements and your improvements.

Hartronft says it could be lowered 18 inches to 2 feet. The City improvements must go through FEMA. If initial plans are approved for floodway improvement and construction has started, the applicant thinks they will go back to the Board of Adjustments and ask for variance. They are working with Staff.

Brauneis asks about the third floor on the Lot 3 building and setbacks.

Hartronft says the slide is older but he shows where the third floor would be on the building on Lot 3. He shows how the roofs “contain” the third floor.

Russell asks about building on Lot 3 and the front setback. How do you measure the front setback of the building that is askew and stepped back. Curb to curb?

Hartronft says the 5 feet is to the furthest projection of the building face. Property line to corner of building.

Public Comment:

Michael Menaker, 1827 W Choke Cherry Drive, Louisville, CO

He wishes to speak about the people bringing this project forward, the history behind it, and the vision from the City that led to it. It has been a longtime goal for this City to preserve the Grain Elevator. It looked like it was an impossible task. There was an attempt led by Eric Hartronft that was not successful but he didn't give up and came back. For those of you who might not know here and at home, Eric Hartronft is the founding father of the historic preservation movement in the City of Louisville. He is an original member of our Historic Preservation Commission. He lives here, his business is here, he is an architect by trade, and an historic preservationist by passion. As I have noted before, the Caranci family name is so imbedded in the history of Louisville that it is literally engraved in stone on the building in which we sit tonight. I don't think anybody else could have done this without these deep connections to Louisville and our history. I can't thank them enough for their perseverance, their dedication, and their passion that makes this project possible. I remember Jean Morgan when we were first doing this, selling key lime pies (and still selling key lime pies) to help raise money for this. The City has dedicated tremendous resources to this. The historic preservation community has worked hard for this. When we were trying to pass the historic preservation tax which is still unique in the country, the fliers we put out door to door had a picture of this structure on it. I support this whole heartedly, I urge you to do the same, and in reference to the concern from the neighbors that at previous meetings expressed some concern about the height, it is ironic that when their homes were built, their neighbors said exactly the same thing. I think overall when you weigh the merits of this design and the balance of the architecture and the aesthetics, this is a project that we will be thrilled to have not only for years but for generations. I urge your enthusiastic and unanimous support.

Jean Morgan, 1131 Spruce Street, Louisville, CO

I would like to compliment the two builders on this. They have done a tremendous job. I think it looks fabulous and I am grateful that we have Eric and Randy on this project. It couldn't have a better team. The key lime pie money will go to buy all the historic pictures we have, have them framed, and hang them in the historic area of the Grain Elevator.

Christine Warembourg Wecker, 115 W Cherry Street, Louisville, CO

She is one of the owners of the ranch on Murphy Hill. I have written something to speak tonight because a lot of times when I speak in this room, I get emotional. As coal miners worked underground in Louisville, there were farmers working above ground. Many times, the same individuals working the mines in the wintertime were the farmers and people helping out the farmers in the summertime. As a member of one of the farm families, I want to express my appreciation, first to Randy and Eric for taking on the project of restoring the elevator, one of the few symbols of farming in this community, and it is not a small task. Also, thank you to the Historical Commission and to you as well for recognizing the importance of educating the community in providing a place for those who have been here for generations and newcomers to connect with our history. My father, Klubert, and his brother, Dutch, purchased the scales located at the elevators so farmers could continue to weigh their grains before taking them to Denver or Greeley after the Elevator closed. We have donated them to the restoration project knowing it is an integral part of the restoration. We also want to donate the small granary that has been at the ranch since our family moved there in 1957. Pete Murphy purchased the land containing the ranch as well as the land the elevator now sits on in 1905. He began to ranch and milk cows immediately upon purchase at our ranch, and built the granary. It is small and has all the requirements of storing grain. There is a window at the peak on the side, ventilation holes to allow for fresh air to keep the grains from spoiling, and there is ventilation underneath which is a very interesting process. There is tongue-and-groove wood inside to prevent the grain from seeping through the walls. It has sat at the same location since we believe around 1910. It is leaning badly, barely missed being destroyed by the flood, but stands proud as a symbol as those who worked so hard to feed us. It is with pride that we donate this to the community that my family has lived in, as of last year, for six generations. I look forward to it being restored and telling the story my family told me and my children for generations about the joy and hardship of farming here.

Sherry Sommer, 910 S. Palisade Court, Louisville, CO

I appreciate this plan and this is first time I have heard about it. It looks like it has a lot of integrity. I appreciate what Eric said about the traffic calming. I don't know if this is your purview or City Council's, but I think it will be really important, especially when they fix the County bridge that comes from a busy area, to make sure people don't shoot through since children are there. I don't know if the hours of operation for outdoor dining are customary or if that's the law in Louisville. I don't live in downtown but I feel for the people who do. You go out to dinner until around 8 or 9 o'clock, and after that, people go out to drink. When they drink, they get loud. There have been problems with this for people living downtown. It should be addressed regarding the hours that people are allowed to go out, and infringe on people's personal time at home.

Debby Fahey, 1118 W Enclave Circle, Louisville CO

I would like to reiterate all of the praise that has been given, first to Randy and Eric. I think they have done a wonderful job. This is a really significant structure for the history of Louisville. As Chris Wecker pointed out, it is the only real visual reminder that we have of the agricultural history of the town. We have a lot of mining history that is documented. This is the first thing has been done agriculturally. I would also like to thank Chris and her family for donating the scales and the little grain shed.

Summary and request by Staff and Applicant:

Russell wants clarification on underground and overhead utilities, and the streetlights. Robinson says the condition from Public Works relating to the overhead utility lines was that overhead utility lines within and adjacent to the site and new developments are required to underground dry utility lines. Specific requirements concerning undergrounding will be included in the subdivision agreement. He recognizes there could be some confusion about that condition and whether they are required to underground utilities off site or the ones on-site. Staff

recommends a condition that the applicant work with Staff and Public Works to clarify the need to underground utilities on-site and that it will be addressed in the subdivision agreement.

Russ says this is the first time that Staff has heard of this concern. He requests a condition from Planning Commission that street lights also be clarified. We request to continue the applicant's concern for clarification prior to City Council.

Robinson says regarding outdoor dining, Staff has Lulu's condition. It says "the outdoor patio shall not be used past 12 am on any given day".

Russ asks that the applicant respond to the two additional conditions.

Hartronft says they are happy to work on the street light issue with Staff. They also like the condition that the applicant underground all on-site utilities, not adjacent.

Staff recommends approval of **Grain Elevator Final Plat and PUD and SRU: (Louisville Mill Site, LLC.) – Resolution No. 14, Series 2015** - A Resolution recommending approval of a final plat, final Planned Unit Development (PUD), and Special Review Use (SRU) to allow for the construction of a new building and additions to two existing buildings totaling 27,000 square feet and allow outdoor sales and activities at the Grain Elevator site, 500-544 County Road, with five conditions:

1. The porch at the southwest corner of the Lot 1 building shall be expanded and columns and wood siding elements shall be added with landscaping and trees to further screen the existing building materials.
2. The proposed monument sign shall be removed and two freestanding signs shall be allowed, one at each main access drive, with the size, lighting, and detail to comply with the Downtown Sign Manual.
3. Use of the outdoor areas shall be limited to between the hours of 8 am and midnight.
4. The applicant and City Staff will continue to work to clarify and address requirements related to Public Works comments regarding streetlights on County Road.
5. The applicant and City Staff will continue to work to clarify and address requirements related to Public Works comments regarding undergrounding utilities adjacent to property.

*Closed Public Hearing and discussion by Commission:*

Russell is in support. He thinks it is a great project. It is a project with a tremendous amount of community value being created.

Rice is in support. This is a terrific project. The question of height has been answered by the applicant. This project has tremendous economic potential for the City. It currently generates little and will be a tremendous asset to the City.

O'Connell is in support. The quality of the design and the consideration of the City and the neighborhood surrounding it definitely warrants the waivers on the heights. She is in favor regarding the conditions. As long as the applicant is fine with what Staff suggests, she is in support of the resolution.

Moline is in support. He appreciated hearing people's comments about the project which is a great one. To hear the community come together in their support of the project is symbolic of our city here in Louisville.

Brauneis is in support. He is very excited about the project. He looks forward to it becoming a reality. He is concerned about issues of undergrounding utilities and streetlights.

Pritchard is in support. He thinks it will be a great addition to the community. He understands the applicant's concern regarding underground utilities and streetlights. He has no problem with variances. He is concerned about small parking spaces.

Motion made by Brauneis to approve Resolution No. 14, Series 2015 with five conditions, seconded by Moline. Roll call vote.

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

Motion passes 6-0.

**RESOLUTION NO. 30  
SERIES 2015**

**A RESOLUTION DESIGNATING THE LOUISVILLE GRAIN ELEVATOR LOCATED  
AT 540 COUNTY ROAD A HISTORIC LANDMARK**

**WHEREAS**, a historic landmark application for the Louisville Grain Elevator, located at 540 County Road, on property legally described as Tract 712 8-1S-69 1.21 AC M/L Per Deed 952513 11/16/88 BCR; has been submitted to the City Council; and

**WHEREAS**, the City Staff and the Louisville Historic Preservation Commission have reviewed the application and found it to be in compliance with Chapter 15.36 of the Louisville Municipal Code; and

**WHEREAS**, the Louisville Historic Preservation Commission held a properly noticed public hearing on the proposed landmark application and has forwarded to the City Council a recommendation of approval; and

**WHEREAS**, the City Council has duly considered the proposed landmark application and the Commission's recommendation and report, and has held a properly noticed public hearing on the application; and

**WHEREAS**, the building was constructed around 1908, and has retained its architectural form, and represents the uncommon stacked-plank construction style; and

**WHEREAS**, the building has social significance because of its strong association with the agricultural history of Louisville; and

**WHEREAS**, the building is on the National Register of Historic Places; and

**WHEREAS**, the property on which the building sits helps convey the context and historic significance of the building; and

**WHEREAS**, the City Council finds that these and other characteristics specific to the individual structure are of both architectural and social significance as described in Section 15.36.050 (A) of the Louisville Municipal Code and justify the approval of the historic landmark application.

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

1. The proposed historic landmark application for the Louisville Grain Elevator is hereby approved and the individual structure is hereby designated an historic landmark to be preserved as such.

2. The landmark site shall be all of Lot 2 of the Louisville Mill Site subdivision.
3. An incentive of \$10,000 shall be awarded to the property owner pursuant to Chapter 15.36 of the Louisville Municipal Code, with the attendant protections for landmarks pursuant to that chapter.
4. The City Clerk shall provide written notification of such designation to the property owners and cause a copy of this resolution to be recorded with the Boulder County Clerk and Recorder.

**PASSED AND ADOPTED** this 19<sup>th</sup> day of May, 2015.

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Robert P. Muckle, Mayor

ATTEST:

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Nancy Varra, City Clerk

**RESOLUTION NO. 02  
SERIES 2015**

**A RESOLUTION MAKING FINDINGS AND RECOMMENDATIONS REGARDING THE  
LANDMARK DESIGNATION FOR A HISTORICAL INDUSTRIAL STRUCTURE LOCATED  
AT 540 COUNTY ROAD.**

**WHEREAS**, there has been submitted to the Louisville Historic Preservation Commission (HPC) an application requesting a landmark eligibility determination for a historic industrial structure located at a 540 County Road, known as the Louisvill Grain Elevator, on property legally described as TRACT 712 8-1S-69 1.21 AC M/L PER DEED 952513 11/16/88 BCR, Town of Louisville, City of Louisville, State of Colorado; and

**WHEREAS**, the City Staff and the HPC have reviewed the application and found it to be in compliance with Chapter 15.36 of the Louisville Municipal Code, including Section 15.36.050.A, establishing criteria for landmark designation; and

**WHEREAS**, the HPC has held a properly noticed public hearing on the proposed landmark application; and

**WHEREAS**, 540 County Road (Louisville Grain Elevator) has social significance because it exemplifies the cultural, political, economic or social heritage of the community considering its association with prominent families in Louisville; and

**WHEREAS**, the Louisville Grain Elevator has architectural significance because it represents the early 20<sup>th</sup> industrial wood frame construction; and

**WHEREAS**, the HPC finds that these and other characteristics specific to the Louisville Grain Elevator have social and architectural significance as described in Section 15.36.050.A of the Louisville Municipal Code; and

**NOW, THEREFORE, BE IT RESOLVED BY THE HISTORIC PRESERVATION  
COMMISSION OF THE CITY OF LOUISVILLE, COLORADO:**

The application to landmark the Louisville Grain Elevator be approved for the following reasons:

1. Architectural significance of the form and construction.
2. Association with the agricultural heritage of Louisville.

**PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Kirk Watson, Chairperson



**CLASSIFICATION:**

Category	Ownership	Status	Present Use	Existing Designation
<input checked="" type="checkbox"/> Building	<input type="checkbox"/> Public	<input type="checkbox"/> Occupied	<input type="checkbox"/> Residential	<input checked="" type="checkbox"/> National Register
<input type="checkbox"/> Structure	<input checked="" type="checkbox"/> Private	<input checked="" type="checkbox"/> Unoccupied	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Colorado Register
<input type="checkbox"/> Site			<input type="checkbox"/> Educational	
<input type="checkbox"/> District			<input type="checkbox"/> Religious	
<input type="checkbox"/> Object			<input checked="" type="checkbox"/> Agricultural	
			<input type="checkbox"/> Government	
			<input type="checkbox"/> Other	

**SIGNIFICANCE:**

Site/Building is over 50 Years Old and meets one of the following standards

- Historic Landmark of Significance** – *must meet one (1) or more of the following criteria*

**Architectural Significance:**

The property:

- exemplifies specific elements of an architectural style or period;
- is an example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally;
- demonstrates superior craftsmanship or high artistic value; represents an innovation in construction, materials or design; is of a style particularly associated with the Louisville area;
- represents a built environment of a group of people in an era of history that is culturally significant to Louisville;
- shows a pattern or grouping of elements representing at least one of the above criteria; or
- is a significant historic remodel.

**Social Significance:**

The property is the site of a historic event that had an effect upon society; exemplifies cultural, political, economic or social heritage of the community or is associated with a notable person or the work of a notable person.

**Geographic or Environmental Significance:**

The property enhances the sense of identity of the community or is an established and familiar natural setting or visual feature that is culturally significant to the history of Louisville.

- Prehistoric or Archaeological Site** – The property has yielded, or may be likely to yield, information important in prehistory or history.

**HISTORICAL INFORMATION:**

Please attach a narrative of the historical significance of the property. Include a title search or city directory research if the property is important for its association with a significant person.





**PHOTOS:**

Please include photos of EACH ELEVATION of ALL BUILDINGS and STRUCTURES currently on the property.

If historical photos of the site are available they should also be attached.

**FOR OFFICE USE ONLY**

Application Number \_\_\_\_\_

Date Filed with the Planning Department \_\_\_\_\_

Date Determined "Eligible" \_\_\_\_\_ Date Determined "Ineligible" \_\_\_\_\_

Application     Approved     Denied

HPC Resolution No. \_\_\_\_\_, Series 20\_\_\_\_\_,

CC Resolution No. \_\_\_\_\_, Series 20\_\_\_\_\_,

Date Recorded \_\_\_\_\_



## Louisville Grain Elevator History

**Address:** 540 County Road, Louisville, Colorado

**Legal Description:** Referred to as Tract 712, Louisville

**Year of Construction:** Likely 1905-06 (see discussion)

**Summary:** This building is considered to be one of the area's last remaining wooden grain elevators. It was placed on the National Register of Historic Places in 1986 due to the elevator being "historically and visually the most significant structure associated with the agricultural history of the community." It is also listed on the Colorado Register of Historic Places. Its stacked plank construction style is considered to be rare.

This building was constructed by John K. Mullen, an Irish immigrant who built and operated a number of grain elevators in Colorado in his capacity as President of the Colorado Milling & Elevator Co. Besides being associated with John K. Mullen, the building was also associated with the Moore and Thomas families. The elevator was managed for about 35 years by Louisville resident Howard A. Moore and then his son, Donald Moore. In 1957, it was purchased by Louisville residents Charles Thomas and Quentin Thomas. Charles Thomas was the brother-in-law of Donald Moore.

As shown below, this building is connected with not only Boulder County's agricultural heritage, but is also connected with the area's railroad history, mining history, and the history of the Irish in Colorado. It was owned by an outsider before it became a locally owned Louisville business several decades later. It is located in Louisville's historic downtown area.

Every attempt has been made in the writing of this report to give accurate factual information, to discontinue the use of incorrect information that has occasionally cropped up in past reports about the building, and to compile in this document all of the available information about the structure's history.

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## Construction by John K. Mullen and Early Operation

The story of Louisville, Colorado is often told in terms of its history as a small coal mining town. However, farming not only predated mining in the area, but local farmers continued to play an important role in the town's economy and cultural life through much of the 1900s.

It was on the farm of David Kerr that coal was first discovered in 1877. And since coal mining was seasonal in this area due to the high moisture content of the coal that caused it to disintegrate once the coal was brought out of the ground, coal mining and farming came to have a complimentary relationship. Some miners worked on farms in the warm months, while some farmers worked in coal mines in the cold months. Louisville area farmers, though they did not live in town, certainly identified themselves as Louisville residents and fully participated in the town's economic, civic, and cultural life. They attended Louisville churches, shopped in the stores, and sent their children to Louisville schools. Just as Louisville miners tended to be recent European immigrants, the area farmers also represented different ethnicities.

Louisville faced particular challenges in the 1880s and 1890s (following its founding in 1878) and finally emerged with a viable economy after the turn of the century. This development likely made it a particularly attractive site for someone to build an elevator or mill in the early 1900s. A 1902 *Denver Post* item reported that a company called the Centennial Mill and Elevator Company in Louisville had been incorporated. However, there is no evidence that this was the company that constructed the Louisville Grain Elevator.

Boulder County property records indicate that the property on which the Grain Elevator was built came from The Union Pacific Coal Company. The deeds show that Peter F. Murphy of Louisville purchased property from Union Pacific in August 1905 and resold this parcel to John K. Mullen in October 1905. Both were Irish Catholics. It could be speculated that they knew one another and that Murphy was even acting on Mullen's behalf.

John K. Mullen, who had the Louisville Grain Elevator built, was an Irish immigrant who rose to great heights as the head of an empire of grain elevators and flour mills in Colorado and some surrounding states. He was born in County Galway, Ireland in 1847 and came to the United States in 1856 at the time of the Irish Potato Famine. He and his family settled in Oriskany Falls, New York, where he worked at a flour mill. As a young man, he worked his way West and assumed more and more responsibility in the grain industry. As described on the jacket of William J. Convery's biography of Mullen, *Pride of the Rockies: The Life of Colorado's Premiere Irish Patron, John Kernan Mullen*, Mullen "ruthlessly rose to control of the West's flour milling industry and was one of the architects of early Denver's transformation from a dusty supply town to the Queen City of the Mountains and Plains. A celebrated giver during his lifetime, J.K. Mullen endowed many religious and civic monuments." For example, Mullen High School in Denver was named for him, as was the Mullen Library at Catholic University in Washington, D.C. He helped finance and oversaw the construction of Denver's Cathedral of the Immaculate Conception. At times, he was even the owner of Elitch Gardens and the famous Matchless Mine in Leadville, among other prominent Colorado properties.

The book states that "[e]vidence of Mullen's contribution to the architectural landscape stretches beyond Denver. The tallest structure in many farming towns throughout the Rocky Mountain West is the grain elevator constructed by Mullen's Colorado Milling and Elevator Company" (p. 2). "By 1924, The

Colorado Milling and Elevator Company owned nearly three hundred mills, warehouses, and elevators ...” (p. 197). The following is a portrait of J.K. Mullen from 1933:



Portrait accessed online from the Denver Public Library, Western History Collection, [www.denverlibrary.org](http://www.denverlibrary.org)

As explained in the UC-Denver report on *Eastern Plains and Front Range Grain Elevators of Colorado*, Mullen was not only responsible for bringing to Colorado the Hungarian milling process, but he also played a leading role in creating high altitude flour. The fact that he owned both the grain elevators where farmers would bring their grain and the flour mills where the grain could be processed had the effect of tightening his control on the industry.

Although an accounting of the number of remaining J.K. Mullen’s Colorado grain elevators and mills could not be located for this report, information was found regarding Boulder County grain buildings. According to available information, two separate milling/elevator structures in Boulder burned down in 1889 and 1931. Longmont lost a flour mill and Mullen-owned grain elevator to fire in 1934. According to the UC-Denver report on *Eastern Plains and Front Range Grain Elevators of Colorado*, two other elevators besides the Louisville Grain Elevator still stand in Boulder County: in Lafayette and on a private farm in Hygiene. As with many historic elevators, the elevator in Lafayette has had metal siding installed on its sides to reduce the risk of fire, something that has never been done to Louisville’s, other than in a few limited sections. Specific information about the elevator in Hygiene could not be located for this report. Louisville’s elevator is the only one in the County that is listed on the National Register of Historic Places.

A 1918 *Denver Post* article shows that Louisville area wheat farmers at times disputed Mullen’s practices, not unlike similar conflicts of the time between Louisville coal miners and the mining companies. The articles states:

The wheat growers of the Lafayette-Louisville district are up in arms over the practices of the J.K. Mullen elevator there. Instead of the \$2.20 per bushel price fixed by the federal food commission, the elevator is paying only about \$1.00 or less for the highest grade wheat. . . . [The] Mullen explanation of a deduction of the freight to Kansas City does not explain this entire discrepancy. . . . [The farmers] are told that the purchase of wheat may be abandoned if there is any complaint.

According to the UC-Denver report *Eastern Plains and Front Range Grain Elevators of Colorado*, citing Convery's biography of Mullen,

In an effort to placate suspicious farmers who felt CM&E [the Colorado Milling & Elevator Company] was a monopoly guilty of price fixing, Mullen looked for ways to improve CM&E's image. J.K. instituted several measures designed to reestablish trust in his company. In order to provide a sense of local ownership, subsidiary mills acquired or opened by CM&E were named for the community ....

In this connection, it should be noted that the first and longtime name of the Louisville Grain Elevator was the "Louisville Milling & Elevator Company," and it appears to have been selected for the public relations reason noted. Other legal owners of the building were the Northern Colorado Elevator Company and the Colorado Milling & Elevator Company. It was also called the "Denver Elevator" and the words "The Denver Elevators" were painted on the side of the building even while it was owned by the Colorado Milling & Elevator Company. Despite the name changes, all of these companies are believed to have been under the control of John K. Mullen.

### **Date of Construction**

A review of the available evidence shows that the date of construction of this building was most likely 1905-06.

(The Boulder County Assessor lists two improvements located at 540 County Road and gives the date of construction of both of them as 1936. However, the County has sometimes been found to be in error with respect to the dates of construction of Louisville buildings. The 1936 date is clearly not accurate with respect to the Grain Elevator building.)

Different reports that have been written about the history of this building have given the dates of construction as 1903, 1904, 1905, and 1908.

The 1908 Sanborn fire insurance map for Louisville showed the Elevator and stated the year of construction to have been 1903. However, an examination of the deeds reveals that it was not until August 1905 that The Union Pacific Coal Company sold the property to Peter F. Murphy, who then sold it to J.K. Mullen in October 1905. It seems unlikely that the structure would have been built prior to the transfer of these deeds. Also, in February 1905, the Longmont, Colorado *Ledger* newspaper reported that "Louisville, in Boulder County, wants a flour mill." While a flour mill is not the same as a grain elevator, the statement suggests that what Louisville may have more broadly been seeking was a way for its wheat farmers to easily get their wheat crops to a mill. The construction of a grain elevator would have fulfilled that need, and the appearance of the item in the Longmont paper could suggest that Louisville did not yet have a grain elevator.

The Elevator, and Howard Moore as its manager, were first listed in the 1907-08 directory for Louisville, which could indicate that it was built before 1907. Significantly, the Elevator is not listed in the 1904 or 1906 Louisville directories. (A 1905 directory for Louisville appears to not exist.)

For the foregoing reasons, it is believed that the Elevator was constructed in 1905-06.

## Location of Grain Elevator and Association with Railroad

The Grain Elevator and the nearby Acme Mine that was located at Roosevelt and Hutchinson used the same railroad spur that left the main track just northeast of the Elevator and curved over to the Acme. In fact, the 1905 deed that conveyed the property from Peter F. Murphy to J.K. Mullen specifically referred to the “Acme switch” in its legal description of the parcel (a description repeated in the 1957 deed to the Thomas family). The following section of the 1909 Drumm’s Wall Map of Louisville shows this relationship, with a building labeled “Elevator” on the upper right, on the spur that continued to the west past the Acme mine dump towards the Acme Mine.



1909 Drumm’s Wall Map of Louisville, Louisville Historical Museum

This map shows how the Elevator was actually constructed to be parallel to the railroad spur, not the main track. This is why even today, even with the spur gone, it sits at an angle to the main track. It is believed that the reason was that it was better for the railroad cars being loaded with grain at the Elevator to not block the main line of the railroad.

This photo, looking east, shows the relationship of the Elevator to the Acme Mine, with the Elevator visible in the rear to the left of the photo:



Rescue squad by Acme Mine looking east, circa 1920s, Louisville Historical Museum

### **Architecture, Physical Description, and Functions of the Grain Elevator**

The building has been the subject of three different architectural and historical surveys. These are believed to have been funded and completed jointly by the City of Louisville and the State of Colorado in 1982, 1985, and 2000. In addition, information about this building is available from the 1986 National Register listing and in the 2011 structural report by Anderson Hallas Architects that was commissioned by the City of Louisville.

It is believed that the general, original purpose of a grain elevator in this area was to receive grain, particularly wheat, from farmers. A farmer would bring a wagonload of grain to the elevator; interviews of local residents indicate that the grains brought to the Louisville Elevator included wheat, corn, oats, and barley. The Louisville Historical Museum has in its collection annual licenses given in the 1930s by the state of Colorado to Donald Moore, operator of the Grain Elevator, to inspect and grade wheat, barley, oats, corn, and rye.

The wagon would be weighed on the weigh scale, then emptied into a pit. Then the empty wagon would be weighed again in order to obtain a true weight of the contents. The manager of the grain elevator was responsible for this recordkeeping. Merwin Jay Harrison, whose father was manager of the Mullen-owned grain elevator in Broomfield, Colorado, stated in a 1996 oral history interview for the Carnegie Library for Local History that wheat would then be loaded onto boxcars and shipped to Denver, where, he believed, it would be delivered to the Hungarian Flour Mill, which was also owned by J.K. Mullen. Later, trucks rather than boxcars were used to transport the grain.

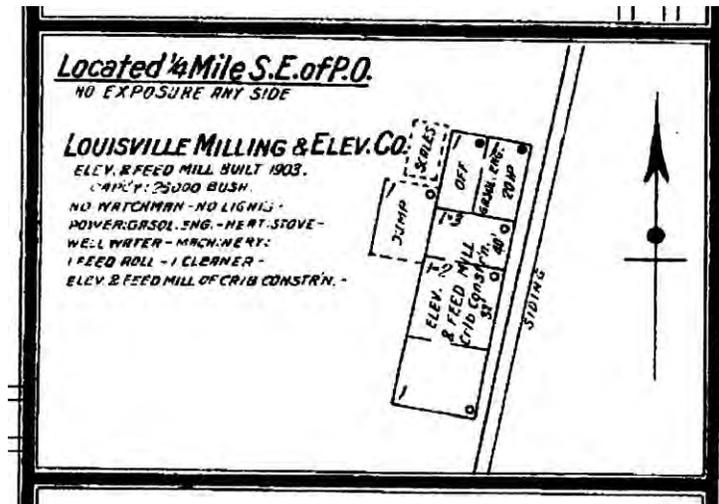
A grain elevator in this area would have also performed some processing of the grain, including separating out gravel and weed seeds from the grain brought in by farmers, and grinding.

Local residents could purchase 100-lb. sacks of flour directly from the Grain Elevator. These may have been brought from flour mills in Denver, but precise information could not be located for this report. Families in Louisville used the flour sacks from the Grain Elevator to make clothing.

Out of six possible types of materials used in the construction of grain elevators in the United States, the Louisville Grain Elevator was constructed of wood. Also, as a wooden elevator, it is considered to be of “cribbed” construction, meaning stacked lumber, as opposed to balloon frame construction.

The UC-Denver report on *Eastern Plains and Front Range Grain Elevators of Colorado* states that wood was the earliest construction material used for grain elevators. A disadvantage of wood was its high combustibility, particularly with elevators typically being located near railroad tracks where sparks could start a fire. The report cites the statistic that wood grain elevators had to be replaced at an average of every four years due to fires. (As noted below, the Louisville Elevator had an interior fire in the 1950s.)

The Louisville Grain Elevator is a three story building in the section of its tower. The following excerpt from the 1908 Sanborn fire insurance map for Louisville shows the layout:



Louisville, Colorado [map]. 1908. Sanborn Fire Insurance Map. (Excerpt.)  
Accessed at [www.louisville-library.org](http://www.louisville-library.org).

The 2000 survey of the building further describes the parts of the elevator: “This structure is oriented north-northeast to south-southwest, with overall measurements of 88’ by 28’. From the north-northeast end, the building is composed of five sections, including an office, an elevator, an elevator tower, grain bins, and a warehouse.” More detailed information about the purpose of these sections can be found in this 2000 survey report and in the 2011 structural engineering report by Anderson Hallas Architects. The covered area shown in historic photographs is where the scales were located.

The 2011 report prepared for the City of Louisville by Anderson Hallas Architects states that the building footprint is 2,800 square feet and that there are 8,500 square feet of accessible interior floor space. The building sits on a 1.2 acre parcel.

The capacity of the elevator was stated in the 1908 Sanborn map excerpt above to be 25,000 bushels. A penciled notation on the County Assessor card completed on the building in the 1950s appears to state the capacity as having been 20,500 bushels.

The 1982 survey of the structure states that the building was partially renovated by the owners in the 1970s.

The April 4, 1999 *Denver Post* article stated: “Its stacked plank design and diminutive size make the elevator unique. Most elevators stored 35,000 bushels of grain. Louisville’s held far less.”

The elevator is wood sided and has never had metal siding put on, as many grain elevators have had, except in a few sections by the gabled roofs.

### **Management by Howard A. Moore and Donald Moore**

Howard A. Moore operated the Grain Elevator for about thirty years (while it was owned by Mullen's companies) and was followed in this job by his son, Donald Moore. Howard Moore was living in Louisville and managing the Elevator by 1907, according to Louisville directories. He lived from 1876 to 1934. He, his wife, Zura, and their children lived in Louisville. Their children were Grace, Sadie, Donald, Ethel, Howard Jr., Lois, and Louanna. Museum records indicate that Howard A. Moore served as mayor of Louisville from 1915 to 1917.

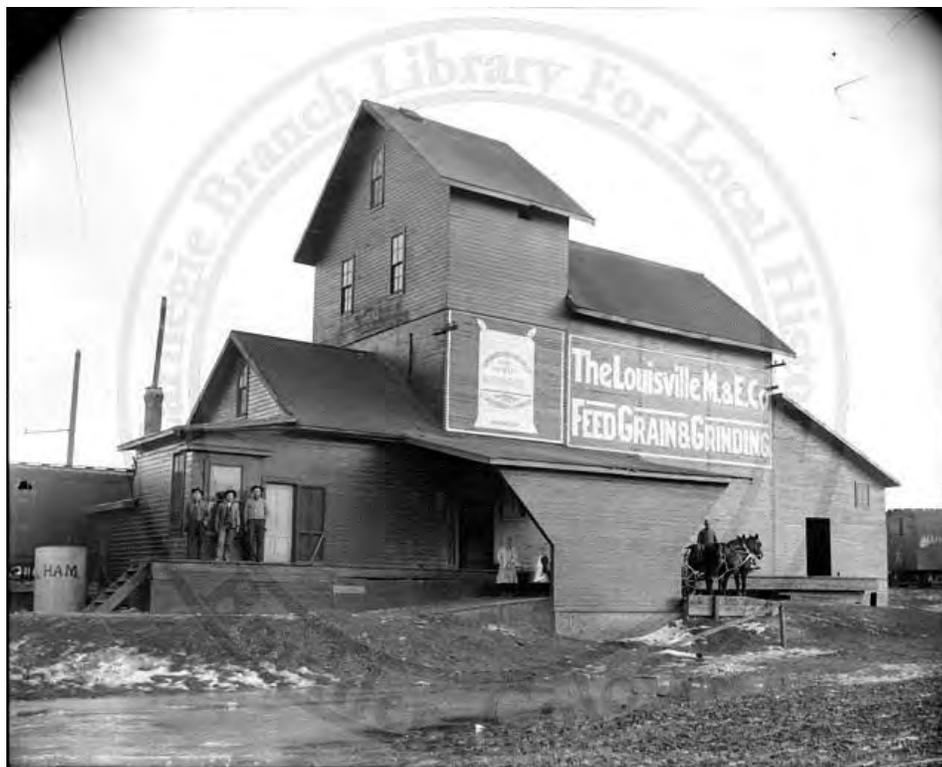
The following photos from the collections of the Louisville Historical Museum and Boulder's Carnegie Branch Library for Local History show the Grain Elevator while it was managed by Howard A. Moore:



Louisville Grain Elevator, 2/8/1916, Louisville Historical Museum



Louisville Grain Elevator, 2/8/1916, Carnegie Branch Library for Local History, Boulder



Louisville Grain Elevator, circa 1916, Carnegie Branch Library for Local History, Boulder



Louisville Grain Elevator, circa 1916, Carnegie Branch Library for Local History, Boulder

Louisville directories show that after the death of Howard Moore in 1934, his son, Donald (1909-1975), took over the management of the Elevator. Directories indicate that by 1943, Donald had left this position and the new manager was Wayne Bickel. Managers after this era are noted below.

The following advertisements for the Grain Elevator show that this was a longtime, active business that played a vital role in the economy of the Louisville area:

**Flour, Feed, Grain  
and Grinding**

The price of wheat has advanced and flour will soon follow. Better take advantage of the price and lay in a supply. Special discount on five sacks or more. We mix and grind feed to suit you and make the price right. Call and be convinced. Phone Louisville 44

**The Louisville Milling and Elevator Co.**  
H. A. MOORE, Mgr. Phone Louisville 44

From *Louisville News*, 1909, Louisville Historical Museum

H. A. Moore, Mgr. Phone Louisville 44

∴ The ∴  
**Louisville Milling & Elevator Co.**

Louisville, Colorado

**FLOUR, FEED AND GRAIN**

Agents for Nonpareil Colorado-Made Flour  
 and Semolina, a Kansas Hard-Wheat Flour.

We Will Buy Your Wheat at Market Price—  
 At All Times.

R.L. Polk Directory, 1916, Boulder County, Louisville Historical Museum



Louisville Historical Museum

The Rex Theatre movie curtain, which is a painted canvas made in 1927-28 with advertisements of twenty-two Louisville businesses, includes the above advertisement for the Louisville Grain Elevator; the curtain currently is on exhibit at the Louisville Historical Museum.

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**THE LOUISVILLE ELEVATOR**  
 Nonpareil Lay Mash  
 Flour, Salt, Grain, Hay and Straw

**DR. SALSURY'S POULTRY SERVICE**  
 Phone 44

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From 1940 St. Louis Church Annual Bazaar booklet, Louisville Historical Museum



From *Louisville Times*, Sept. 3, 1942,  
commemorating the 50<sup>th</sup> anniversary of Methodist Church,  
Louisville Historical Museum

Howard Moore and Don Moore are remembered as having given jobs at the Elevator to Louisville's young men. For example, Lee Evans, who was born in 1917, worked at the Louisville Grain Elevator in the mid 1930s. In his autobiography, entitled *From Happy Valley to the Mountaintop*, he wrote: "As I grew older, I worked regularly after school and on Saturdays at the elevator, shoveling grain into the chute after it was delivered. I sacked grain and loaded it into cars and trucks for customers or for delivery on the elevator-owned truck into Denver. At my highest rate of pay, I got 50 cents a day! But I grew strong with the heavy work, and by the time I was seventeen I could grab the ear of a sack and lift a one hundred pound sack of grain with each hand and pitch it from the walkway up into a truck about four feet higher" (p. 71).

### **Thomas Family Association and Ownership**

By the time of the 1946 Louisville directory, Charles Thomas had become the manager of the Grain Elevator. Charles Thomas' wife (Iona Bowes Thomas) and Donald Moore's wife (Sadie Bowes Moore) were sisters, perhaps leading to Charlie Thomas taking over the management of the Elevator not long after the tenure as manager by Donald Moore and his father. A newspaper account states that Thomas lost one hand while working with a corn conveyor at the Elevator. By 1949, the manager had become Vance Lynn, possibly as a result of Thomas' injury. According to the 1951, 1953, and 1955 directories for Louisville, the manager was Dan Gunkel.

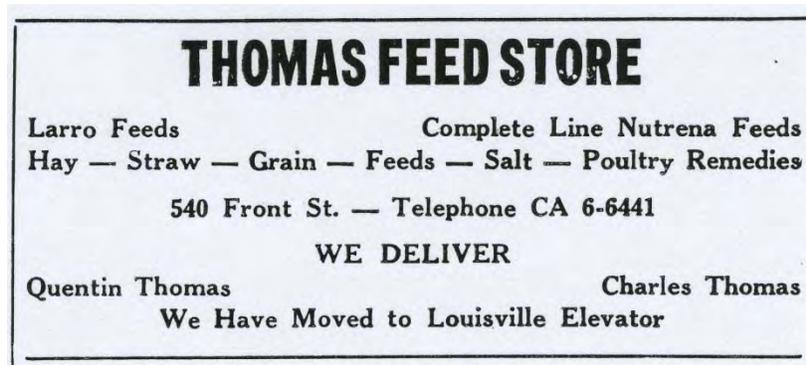
In 1957, Charles Thomas (1912-2002) and his brother, Quentin Thomas (1908-1986), who had a feed store nearby on Pine Street, purchased the Grain Elevator from the Colorado Milling & Elevator Company. The deed states that it was purchased for "\$10 and other valuable consideration." This was the first time that the building became a locally owned business, after fifty years of outside ownership.

The Thomas family was a pioneer family of Louisville with varied business interests and properties. Charles Thomas and Quentin Thomas were the grandsons of Nicholas and Mary Thomas. Nicholas Thomas was from Wales and worked as a coal miner, while Mary Oldacre Thomas's personal history includes the fact that she had worked as a chain maker as a young woman in England before marrying and coming to the United States. They immigrated from England in 1881 with their young son, Nicholas

Thomas, Jr., and came to Louisville in 1883. In 1892, Mary Thomas was one of the founders of the Methodist Church in Louisville, still located at 741 Jefferson, along with other early English settlers in Louisville. The family homes were at 733 Pine and 700 Lincoln (which, like the Grain Elevator, is listed on the National and Colorado Registers of Historic Places). Nicholas Thomas Jr. helped stated the Big Six Coal Company, which operated the Sunnyside Mine just southeast of Louisville. Nicholas Jr. and his sons formed the Ko-Z Coal Company and operated the Fireside Mine in Louisville, after which today's Fireside Elementary School in Louisville is named. It is believed that they had other coal mining interests as well. Thomas family members also operated the City Market on Main Street and moved the business to a new building on Front Street that they constructed. The Thomas family ran the City Market from the Front Street location from about 1966 until 1982. This building at 637 Front later became the location of the U.S. Post Office in Louisville and is now the location of a restaurant and ice cream shop. Another business owned and operated by the Thomas family was the Thomas Feed Store on Pine Street.

In the 1950s, and before 1957, a fire at the Grain Elevator damaged the interior. It was believed to have been caused by spontaneous combustion. Louisville volunteer firefighters Herb Steinbaugh and Tommy Cable are credited with saving the building in a risky and dramatic effort. They climbed up onto the Elevator roof in order to spray water into the tower section. A 1999 *Denver Post* article about the Louisville Grain Elevator stated that the year of the fire was 1955.

It is believed that by this time, the emphasis was on using the Grain Elevator for animal feed as opposed to purchasing wheat from wheat farmers to send to flour mills in Denver. As noted above, Quentin Thomas had operated a feed store on the south side of Pine Street facing north, on the site of today's 637 Front Street. The following 1957 advertisement dates from the Thomas family's early ownership and shows that the Thomas Feed Store had been moved to be located at the nearby Grain Elevator:



From 1957 St. Louis Church Annual Bazaar booklet, Louisville Historical Museum

As noted in the April 4, 1999 *Denver Post* article about the Louisville Grain Elevator, “the automotive industry essentially made grain elevators obsolete, since trucks could load grain in the field and transport it.” The UC-Denver report on *Eastern Plains and Front Range Grain Elevators of Colorado* states that many grain elevators were abandoned between the 1930s and 1950s for basically this reason and because of the failure of railroad companies, the droughts of the 1930s, changes in transportation and farm mechanization, and other reasons.

Although it is believed that the Grain Elevator was not used for the storage of grain for human consumption after the 1950s, the scales continued to be useful for weighing purposes for several more years. This usage of the building continued into at least the mid 1960s. For example, a local teen working for a Louisville farm in the 1960s regularly drove truckloads of silage to the Elevator so that the truck

could be weighed, with owner Quentin Thomas making the scales available. These scales from the Grain Elevator were later acquired by a Louisville farming family and are currently located on a Louisville farm. They are believed to have last been used on this farm in the 1990s.

According to the report by Anderson Hallas Architects, the Thomas family's feed store located in the Grain Elevator was open until as late as 1972.

### **County Assessor Cards**

This image from the County Assessor shows the building in circa 1949-1958:



A statement written by the County Assessor's office in 1958 says "This building has been burned out on the inside but is still being used." (As noted above, this fire is believed to have occurred in around 1955.)

### **Placement on National Register and Colorado Register of Historic Places**

In 1986, twelve historic buildings (seven residences and five businesses) in downtown Louisville were found to have met the required criteria and were placed on the National Register of Historic Places. The stated reason for the selection of the Grain Elevator was that "the elevator is historically and visually the most significant structure associated with the agricultural history of the community. Its frame construction and functional design illustrate an important resource type traditionally associated with agriculture. Listed under Louisville Multiple Resource Area and under Railroads in Colorado, 1858-1948 Multiple Property Submission."

### **Statements of Significance from Architectural and Historical Surveys**

The survey of this building conducted in 2000 for the State of Colorado gave the following statement of significance:

This building has been individually listed on the National Register of Historic Places. It is historically significant, relative to National Register Criterion A, for its association with the

theme of agriculture during the first half of the twentieth century. The structure is architecturally significant, under National Register Criterion C, because it [is] one of the region's last remaining wooden grain elevators, and because of its rare stacked plank construction. The preservation of this building should be one of Louisville's highest preservation priorities.

The 1982 inventory record stated the building's special features to be "Multi-level steep gables, 50 feet high at highest gable; next to railroad track for transport" and gave the following statement of significance:

This tall frame structure, although badly deteriorated, provides a valuable visual record of the agricultural heritage of Louisville which has been so largely overshadowed by the pervasiveness of coal mining. . . . [I]ts location near the tracks, (like the early lumber companies), pointed out the fact that Louisville had become an important distribution point for agricultural products by the early 1900's.

The 1982 inventory records also stated that "rehabilitation would help preserve perhaps the only structural link to the agricultural heritage of the town."

### **Past Community Discussion About and Recognition of the Louisville Grain Elevator**

A 1996 *Louisville Times* article pointed to the strong support expressed by the Economic Development Committee of the Downtown Business Association for saving and re-using the Grain Elevator, and stated:

Its roof is full of holes and its white painted is cracked and faded, but the 91-year-old elevator off Front Street is still coveted as a piece of Louisville's history.

The elevator is considered one of the city's last recoverable landmarks, and a coalition of downtown business interests and historical preservationists is exploring ways to return the building to its former glory and open it to the public.

Citing the DBA's Vice President, Cheri Ruskus, the article noted that "preserving a landmark on what will be an increasingly important gateway to Louisville when the 96<sup>th</sup> Street interchange opens could mean good things for downtown business."

1998 saw the completion of "A Preservation Master Plan: Louisville Colorado." This project and document were funded by the Louisville Downtown Business Association; Historic Boulder, Inc.; the Colorado Historical Society/State Historical Fund; and Boulder County Cultural Council, Tier III SCFD. The completed plan stated that the Economic Development Committee of the Downtown Business Association recognized the potential in sites such as the Grain Elevator "for multiple uses with significant public benefit."

A 1990s *Denver Post* article stated,

If an enthusiastic group of business owners, preservationists and architects has its way, a towering remnant of this town's rural past will someday welcome visitors to what has become a sprawling modern suburb. The group is studying the possibility of buying and

renovating the historic Thomas Grain elevator, built about 1905. Located just a block from Main Street and adjacent to a still-active railway line, the grain elevator rises above Front and Pine streets in downtown Louisville.

A *Denver Post* article from the 1990s noted that the stacked plank method of construction of the Louisville Grain Elevator is unique. The article cited James Stratis, a restoration specialist for the Colorado Historical Society, as stating that “the elevator’s role in the grain transportation system and its unique ‘stacked-plank’ architecture make the structure a national treasure.”

In 2007, the organization Historic Boulder, Inc., which is a 501c3 preservation organization focused on the Boulder area, selected the Louisville Grain Elevator for placement on its endangered list.

Boulder County installed a large photo collage at the Boulder County Courthouse within the last two years. This collage includes a historic photo of the Louisville Grain Elevator in the top center because of its strong connection to Boulder County history. Color was added to the photo to reflect the building’s original color, which is believed to have been a deep red color.

In 2011, the City of Louisville awarded a contract to Anderson Hallas Architects, PC to complete a structural assessment of the Louisville Grain Elevator. The contract was for \$38,000, which was funded by the City of Louisville through its Historic Preservation Fund. The report by Anderson Hallas Architects, PC, dated May 2, 2011, concluded that the building is structurally sound, barring a few areas of deterioration. The report contains recommendations for a work plan for the Elevator with several different phases and cost estimates.

## Sources

The preceding research is based on a review of relevant and available online County property records, census records, and oral history interviews, and Louisville directories, newspaper articles, maps, files, obituary records, survey records, and historical photographs from the collection of the Louisville Historical Museum, as well as the following specific sources:

“Colorado News Items.” *Longmont Ledger*, Feb. 10 1905. Accessed at [www.coloradohistoricnewspapers.org](http://www.coloradohistoricnewspapers.org).

“Curtains up on Louisville restoration: Grain elevator part of 10-year plan to bring back 119-year history.” *Daily Times-Call* (Longmont), 1997 (exact date unknown).

“Grain elevator a silent sentinel of plains.” *Denver Post*, Apr. 4, 1999.

“Historic preservation proposed on Front St.” *Louisville Times*, 1996 (exact date unknown).

“Louisville group hopes to use historic elevator as visitors site.” *Denver Post*, 1990s; specific date unknown.

“New Incorporations.” *Denver Post*, Aug. 4, 1906. Accessed at [www.genealogybank.com](http://www.genealogybank.com).

“New Incorporations.” *Denver Post*, May 30, 1902. Accessed at [www.genealogybank.com](http://www.genealogybank.com).

“The grain elevator that time forgot: City launches structural assessment as part of effort to preserve 1903 building.” *Daily Camera* (Boulder), Oct. 5, 2010.

“Wheat Growers in Louisville Want to See Mr. Mullen.” *Denver Post*, Sept. 8, 1918. Accessed at [www.genealogybank.com](http://www.genealogybank.com).

Anderson Hallas Architects, PC. Louisville Grain Elevator: Historic Structure Assessment. May 2, 2011.

Boulder County website, [www.bouldercounty.org](http://www.bouldercounty.org) (used for accessing property records and assessor records).

Carnegie Branch Library for Local History, City of Boulder website. [www.boulderlibrary.org/carnegie/](http://www.boulderlibrary.org/carnegie/) (used for various resources, including historic photos of the Louisville Grain Elevator and oral history interview of Merwin Jay Harrison, 1996).

Convery, William J. *Pride of the Rockies: The Life of Colorado’s Premiere Irish Patron, John Kernan Mullen*. Boulder: University of Colorado Press, 2000.

Country Grain Elevator Historical Society, <http://www.country-grain-elevator-historical-society.org/>

Denver Public Library Western History Collection, [www.denverlibrary.org](http://www.denverlibrary.org) (used for various resources, including photo of John K. Mullen).

Drumm’s Wall Map of Louisville, 1909. Louisville Historical Museum.

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## MEMORANDUM

**To:** Planning Commission and City Council  
**From:** Historic Preservation Commission  
**Subject:** Louisville Grain Elevator PUD/Plat/SRU  
**Date:** **March 24, 2015**

---

The Louisville Grain Elevator PUD/Plat/SRU application was reviewed at the Historic Preservation Commission meeting on March 16, 2014. The discussion resulted in the following referral comments:

- The Historic Preservation Commission recommends approval of the green space and corresponding sight lines in front of the Grain Elevator rather than the alternative parking plan.
- The Historic Preservation Commission approves of the location of the small granary building but has some concerns about the interpretation of the relocated building.
- The Historic Preservation Commission would like to see more contrast between the Grain Elevator and the new buildings. HPC recommends the color and materials of the new buildings be altered.
- The Historic Preservation Commission approves of the new buildings having three stories because they are shorter than the Grain Elevator.

## Scott Robinson

---

**From:** Jim Tienken <jctienken@tienkenlaw.com>  
**Sent:** Tuesday, December 09, 2014 2:10 PM  
**To:** Sean McCartney; Scott Robinson; Troy Russ  
**Cc:** erik@hapcdesign.com; Malcolm Fleming; 'Chris Pritchard'; 'Cindy Mueller'; 'Deb Krueger'; Jill Midgley ; 'Jim Cohen'; Marilyn Davenport; Mark Zaremba; 'Rick Kron'; 'Wendy Atkin'; Wendy Fickbohm  
**Subject:** grain elevator subdivision and final PUD

Sean, Scott and Troy:

On behalf of the DBA, I am writing with our strong support for final approvals for the grain elevator project which will come before Planning Commission and City Council in the coming weeks. We have reviewed the plans and related materials referred to us, and are excited about this project. We believe it is a positive, critical piece which will anchor the southern end of Downtown and include additional historical elements which make Louisville—and especially Historic Downtown—unique. We urge you to approve the final PUD and move this project toward fruition for all of us in Louisville.

Jim Tienken



James C. Tienken, Esq.  
Tienken & Associates, P.C.  
824 Pine Street  
Louisville, CO 80027

Phone 303.673.9373  
Fax 303.666.5724  
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[www.tienkenlaw.com](http://www.tienkenlaw.com)

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City Council – Public Hearing

## Grain Elevator

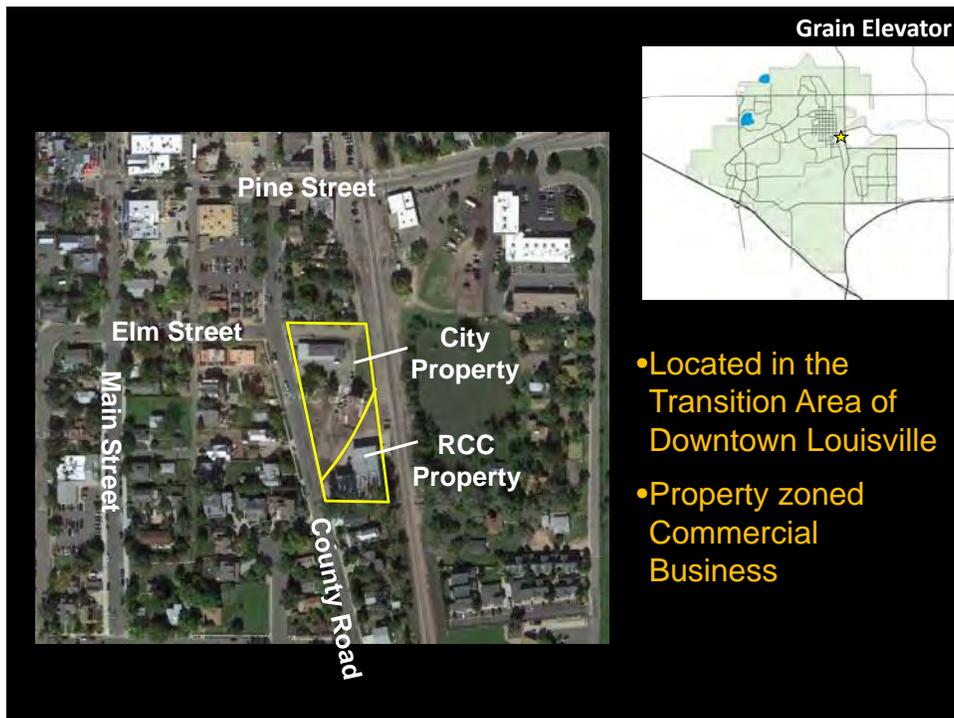
Resolution No. 29, Series 2015

Resolution No. 30, Series 2015

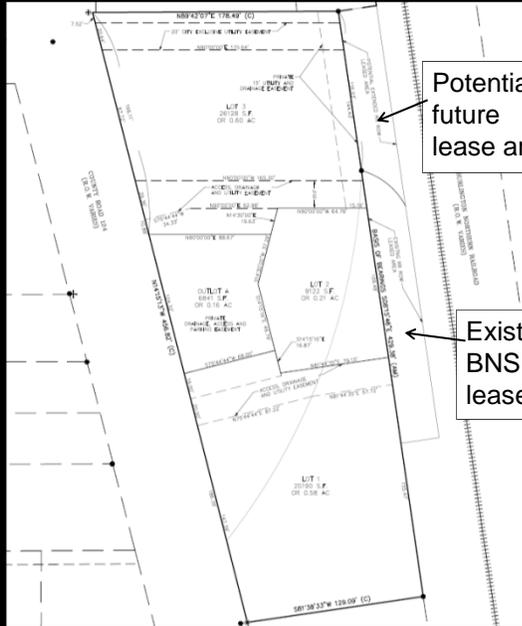
A request for a final plat, final planned unit development (PUD), special review use (SRU), and landmark for the Grain Elevator at 500-544 County Road

Prepared by:

Dept. of Planning & Building Safety



Grain Elevator

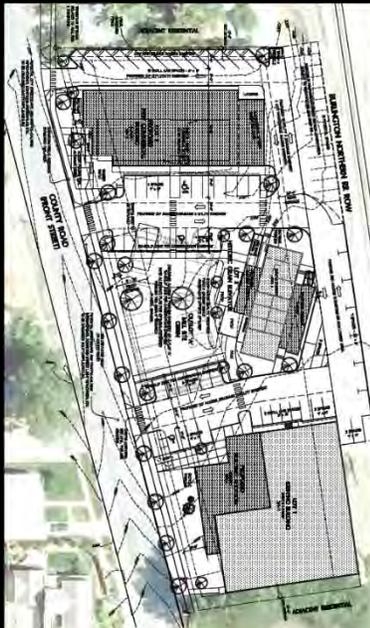


Potential future lease area

Existing BNSF lease area

- Three lots and one outlot
- Existing BNSF lease and potential future lease
- No public land dedication

Grain Elevator



Lot 3 New Building: 19,000 SF proposed

Lot 2 Grain Elevator: 4,000 SF existing + 1,500 SF proposed

Lot 1 Warehouse Building: 10,000 SF existing + 6,500 SF proposed

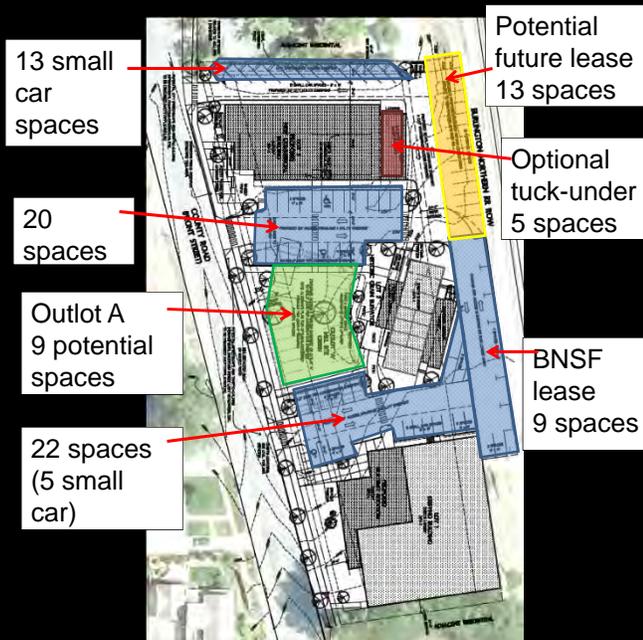
- Additions to two buildings
- Replace one building
- 32,454 square feet leasable area
- Lot coverage and rear setback waiver requests

Grain Elevator

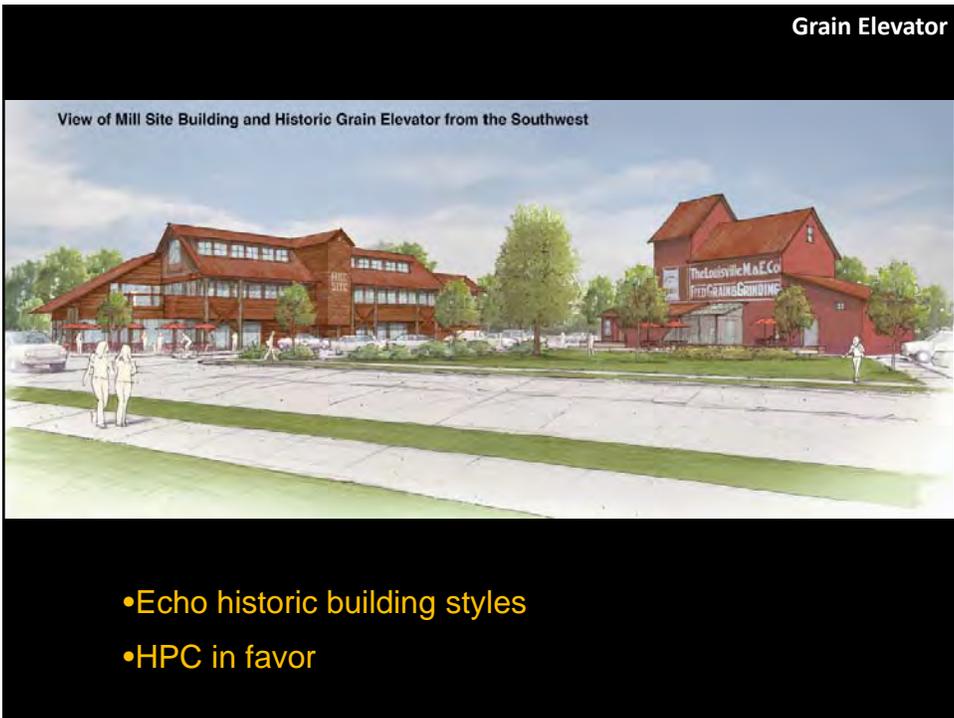


- Allowed 2 stories and 35 feet
- Request for 3 stories and 38 feet
- Allowance for rooftop screening to extend to 41.5 feet

Grain Elevator



- 63 spaces required
- 64 spaces provided
- Potential for 17 additional spaces
- 18 small car spaces



## Grain Elevator

Outdoor sales/activity areas



Condition to limit activity to between 8 am and midnight

## Grain Elevator – Background

- Built in 1905 by John K. Mullen, who was the namesake for Mullen High School in Denver.
- Historically used to provide grain to local farmers (by cart) and Denver (by rail car).
- Built along rail line that went to Acme mine.
- Managed by Howard Moore from 1907 to 1934. Howard was a one time mayor of the City of Louisville.
- Owned by Thomas Family from 1957 until 2012; Last occupied in 1960's as a feed store.
- Stacked plank construction.

Grain Elevator – Photos



Grain Elevator

Staff recommends approval of the proposal with the following conditions:

1. The use of outdoor areas shall be limited to between the hours of 8 am and midnight.
2. The developer shall be required to underground utility lines crossing County Road and replace the street lights per Public Works standards.

**SUBJECT: REVIEW AND CONFIRMATION OF ALTERNATIVE LAND USE SCENARIOS AND MAIN STREET AND CENTENNIAL DRIVE INTERSECTION ALIGNMENTS TO BE STUDIED AS PART OF THE SOUTH BOULDER ROAD SMALL AREA PLAN**

**DATE: MAY 19, 2015**

**PRESENTED BY: TROY RUSS, DIRECTOR OF PLANNING & BUILDING SAFETY  
SCOTT ROBINSON, PLANNER II**

**SUMMARY:**

The City is currently working 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 is using the Comprehensive Plan as a foundation on which to develop, through a very public process, specific zoning amendments and possibly design requirements intended to preserve and promote what the community wants to see in these areas. 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 42/96<sup>th</sup> 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* – Translates the Small Area Plan into zoning amendments and potentially design overlays incorporated into the Louisville Municipal Code.

Staff has completed the first two steps (*Desire and Discovery*) of the South Boulder Road five step community outreach process. We are now at the culmination of the “*Design*” phase of the project.

The combination of land use alternatives presented in this report represents the full range of community input gathered during the first two phases of the study. The three alternatives presented illustrate a range of land use mixtures in the corridor which would be allowed on parcels in the study area, rough locations for parks or green space, and in general how tall buildings can be. The alternatives also include possible projected build out for retail, office, and residential uses.

Staff anticipates the information gathered from the alternatives presented tonight will be used to inform the community and assist in developing a preferred hybrid land use scenario with more nuances which better reflect community desires and expectations.

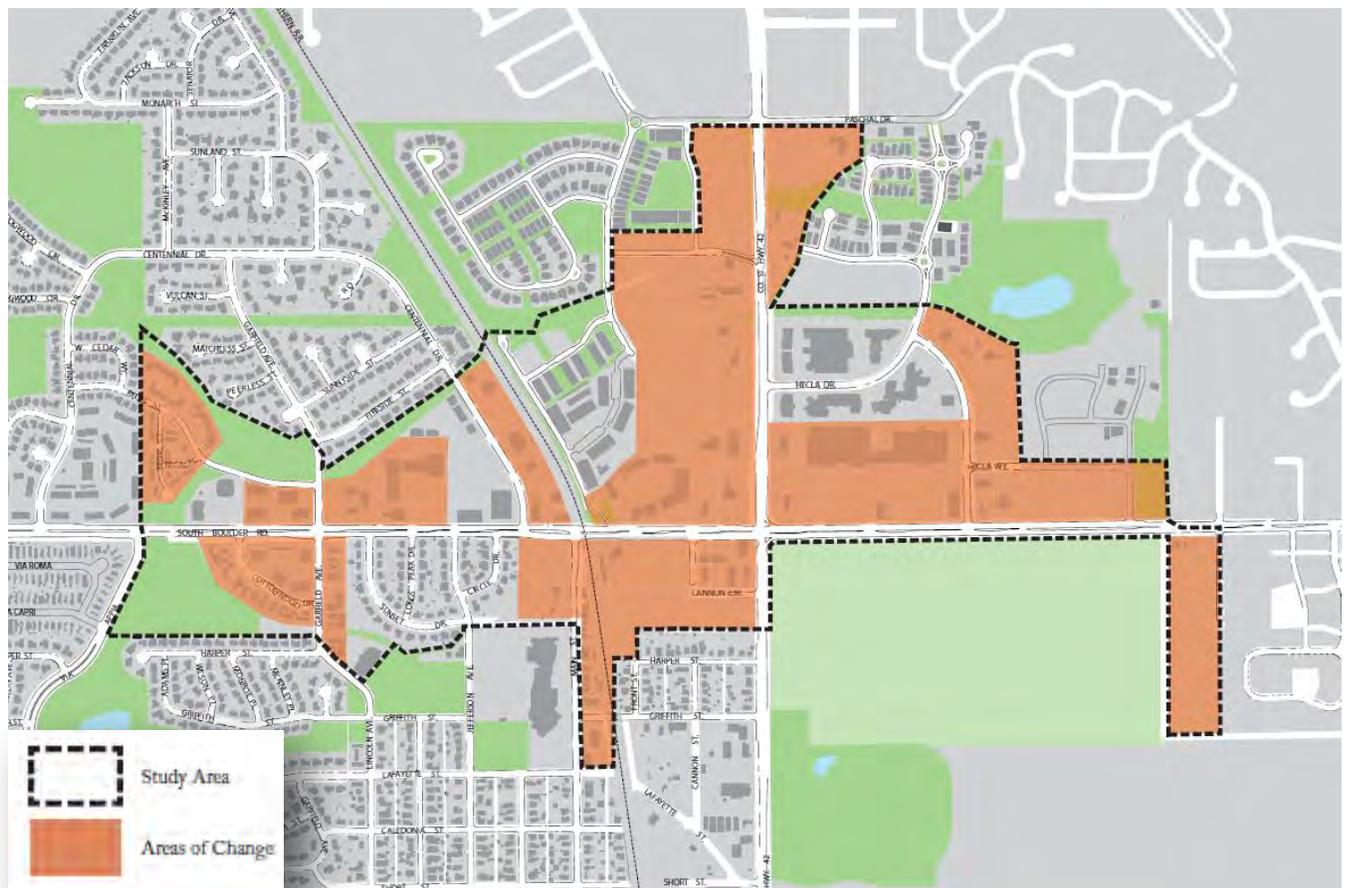
Planning Commission unanimously recommended City Council confirm the three land use scenarios for the corridor and the proposed transportation strategies for the Main Street and Centennial Drive intersection to be tested.

Staff is seeking City Council confirmation of the three land use scenarios for the corridor along with transportation strategies for the Main Street and Centennial Drive intersection to be studied and the results fully vetted (in the categories listed below) and the results presented to the community during the “*Discussion*” phase of the effort.

1. Character and design of the development;
2. Changes to property rights;
3. Fiscal impacts;
4. Traffic impacts;
5. Public costs;
6. School impacts; and
7. Evaluated against the measures of success

**ALTERNATIVES**

Staff and consultants analyzed the corridor to identify areas likely to change based on market pressures in the next 20 years. These areas were mapped for two reasons: 1) these properties are allowed more development in zoning than is currently built; and/or, 2) the value of the buildings on these properties is less than 30% of the combined total property and building value.



Each alternative presented is based on a different source of community input. The “Workshop” alternative is based on the majority of comments received at two community design workshops, on January 15 and February 18, 2015, and on comments received on the EnvisionLouisvilleCO.com website. The “Market” alternative is based on majority comments from developers and commercial property owners, most notably a roundtable held on December 3, 2014. The “Survey” alternative is based on the community survey conducted by the City in late 2014 and early 2015. The higher resolution alternatives are illustrated in the attached packet from Cuningham Group.

Each alternative applies a different mixture of land uses to the areas of change, as well as different intensities of development. Three different mixed use types (shown below) were defined to meet the needs of the different areas and alternatives. None of the proposed mixed use types represented would be mandatory like the mixed use district in the Hwy 42 Revitalization Area.

In all three scenarios residential land uses are proposed to be conditional. This would mean a separate review process would be established to review the merits of the residential request. Initial ideas for conditional measures of success include: senior and affordable housing, live-work, positive fiscal performance; limited impacts on the viewsheds; and public realm improvements.

**The Mixed Use – Employment** focuses on office uses (minimum of 60%), with residential uses allowed conditionally based criteria listed above (senior, affordable, etc.) and meets fiscal and community design goals. The **Mixed Use – General** type allows both retail and office commercial development, with at least 40% of floor area required to be retail to encourage developments to incorporate ground-floor retail. Residential is again allowed with the same conditions. The **Mixed Use – Retail** type does not allow residential and has the same 40% minimum requirement for retail.



**Mixed Use - Employment**

This mix of uses creates a dense neighborhood with walkable work places by mixing office or other commercial space with residences.

**Uses Allowed:**

- Office
- Residential (conditional)



**Mixed Use - General**

By mixing office, retail, and residences, this category aims to create the most walkable places to live, work, and shop.

**Uses Allowed:**

- Office
- Retail
- Residential (conditional)



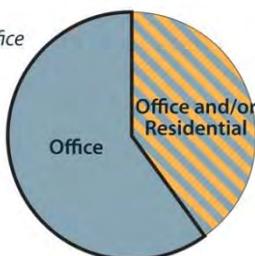
**Mixed Use - Retail**

This mix of uses focuses on creating walkable work places by mixing office or other commercial space with retail uses.

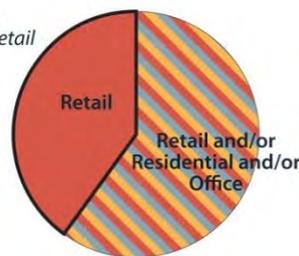
**Uses Allowed:**

- Office
- Retail

At least 60% office



At least 40% retail



At least 40% retail



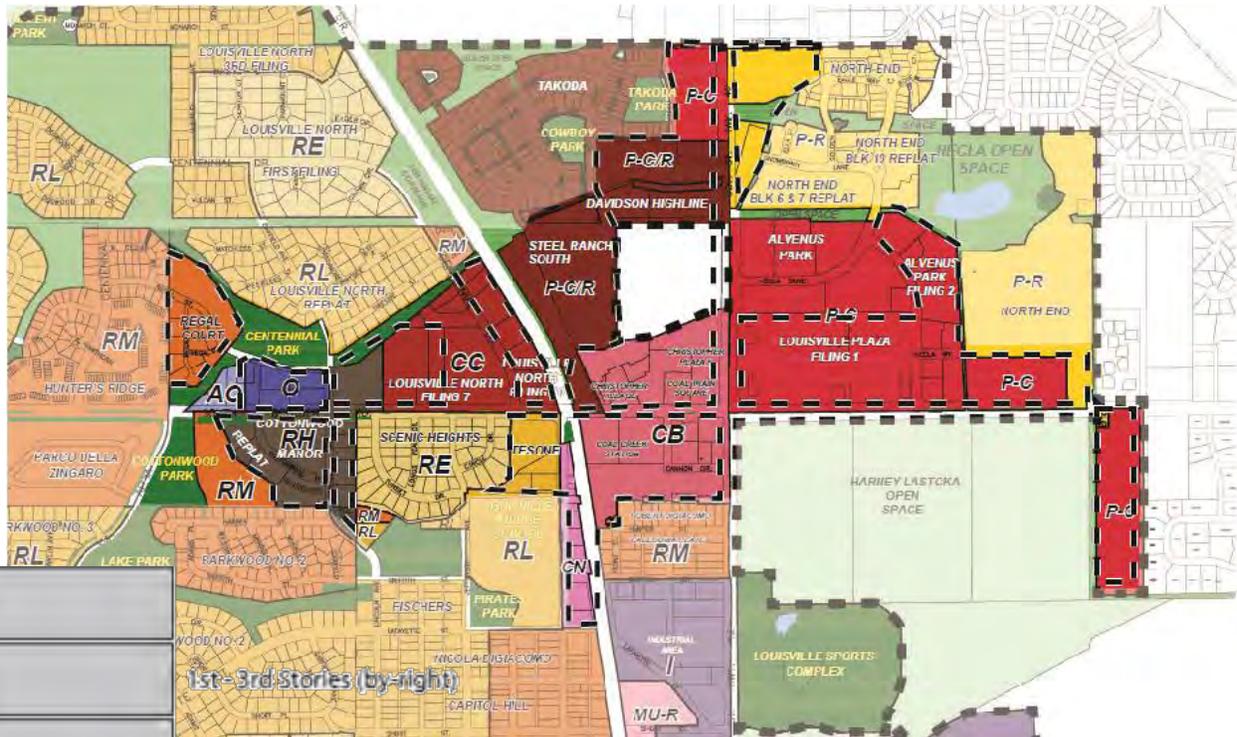
**SUBJECT: SOUTH BOULDER ROAD SMALL AREA PLAN ALTERNATIVES**

**DATE: MAY 19, 2015**

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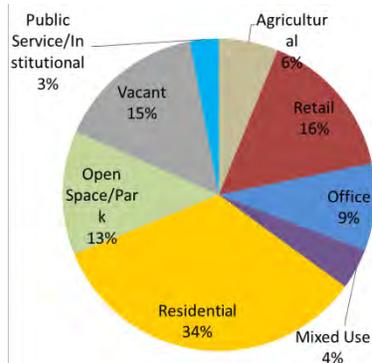
Current Zoning

Staff will advance a current zoning scenario to establish a baseline with which to compare the other land use alternatives and demonstrate how the corridor may develop if no plan is adopted.



\*Waiver requests allowed through the PUD process

Currently, there are 516 residential units, approximately 200,000 sf of office and 370,000 sf of retail land uses in identified the areas of change. Current zoning in the corridor would allow up to 1,117 residential units, 1.2 million sf of office and 550,000 sf of retail. Buildings are allowed to 3 stories. Waivers may be requested through the Planned Unit Development (PUD) process. Land area allocated to residential land uses represents 34% of the areas of change. Retail and office represent 16% and 9% of the land area respectively.



	Residential (Units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
Allowed	1,117	1,258,870	567,382	0
<b>Difference</b>	<b>601</b>	<b>1,064,159</b>	<b>195,610</b>	<b>0</b>

**SUBJECT: SOUTH BOULDER ROAD SMALL AREA PLAN ALTERNATIVES**

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The Workshop Alternative

The Workshop Alternative would have the least amount of development overall, being mainly one story with a second allowed conditionally. It also focuses more on retail and less on residential, and has the most park and open space land than the other alternatives.

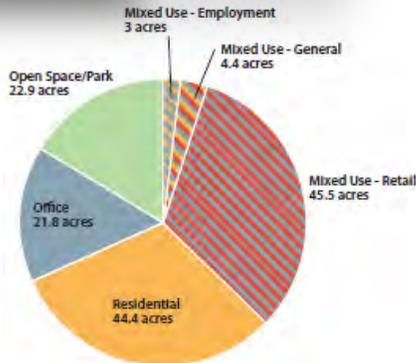
This alternative is recommended for further study because it provides a low-end estimate for future development and a high-end estimate for public investment and reflects the majority of proposals from the public workshops.



2nd Story (Conditional)

1st Story (by-right)

- Residential
- Open Space/Park
- Office
- Mixed Use - Employment (min 60% office, residential allowed)
- Mixed Use - General (min 40% retail, office and residential)
- Mixed Use - Retail (min 40% retail, office allowed)



	Residential (Units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
Allowed	1,117	1,258,870	567,382	0
Workshop	855	475,994	350,694	17.9 ac
<b>Difference</b>	<b>-263</b>	<b>-782,877</b>	<b>-216,688</b>	<b>17.9 ac</b>

**SUBJECT: SOUTH BOULDER ROAD SMALL AREA PLAN ALTERNATIVES**

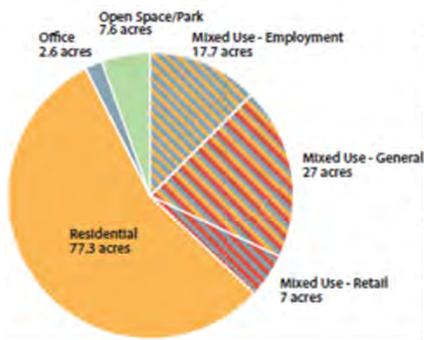
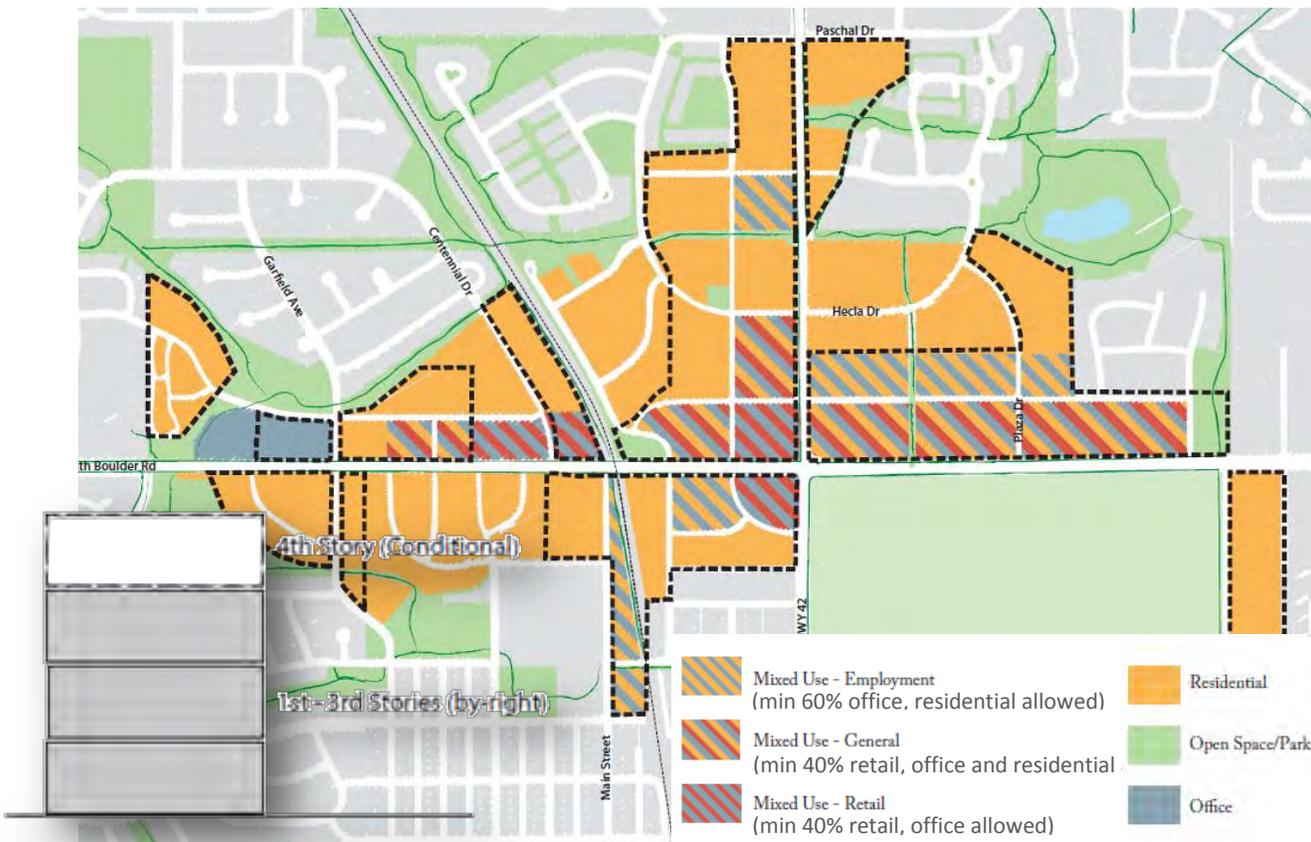
**DATE: MAY 19, 2015**

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The Market Alternative

The Market Alternative has the most development, allowing three stories everywhere and a fourth story conditionally. It has the most residential, with less focus on office, retail, and parks and open space.

This alternative is recommended for further study because it provides a high-end estimate for future development and a low-end estimate for public investment and reflects interests expressed by the business community and market conditions.



	Residential (Units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
Allowed	1,117	1,258,870	567,382	0
Market	1,741	1,008,398	535,523	1.3 ac
<b>Difference</b>	<b>624</b>	<b>-250,472</b>	<b>-31,859</b>	<b>1.3 ac</b>

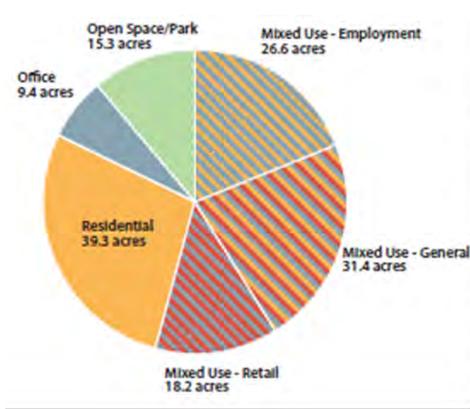
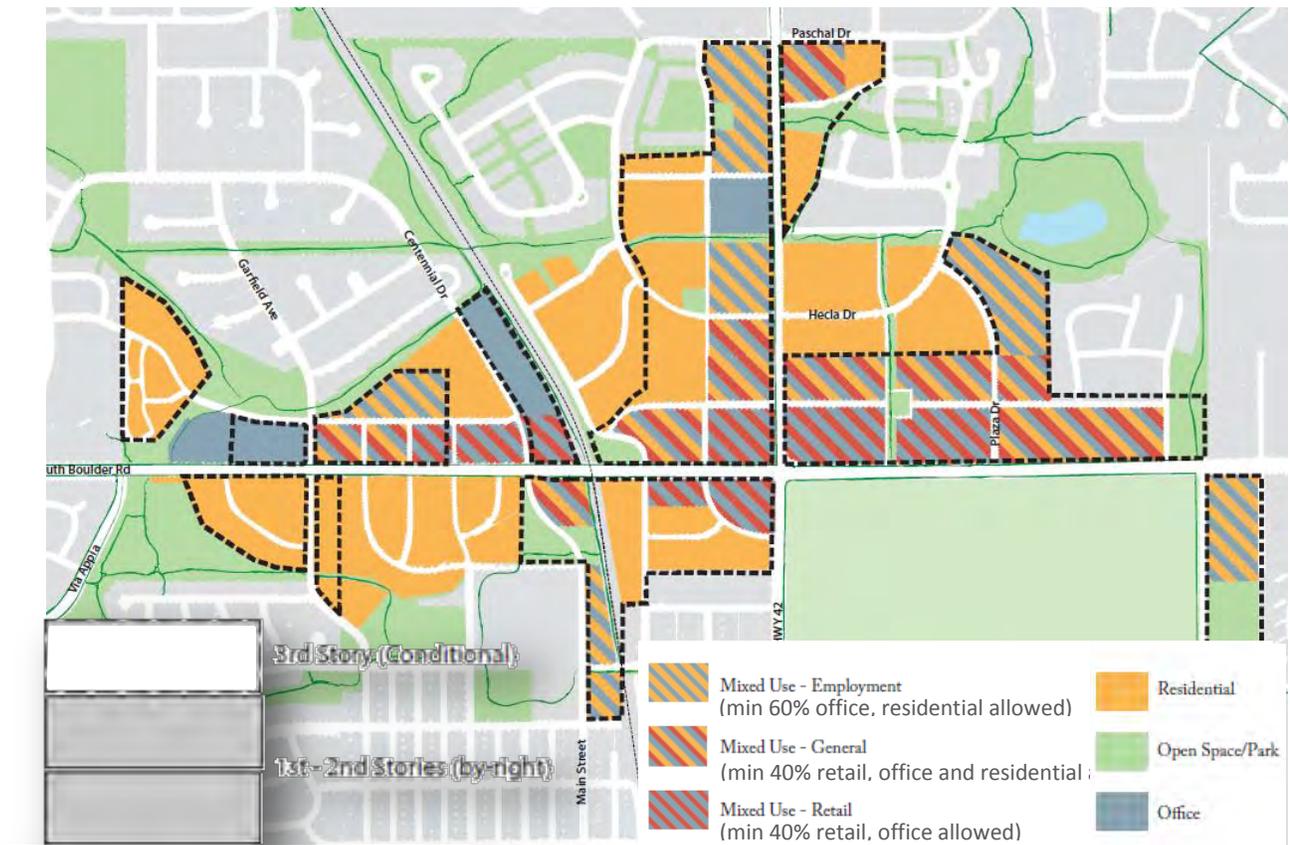
**SUBJECT: SOUTH BOULDER ROAD SMALL AREA PLAN ALTERNATIVES**

**DATE: MAY 19, 2015**

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The Survey Alternative falls in the middle, allowing two stories and a third conditionally. It also has the most retail and commercial development.

This alternative is recommended for further study because it provides mid-range estimates for future development and public investment and reflects survey results.



	Residential (Units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
<b>Allowed</b>	<b>1,117</b>	<b>1,258,870</b>	<b>567,382</b>	<b>0</b>
Survey	1,042	1,119,275	616,053	10.4 ac
<b>Difference</b>	<b>-75</b>	<b>-139,596</b>	<b>48,671</b>	<b>10.4 ac</b>

Projected development totals for each alternative, based on staff assumptions of possible development in the areas of change under each alternative, are in the table below. These projections are intended to represent an order of magnitude and not be exact. The existing development in the areas of change, as well as what is allowed in those areas under the current development regulations, is also shown in the table.

	<b>Residential (units)</b>	<b>Office (SF)</b>	<b>Retail (SF)</b>	<b>Park (SF)</b>
Existing	516	194,711	371,772	0
<b>Currently Allowed</b>	<b>1,117</b>	<b>1,258,870</b>	<b>567,382</b>	<b>0</b>
Workshop Alternative	855	475,994	350,694	17.9 ac
Market Alternative	1,741	1,008,398	535,523	1.3 ac
Survey Alternative	1,042	1,119,275	616,053	10.4 ac

**MAIN STREET AND CENTENNIAL DRIVE INTERSECTION**

The proposed land use scenarios include slight variations in street network, the most significant being the Workshop and Survey Alternatives propose realigning Main Street at South Boulder Road to meet Centennial Drive. Other recommended infrastructure improvements will be further vetted with the community and highlighted in the development of the preferred land use scenario.

Staff is requesting confirmation from City Council regarding the Main Street and Centennial Drive intersection alternatives to be considered. Staff is recommending the analysis of the intersection occur in the small area plan because during the *Desire* and *Discover* phases of the effort the public comments focused on a number of concerns including:

1. Pedestrian crossings of SBR are lacking, uninviting and perceived as unsafe.
2. Traffic congestion in the Corridor is a threat to the success and livability of the corridor.
3. Downtown is lacking a gateway from South Boulder Road.

Additionally, the 2013 Comprehensive Plan provide policy direction to “*Explore realigning Main Street on the southern edge of the (SBR) corridor to align with Centennial Drive to provide a gateway to downtown and provide a safe and efficient access plan for the (SBR) corridor*”.

The City is limited in its options to accommodate future traffic along South Boulder Road. Widening the roadway from 4-lanes to 6-lanes is not feasible. The only realistic

transportation option available includes development of specific parallel street network enhancements to provide local traffic alternatives to South Boulder Road and specific intersection improvements which improve the efficiency and progression traffic in the corridor.

The current configuration of Main Street and Centennial Drive intersection creates problems for traffic flow on South Boulder Road. The signals are too close together and the volume of turning movements from Main Street and Centennial Drive alters the necessary operations of the corridor from South Boulder Road progression to managing the number of vehicles stacking between the signals.



Three options with variants are being requested for further evaluation. Each option represents both a transportation solution and corresponding land use scenario.

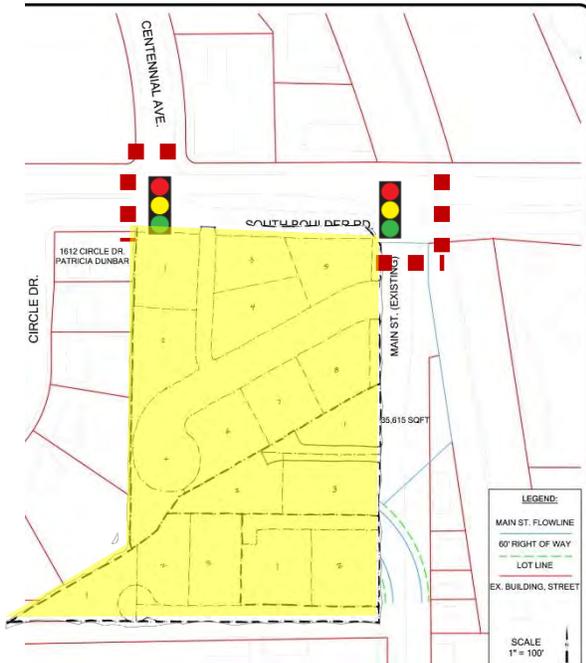
Option 1 represents the do nothing alternative. This alternative should be considered because it establishes a baseline from which alternatives can be tested. Option 1 leaves the signal configuration unchanged. Pedestrian improvements in this alternative would be limited as the often requested pedestrian underpass would not be feasible near this intersection because of pedestrian approaches and likely right-of-way impacts. In this scenario the current Residential Low density (RL) zoning of the property would remain unchanged.

Current RL zoning would allow up to 26 residential units. Staff estimates 16 of those 26 units could be constructed when all access and design requirements are met.

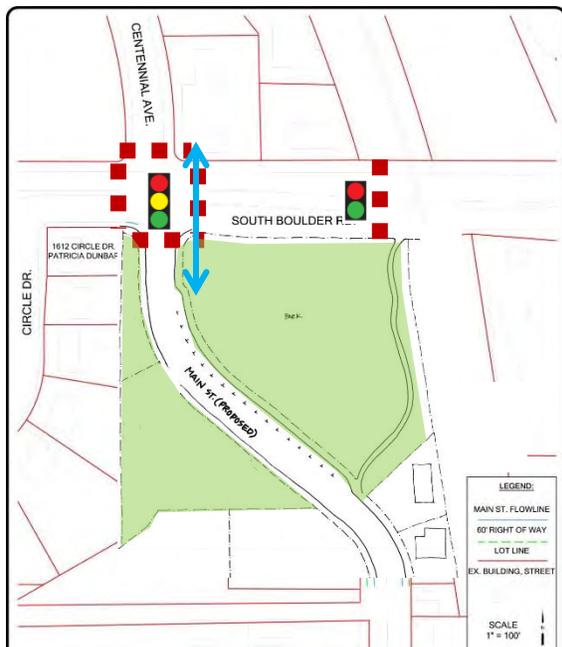
**SUBJECT: SOUTH BOULDER ROAD SMALL AREA PLAN ALTERNATIVES**

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Option 2 realigns Main Street west to Centennial Drive and the property acquired for the roadway would be turned into a community park. Two pedestrian variants are introduced. One variant uses an at-grade pedestrian only signal near the BNSF rail road. The other variant uses a pedestrian underpass that can take advantage acquired right-of-way and Centennial Drive.

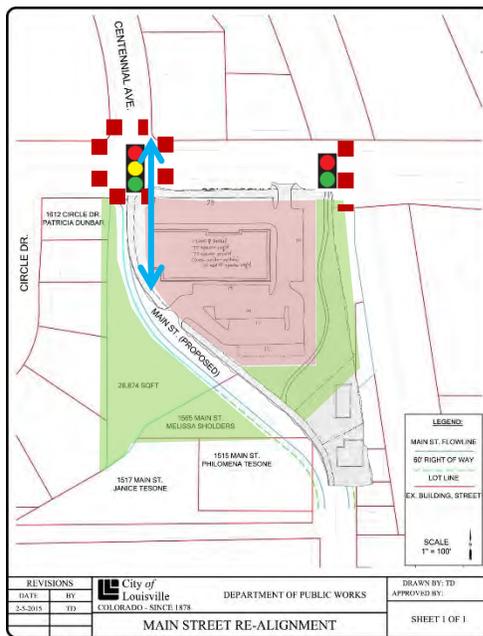


**SUBJECT: SOUTH BOULDER ROAD SMALL AREA PLAN ALTERNATIVES**

**DATE: MAY 19, 2015**

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Option 3 also realigns Main Street west to Centennial Drive. Staff determined shifting a potential pedestrian underpass to the Main Street right-of-way infeasible because of the BNSF right-of-way. The difference between option two and three converts excess land acquired for the roadway to a mixed use commercial and residential development to reduce the costs of the project. The same two pedestrian variants are introduced with this option. One being an at-grade pedestrian only signal near the BNSF rail road. The other being a pedestrian underpass at Centennial Drive. The potential land use scenario would yield 17,000 sf of retail and six residential units.



Like the proposed land use scenarios being recommended for testing, staff is requesting City Council confirm the alternative intersection alignments to be evaluated for traffic operation and cost.

**FISCAL IMPACT:**

Funding to cover the cost of analyzing each of the various scenarios is included in the City's 2015 budget.

**PLANNING COMMISSION ACTION:**

Planning Commission reviewed the proposed alternatives to be tested at its May 23, 2015 meeting. Planning Commission discussed both the land use scenarios along with the alternative Main Street and Centennial Drive Intersections being requested for further study. The Planning Commission wanted to make clear they were not "endorsing" any of the proposed land use scenarios or intersection alignment alternatives shown. That said, Planning Commission unanimously agreed to recommend City Council confirm the land use scenarios and intersection alternatives for Main Street and Centennial Drive proposed be studied and the results vetted with the

community so that preferred solutions which better reflect specific community expectations can be developed.

During the public hearing several public comments were heard. The minutes of the meeting are attached. The most notable comments were related to the intersection of Main Street and Centennial Drive alternative alignment discussion. Specifically, the property owner of the likely most impacted property spoke against the realignment and requested Planning Commission recommend City Council remove all realignment options from consideration.

**RECOMMENDATION:**

Staff recommends City Council make any desired changes to the alternative corridor land use scenarios and the Main Street and Centennial intersection alignments being considered for testing, then confirm them for further evaluation. The results will be vetted with the community to assist in developing a preferred hybrid land use scenario and infrastructure plan with more nuances which better reflect community desires and expectations during the “*Discussion*” phase of the project.

**ATTACHMENT(S):**

1. Presentation
2. [Link to Alternatives Packet](#)
3. [Link to Community Design Workshop notes](#)
4. EnvisionLouisvilleCO.com comments
5. Stakeholder Interview Notes and Minutes from BRaD roundtable
6. [Link to Survey report](#)
7. Public comment – Malerbra – April 08, 2015
8. Public comment – Purdy – April 16, 2015
9. Public comment – Malerbra – April 21, 2015
10. Public comment – Main Street Property Holdings – April 21, 2015
11. Draft Planning Commission Minutes – May 23, 2015



# South Boulder Road

SMALL AREA PLAN | VIA APPIA TO CITY LIMITS

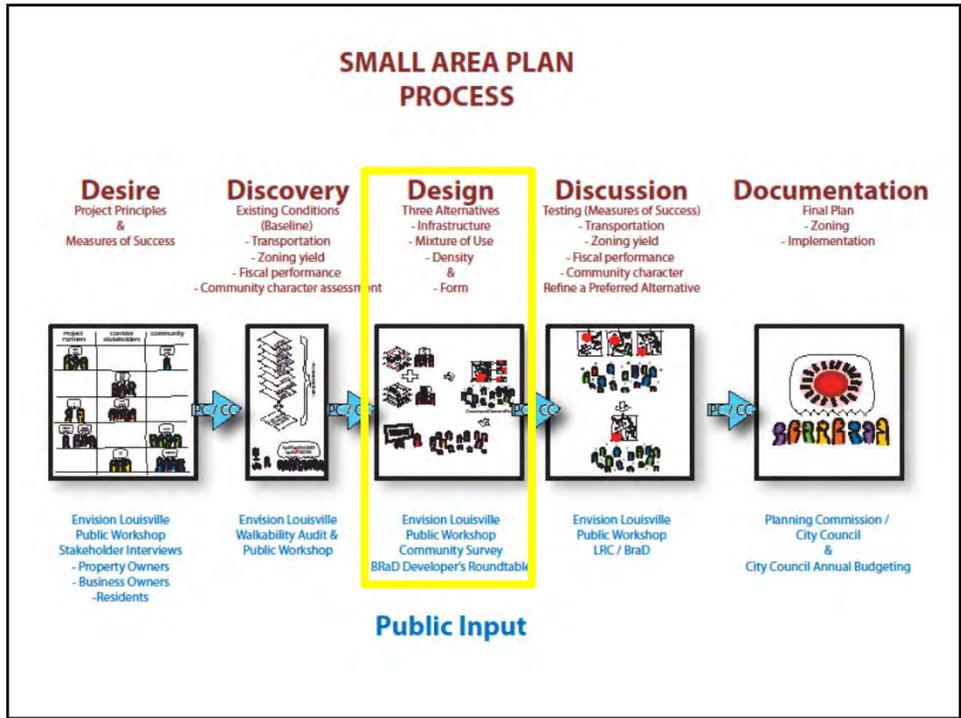
## City Council

May 19, 2015



Study Area

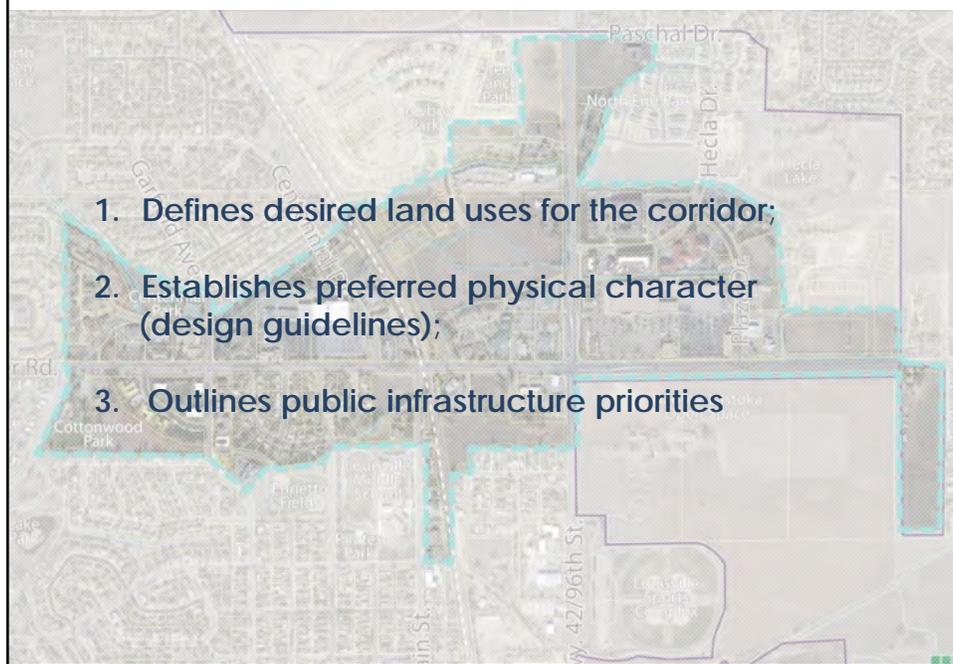




### Strengths, Weaknesses, Opportunities, and Treats

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

## Study Outcome



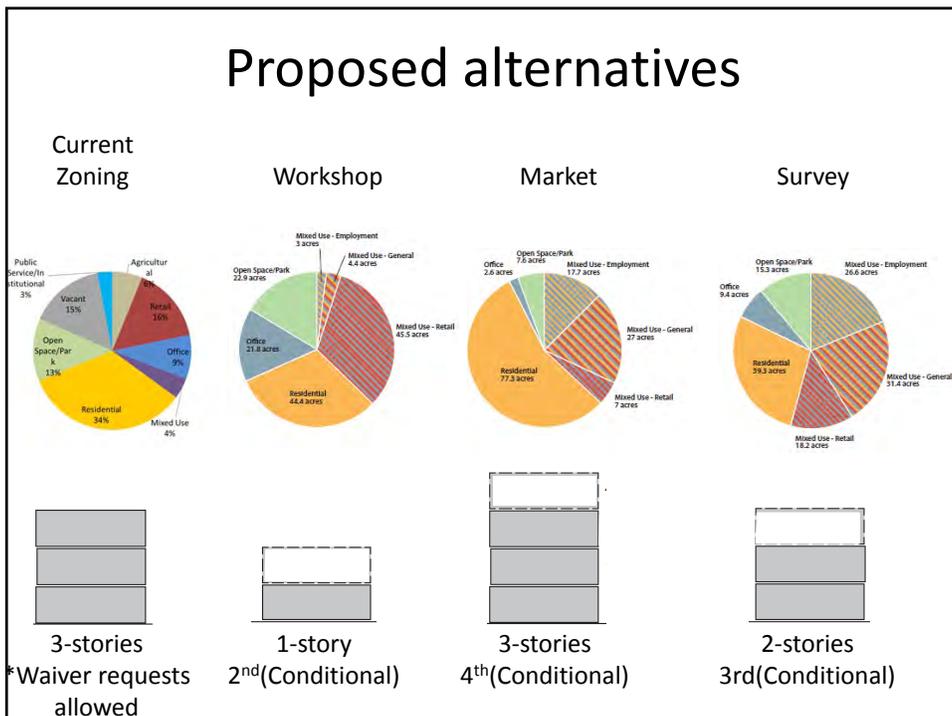
## What will be studied?

1. Character and design of the development;
2. Changes to property rights;
3. Fiscal impacts;
4. Traffic impacts;
5. Public costs;
6. School impacts; and
7. Evaluated against the measures of success

# Areas of likely change

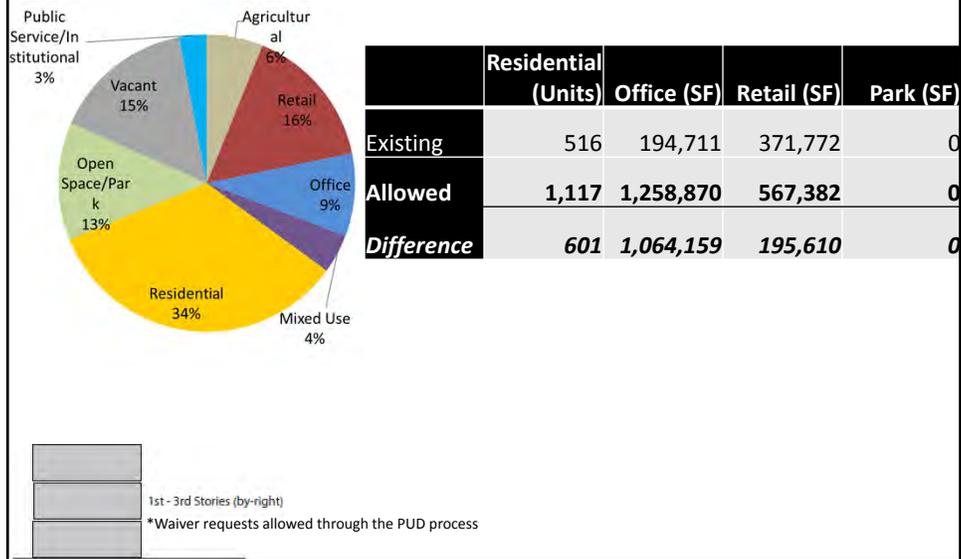


# Proposed alternatives



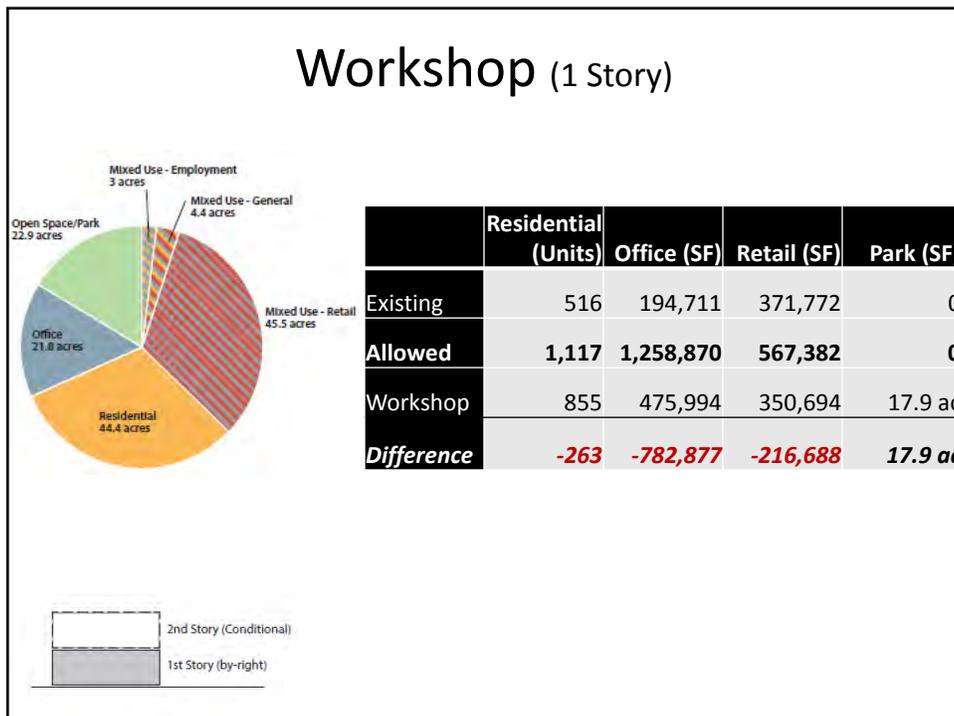


## Current zoning (3 Stories)



## Why evaluate this alternative:

Provides a baseline with which to compare the other alternatives and demonstrates how the corridor may develop if no plan is adopted.

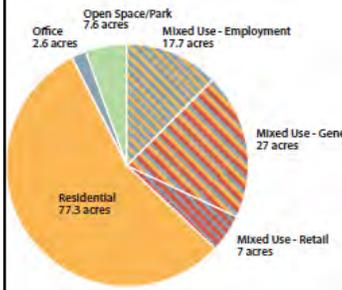


## Why evaluate this alternative:

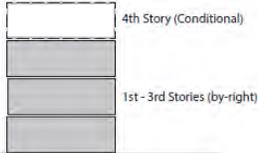
Provides a low-end estimate for future development and a high-end estimate for public investment and reflects proposals from the public workshops.



## Market Alternative (3 Stories)

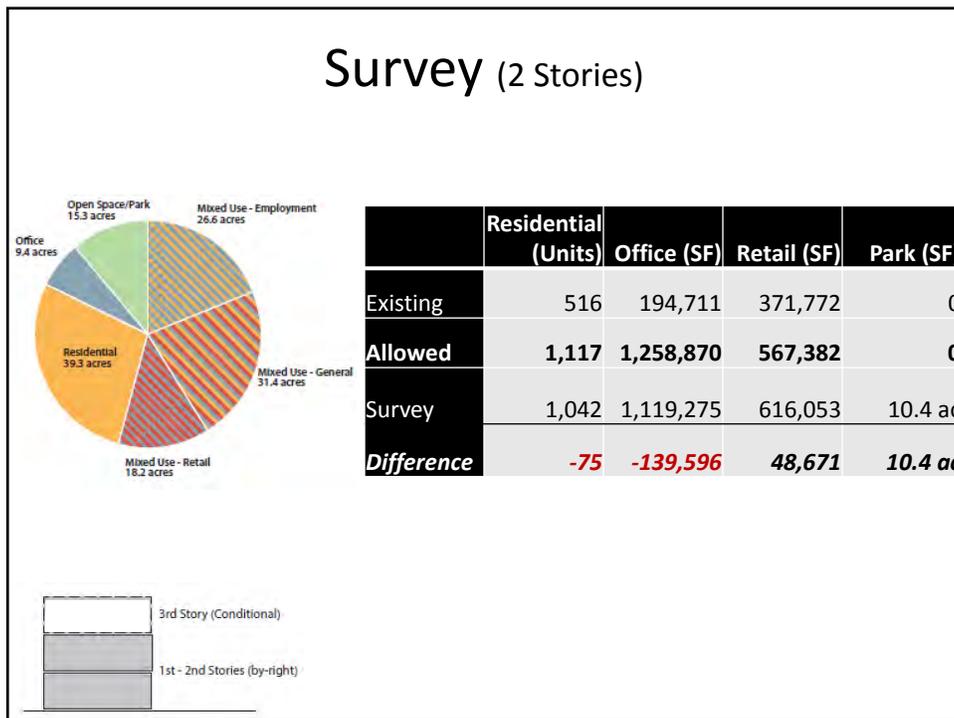
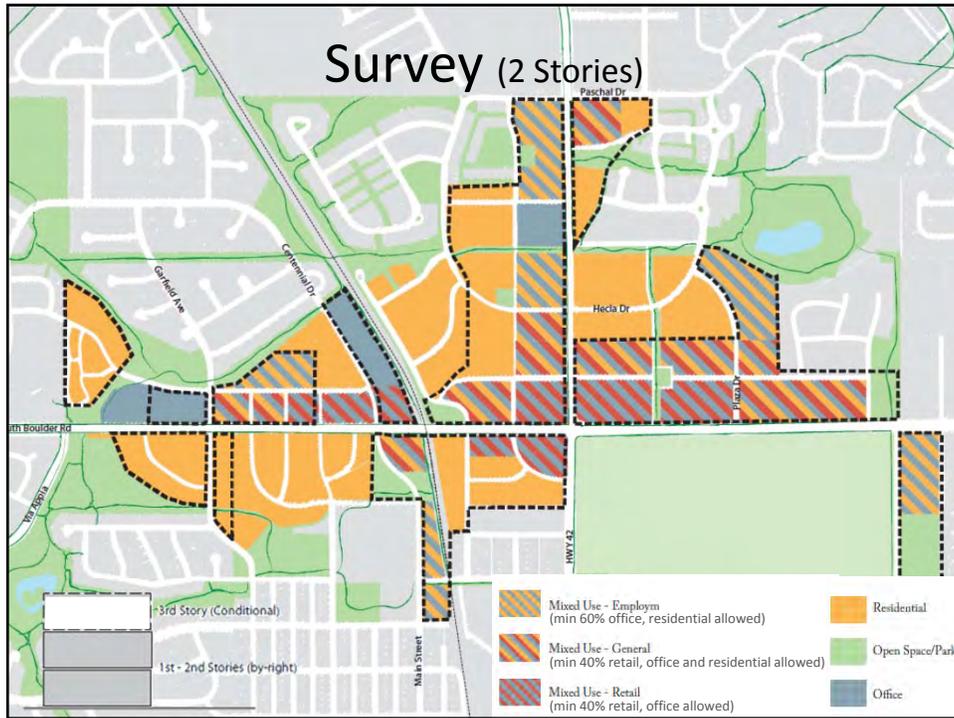


	Residential (Units)	Office (SF)	Retail (SF)	Park (SF)
<b>Existing</b>	516	194,711	371,772	0
<b>Allowed</b>	1,117	1,258,870	567,382	0
<b>Market</b>	1,741	1,008,398	535,523	1.3 ac
<b>Difference</b>	624	-250,472	-31,859	1.3 ac



## Why evaluate this alternative:

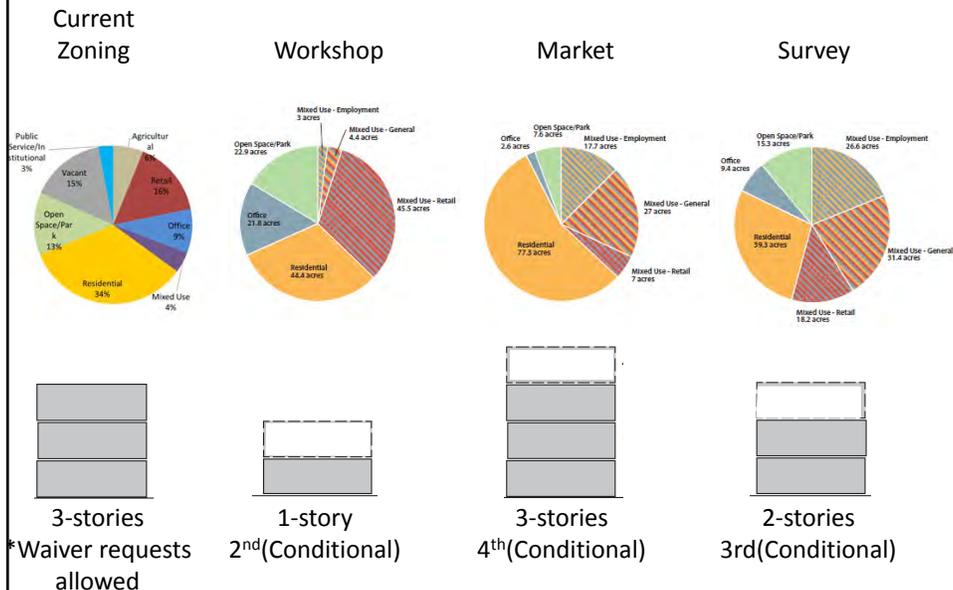
Provides a high-end estimate for future development and a low-end estimate for public investment and reflects interests expressed by the business community and market conditions.



## Why evaluate this alternative:

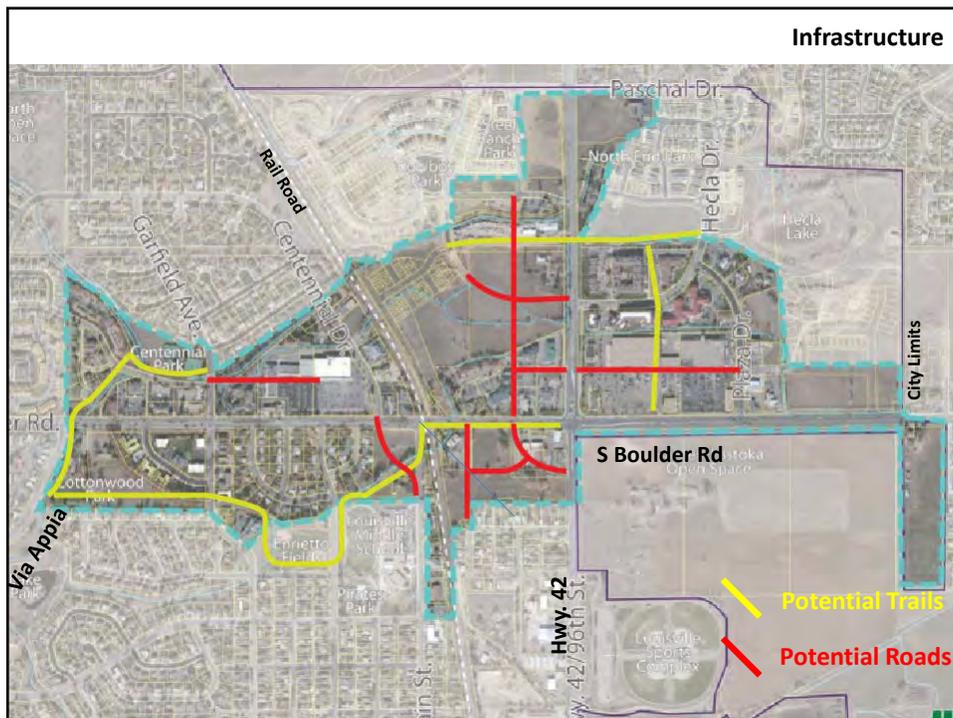
Provides mid-range estimates for future development and public investment and reflects survey results.

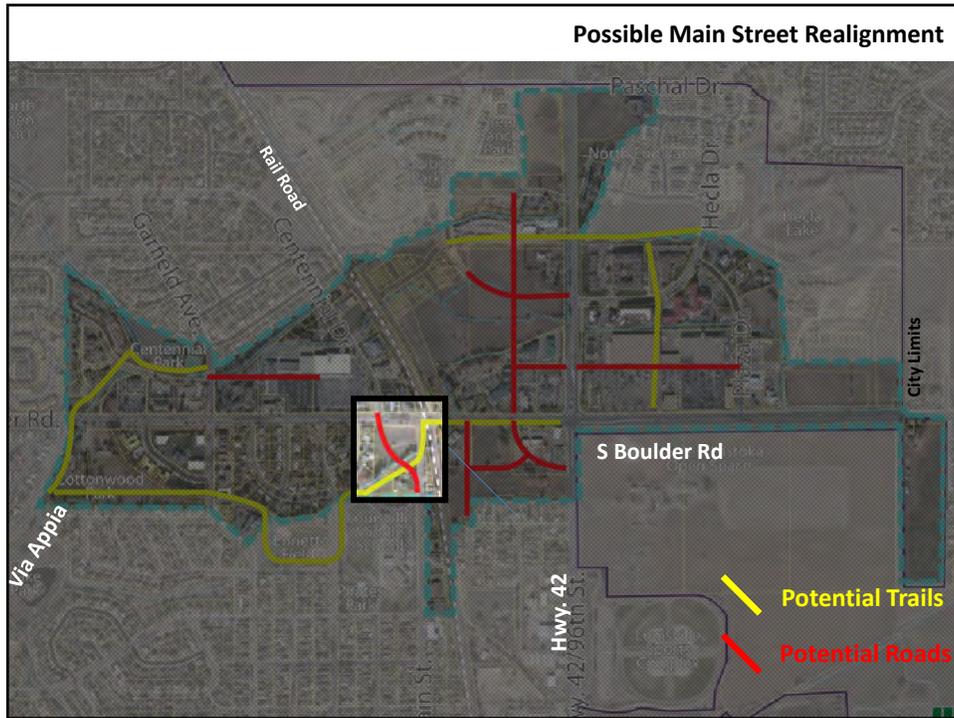
## Proposed alternatives



# Proposed alternatives

	Residential (units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
<b>Currently Allowed</b>	<b>1,117</b>	<b>1,258,870</b>	<b>567,382</b>	<b>0</b>
Workshop Alternative	855	475,994	350,694	17.9 ac
Market Alternative	1,741	1,008,398	535,523	1.3 ac
Survey Alternative	1,042	1,119,275	616,053	10.4 ac





## Why Study a Main Street Realignment?

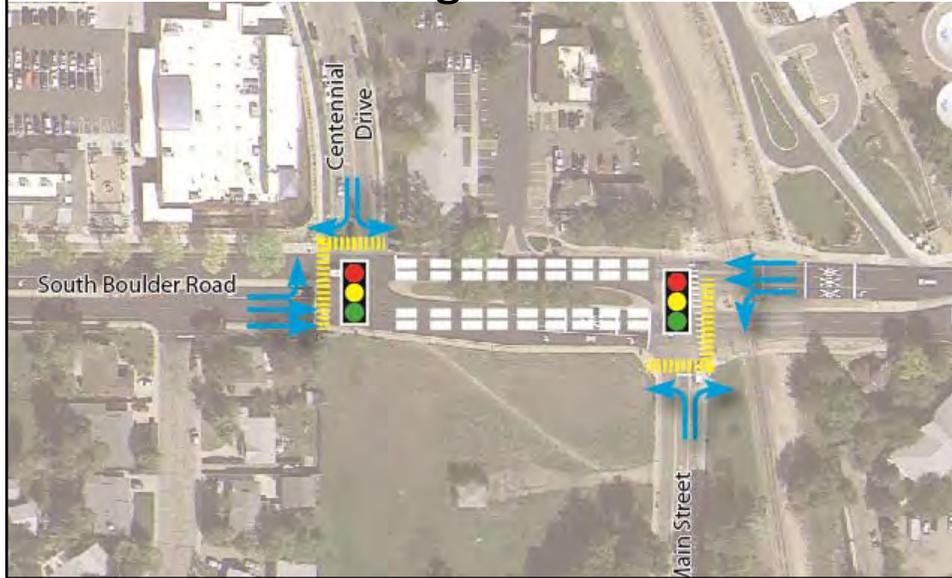
### Public Input

1. Pedestrian crossings of SBR are lacking, uninviting and perceived as unsafe.
2. Traffic congestion in the Corridor is a threat to the success and livability of the corridor.
3. Downtown is lacking a gateway from South Boulder Road.

### Comprehensive Plan States

*“Explore realigning Main Street on the southern edge of the (SBR) corridor to align with Centennial Drive to provide a gateway to downtown and provide a safe and efficient access plan for the (SBR) corridor”.*

# Why Study a Main Street Realignment?

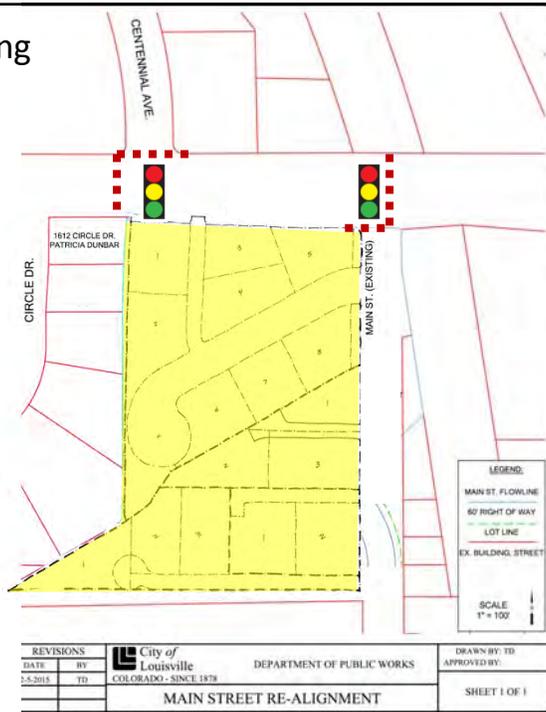
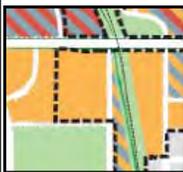


## Option 1 - Do Nothing

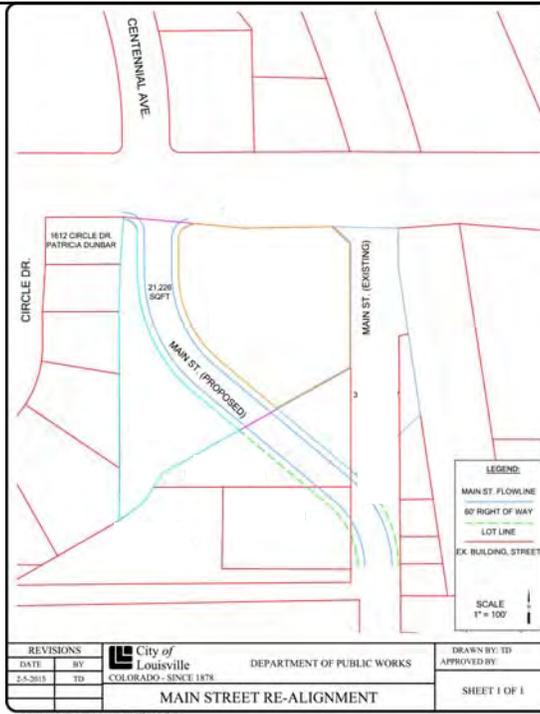
ZONED  
RESIDENTIAL LOW (RL)  
DENSITY

Allowed up to 26 units  
Likely - 16 units

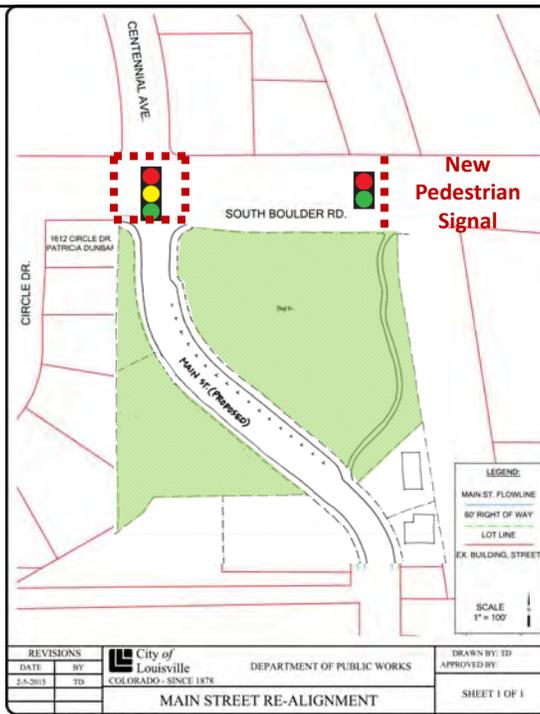
Desired pedestrian  
underpass not likely near  
this intersection.



## Options 2 & 3 (Realign Main Street)



## Option #2a Realign Main Street and create 2 to 3 acre park



## Option #2b

Realign Main Street and create 2 to 3 acre park

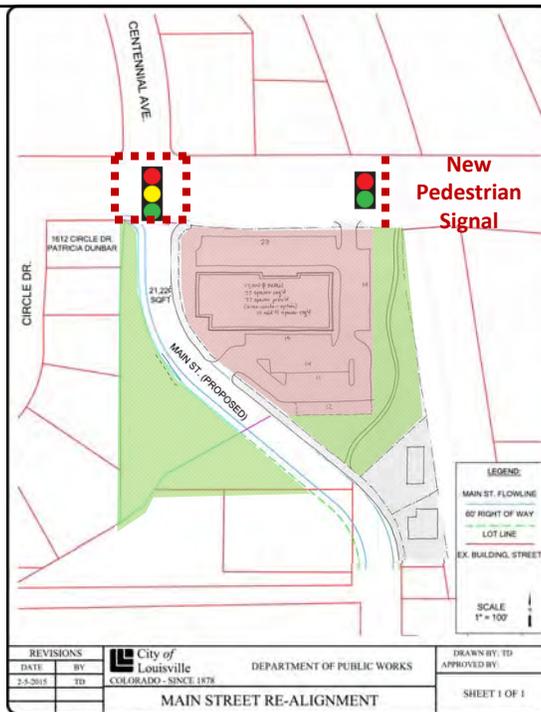
w/ potential pedestrian underpass



## Option #3a

Realign Main Street and Rezone the property

17,000 sf of retail  
6 residential units



## Option #3b

Realign Main Street and  
Rezone the property

17,000 sf of retail  
6 residential units

w/ potential pedestrian  
underpass

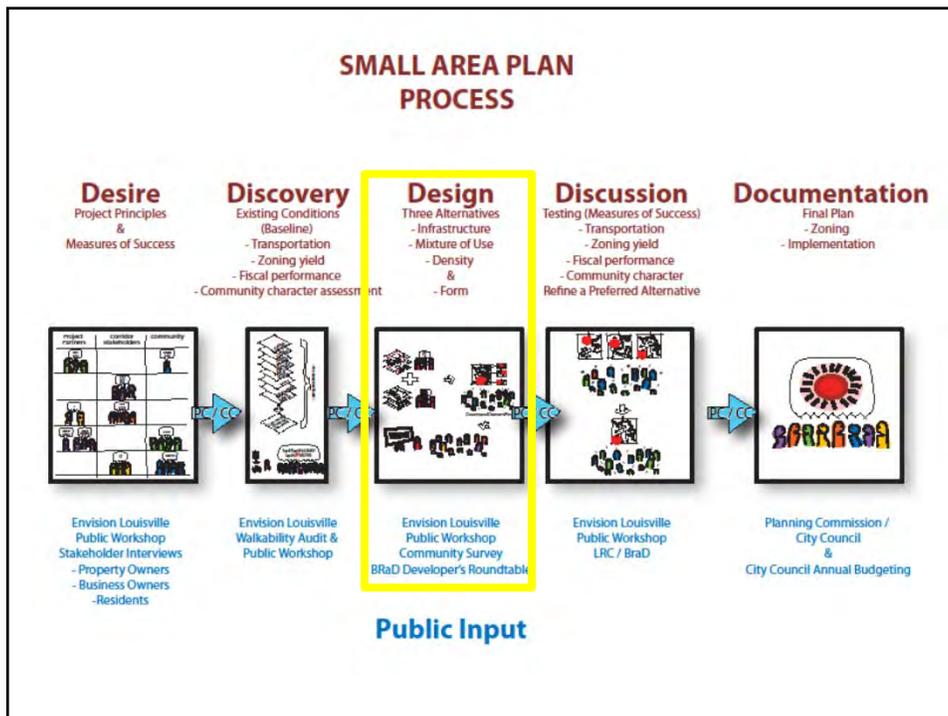


## What is Next?

1. Confirm Land Use Alternatives to Study.
2. Confirm Main Street alignment options to study

# What will be studied?

1. Character and design of the development;
2. Changes to property rights;
3. Fiscal impacts;
4. Traffic impacts;
5. Public costs;
6. School impacts; and
7. Evaluated against the measures of success



## CONTINUE THE PROCESS



Attend public meetings



Share your ideas on  
[www.envisionlouisvilleco.com](http://www.envisionlouisvilleco.com)



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For more information visit [www.envisionlouisvilleco.com](http://www.envisionlouisvilleco.com) or  
contact Scott Robinson, Project Manager, 303-335-4596 or [scottr@louisvilleco.gov](mailto:scottr@louisvilleco.gov).

**South BOulder ROad**



**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](mailto: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

## 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 1<sup>st</sup> 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

## Troy Russ

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**From:** Melissa Malerba <mmtgjg@gmail.com>  
**Sent:** Wednesday, 08 April, 2015 6:27 PM  
**To:** Malcolm Fleming  
**Cc:** Scott Robinson; Troy Russ  
**Subject:** Fwd: Small area plans at Planning Commission

Malcolm,

I am forwarding the below feedback. I was told by you and others that this idea of the re-alignment main and turning my property into a park was a bit far fetched and not likely as the city is lacking funds. I am now seeing that 2 of 3 options position me to lose out on any possible planned investment I had for my property (1565 Main Street). I was put in a very bad position on my 833 Jefferson Property (as you may remember) by the city fairly recently. Having to sell that property at a loss due to a city caused issue (Memory Square park issue). Now, it appears, the city is going to significantly impact me with my only other property.

Upon last discussion with Troy, he offered me an option, that isn't referenced in any of these options (payment for my land, my home, as it would have to be demo'ed by the city for movement of main, and a deeded part of existing main, allowing me to keep my land). It appears that is off the table and only those with deep pockets (big developers) win in this town (and apparently the planning department). I am pleading with you. Please try and get a hold of some of this discussion/project. These decisions, this planning is extremely delayed. I was told an official decision on main re-route was to be provide early 2014, slipped to Oct 2014, now is somewhere in mid-2015. I am backed into a corner and my hands tied. With this discussion still on the table, I can't sell my property (neither can others). We (the property owners) have to have some rights that are being violated here? It appears as though we are being held hostage when it seems there are no funds to execute on the plan? In addition to this, we cannot be expected to hold onto "your" properties (if options 1 & 3 are approved) until the city determines that they have the funding to purchase.

We need the city's help here.

1. When is the target end date (now) for this decision through city approval/council approval?
2. Does the city have the funding to execute on all 3 options? Now?
3. Can the city please treat the small land owners equally as fair as the large developers. Some how big developers like Ryland/Boulder Creek/Markel/DELO are able to maximize the use of their lands allowing them to make money off their investments, while smaller land owners apparently have to give their land to the city? Can't we be treated fairly? Others in this city get funding to "improve" their buildings/businesses/homes, me? I get to have my investment stripped from me? Is that fair?
4. If the city is going to allow either Option 1 or 3 to be approved, can they work to procure the land present day, so that the small land owners are NOT further impacted? (We can't sell our lands because you have publicly announced this and thus we continue to lose out on our investments.)

I had options for this land that would offer me a substantial return my investment. All of those options have been shut down by the city and this planning. This property was my retirement. I am horribly hurt and feel destroyed

Please help a long term resident....

Melissa Malerba  
3039268871  
2013 Wagon Way  
Louisville CO 80027

Please respond.

----- Forwarded message -----

From: **Melissa Malerba** <[mmtgjg@gmail.com](mailto:mmtgjg@gmail.com)>  
Date: Wed, Apr 8, 2015 at 5:33 PM  
Subject: Re: Small area plans at Planning Commission  
To: Scott Robinson <[scottr@louisvilleco.gov](mailto:scottr@louisvilleco.gov)>, Troy Russ <[troyr@louisvilleco.gov](mailto:troyr@louisvilleco.gov)>

Scott,

I will try and be there. I am the owner of 1565 Main street. I participated in a majority of the meetings surrounding the South Boulder plan as well as participated on-line. I am confused. I have read through all the notes and have not see a huge backing for a "park" at Main and South Boulder. I have seen only a few comments about realignment of main, more than likely placed there into discussion by city planning members. I understand that it is the City Planning department's possible wish to place a park where my home is (and others are), but this doesn't seem to be high on the list by town supporters and residents. I would have hoped that the meetings were represented fairly as I don't see this to be the case based upon facts presented in the document. I also would hope that the results were not skewed by the wants of the planning department.

My property and I have been held captive by this process. Not allowed to sell my house and now apparently not allowed to provide feedback. Don't get me wrong, I have the city's best interests in mind, but this is a family town, one with heart and character. I would hope that would mean the city doesn't just walk all over their residents without trying to keep their best interests in mind and being fair. A park at the corner of Main will be substantially expensive. The traffic in that area is very high. The cry from the participants at the sessions I attended was to improve that traffic, to help pedestrians pass through the area more safely, to ease congestion, there was no mention of a park. I wouldn't allow my children to play in a park bordered by high traffic areas w/o protection of any kind. I am not sure anyone else will either. This will be a very expensive addition to Louisville to what? serve as a green way? I would think the money could be spent on more of what others have suggested (better bike lanes, underpasses, larger roads for main arteries to the city, etc). Is Louisville really listening to their people??

In addition to this, I need a meeting with Troy and other planners involved. The last discussion I had with Troy is not shown in these "options" at all. I need to understand why.

Melissa Malerba

On Wed, Apr 8, 2015 at 3:48 PM, Scott Robinson <[scottr@louisvilleco.gov](mailto:scottr@louisvilleco.gov)> wrote:

Good afternoon,

Both the McCaslin Blvd and South Boulder Road small area plans will be discussed at the April 9 Planning Commission meeting. The meeting starts at 6:30 pm in Council Chambers on the second floor of City Hall, 749 Main Street. The meeting packet is available here: <http://www.louisvilleco.gov/home/showdocument?id=3573>.

The McCaslin Blvd discussion will focus on the draft opportunities/constraints analysis and draft measures of success. The South Boulder Road discussion will concern the draft development alternatives created based on input from previous meetings. After review by Planning Commission, both items will be presented to City Council for endorsement at an upcoming meeting. If you are unable to attend the meeting but would like to share your thoughts or comments, you may reply to this email and your response will be shared with the Commission.

You can stay up-to-date with small area plans on the City website here:  
<http://www.louisvilleco.gov/residents/planning-building-safety/small-area-plans> or on  
[www.envisionlouisvilleco.com](http://www.envisionlouisvilleco.com).

Thanks

Scott Robinson, AICP

Planner II

City of Louisville

[303-335-4596](tel:303-335-4596)

[scottr@louisvilleco.gov](mailto:scottr@louisvilleco.gov)

## Troy Russ

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**From:** Kevin <kevinlpurdy@pobox.com>  
**Sent:** Thursday, 16 April, 2015 7:42 PM  
**To:** Scott Robinson  
**Subject:** South Boulder Rd. Plans

Hi Scott,

I closely followed the various Envision Louisville online discussions about the South Boulder Rd. corridor improvements. By far the most common request was some type of underpass or overpass for bicyclists & pedestrians to get across S. Boulder Rd. near Highway 42 or Main Street. Many of the other proposals are cosmetic, and beauty is in the eye of the beholder. But safety as well as promoting alternative (non-fossil-fuel) transportation are of utmost importance. This has always been needed, and I can't believe an underpass wasn't constructed when the hwy. 42/S. Boulder intersection was revamped a couple years ago. Now, with all the new residential construction going on north of S. Boulder Rd., the need for a safe pedestrian passage is even more important to link the two Louisville areas.

Louisville resident Kevin P.

# ALDERMAN BERNSTEIN

Carrie S. Bernstein  
720.460.4203

[csb@ablawcolorado.com](mailto:csb@ablawcolorado.com)

April 21, 2015

Mr. Malcom Fleming  
City Manager, City of Louisville  
749 Main Street  
Louisville, CO 80027

VIA EMAIL: [malcomf@louisvilleco.gov](mailto:malcomf@louisvilleco.gov)

Mr. Troy Russ  
Director of Planning and Building Safety  
Department of Planning and Building Safety  
749 Main Street  
Louisville, CO 80027

VIA EMAIL: [troyr@louisvilleco.gov](mailto:troyr@louisvilleco.gov)

Mr. Scott Robinson  
Planner II, City of Louisville  
Department of Planning and Building Safety  
749 Main Street  
Louisville, CO 80027

VIA EMAIL: [scottr@louisvilleco.gov](mailto:scottr@louisvilleco.gov)

City of Louisville Planning Commission  
c/o Troy Russ  
749 Main Street  
Louisville, CO 80027

VIA EMAIL: [troyr@louisvilleco.gov](mailto:troyr@louisvilleco.gov)

Re: Property owned by Melissa Malerba - 1565 Main Street, Louisville, CO  
Small Area Plan - South Boulder Road (Alternatives) - Planning Commission Agenda,  
April 23, 2015.

Dear Messrs. Fleming, Russ, and Robinson and Planning Commission Members:

This firm represents Melissa Malerba with respect to real property that she owns near the intersection of Main Street and South Boulder Road in Louisville, CO with the physical address 1565 Main Street, Louisville, CO (the "Property"). We request that this letter be included in the Planning Commission packet for the April 23, 2015, Planning Commission Meeting, and be made part of the record for the 2013 Comprehensive Small Area Plan, the South Boulder Road Small Area Plan and the April 23, 2015, Planning Commission Meeting.

We are in receipt of various communications between our client, Mr. Fleming, and others within the City of Louisville ("City"), as well as City planning documents including the 2013 Comprehensive Small Area Plan and the South Boulder Road Small Area Plan, all of which demonstrate that the City has long been considering South Boulder Road Alternatives / redevelopment which will inevitably impact Ms. Malerba's Property and require that the City acquire the Property, either through agreement or condemnation.

The City's actions, therefore, have put a cloud of condemnation over the Property as follows:

- Pages 29-31 of the 2013 Comprehensive Plan describes development of the Highway 42 and South Boulder Road Urban Center and the South Boulder Road and Highway 42 Corridor plans, which plans would require the "taking" of the Property and re-routing of Main Street.
- Page 3 of the South Boulder Road Small Area Plan depicts re-aligning of Main Street that would require the "taking" of the Property.
- Page 6 of the South Boulder Road Small Area Plan depicts an open space / park on the Property that would require the "taking" of the Property.
- Pages 7 and 8 of the South Boulder Road Small Area Plan depict an area of change and possible residential/mixed use/open space/park land use where the Property lies that would require the "taking" of the Property.
- Additional pages in the South Boulder Small Area Plan depict aerial photographs of the South Boulder Road and Main Street intersection with illegible notes reflecting the City planner's intentions for that area, but which clearly encompass the Property and envision a "taking" of the Property by the City.
- Ms. Malerba was recently approached by a realtor who desired to possibly acquire her property as part of an assemblage with neighboring properties to market to developers interested in redeveloping the assembled properties with mixed use/commercial uses. When the realtor was informed of the City's intentions with Ms. Malerba's Property, discussions with the realtor ceased.
- In the immediate short term, it will be difficult for Ms. Malerba to re-let the Property for a fair sum after her current tenants' lease expires in June 2015.
- Ms. Malerba has contemplated selling the Property once her current tenants lease expires in June 2015, however, she would be unable to sell the Property for fair market value with the "cloud of condemnation" that the City has put over the Property.
- While the Property remains in South Boulder Road Small Area Plan depicting inevitable redevelopment, the City acts in a manner suggesting that it is already the owner of the Property; treating it as its own, without actually acquiring (by agreement or condemnation) the Property, and depriving Ms. Malerba of the ability to realize her investment plans for the Property.

As a result of the foregoing, Ms. Malerba has suffered substantial injuries, and continues to suffer such injuries, as a result of the City's "plans" to use the Property for public uses. For more than three years, Ms. Malerba has been unable to fully realize her plans for the Property. Presently, her tenant will vacate the Property in June 2015, making it difficult or impossible to re-let for a fair sum. The City's "plans" have also most certainly precluded Ms. Malerba's opportunities to sell the Property to a developer for the fair market value based on the highest and best use of the Property.

Ms. Malerba has participated in a majority of the meetings surrounding the South Boulder Road Alternatives and has participated in on-line commentary over the course of the last three years, through which she has gleaned that the City will likely acquire the Property in the future for a public use. Despite this fact, recently, in an April 13, 2015 email responding to Ms. Malerba's inquiry concerning the City's plans, Mr. Fleming disingenuously stated that the "design concepts that (the Planning Commission is considering) may or may not ever be realized." To the contrary, the City is acting as though it already owns Ms. Malerba's Property as it is clear that its "plans" include the Property for a public project at some time in the near future.

In Colorado, a private landowner may recover damages against a government when a longstanding threat of condemnation frustrates its use and development of its property. G & A Land, LLC v. City of Brighton, 233 P.3d 701, 711 (Colo. App. 2010). This is especially true in instances where the government acts as if it owns the subject property without first paying the private landowner the fair market value for the land. Id. By treating private property as its own and repeatedly claiming its intent to condemn without actually doing so, a government authority creates a "cloud of condemnation" that deprives a landowner of – among other things – the ability to improve, lease, refinance or sell its property. Id. at 708. "In such cases, the courts have concluded the property owner should not be obliged to suffer the reduced value of the property." Id. citing City of Detroit v. Cassese, 136 N.W.2d 896, 900 (Mich. 1965).

As described above herein, the City has firmly affixed a cloud of condemnation upon Ms. Malerba's Property. As the City continues to "plan" to take Ms. Malerba's Property for public projects, Ms. Malerba's substantial injuries and lost opportunity costs mount. The City must promptly take action and either (1) acquire the Property from Ms. Malerba immediately or (2) cease treating the Property as if the City already owns the Property and immediately remove any reference or depiction of the Property as a public use or part of a public project on any rendering of the South Boulder Road Small Area Plan or any other City document or communication. Ms. Malerba demands it be made clear that either the City owns the Property or Ms. Malerba owns the Property. If the status quo continues, Ms. Malerba will be forced to take her own legal action against the City.

Please call me at your earliest convenience to discuss this matter.

Sincerely,

ALDERMAN BERNSTEIN LLC



Carrie S. Bernstein

cc: Jay Keany ([JayK@LouisvilleCO.gov](mailto:JayK@LouisvilleCO.gov))  
Chris Leh ([Leh@LouisvilleCO.gov](mailto:Leh@LouisvilleCO.gov))

Main Street Property Holdings II, LLC  
1475 Arthur Ave., Suite 7  
Louisville, CO 80027

April 21, 2015

Via Email: [aarond@louisvilleco.gov](mailto:aarond@louisvilleco.gov)  
Mr. Aaron M. DeJong  
Economic Development Director  
City of Louisville  
749 Main St.  
Louisville, CO 80027

Re: Main Street Realignment Proposal

Dear Mr. DeJong:

Thank you for taking the time to discuss the City's vision for future changes to our property at 1655 Main Street, Louisville. Based on the various options presented, and after careful consideration, we have concluded that the proposed bisection of the property due to realignment of Main Street would not be in our best interest. When weighing the costs versus benefits of this realignment, not only with respect to us individually but to the City as a whole, it simply does not make sense. Therefore, we would not be in support of this significant change. As we have previously stated, the property was purchased as a long-term investment and we would still consider that to be our primary focus for this particular lot.

Thank you,

MAIN STREET PROPERTY HOLDINGS II, LLC



Herbert C. Newbold, P.E.

# ***Planning Commission Meeting Minutes***

**April 23, 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  
Steve Brauneis  
Tom Rice  
Scott Russell

Commission Members Absent: Ann O'Connell, Secretary  
Jeff Moline

Staff Members Present: Troy Russ, Director of Planning and Building Safety  
Scott Robinson, Planner II

## **Approval of Agenda –**

Brauneis made motion and Tengler seconded to approve the agenda. Motion passed by voice vote.

## **Approval of Minutes –**

Brauneis made motion and Russell seconded to approve April 9, 2015 minutes. Motion passed by voice vote. Tengler abstained.

**Public Comments:** Items not on the Agenda  
None.

Regular Business – Public Hearing Items

### ➤ **Small Area Plan – South Boulder Road (Alternatives)**

#### Commission submission of emails:

Emails from Commissioner Jeff Moline, Herbert C Newbold, PE (Main Street Property Holdings II, LLC), Carrie S Bernstein (Alderman Bernstein), and Kevin Purdy, resident. Motion made by Tengler to enter emails, seconded by Brauneis. Motioned passed by voice vote.

#### Staff Report of Facts and Issues:

Troy Russ, Director of Planning and Building Safety, presented from Power Point.

- Small Area Plan for South Boulder Road (SBR) extends from east city limits at Lafayette to Via Appia on the west, from Fordyce Auto on Highway 42 on the north to city limits at Paschal Drive on the north.
- Process has consisted of Five D process:
  - Desire – Project principles and Measures of Success
  - Discovery – Existing conditions, transportation, zoning yield, fiscal performance, community character assessment
  - Design – Three Alternatives, infrastructure, mixture of use, density, and form
  - Discussion – Testing, transportation, zoning yield, fiscal performance, community character, refine a preferred alternative
  - Documentation – Final plan, zoning, implementation
- Staff needs Planning Commission endorsement of the Alternatives before vetting and testing in Discussion phase. Need direction and recommendation to City Council.

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

- Study outcome –
  - Defines desired land uses for the corridor
  - Establishes preferred physical character
  - Outlines public infrastructure priorities
- Staff will present Alternatives which will test –
  - Character and design of the development
  - Changes to property rights
  - Fiscal impacts
  - Traffic impacts
  - Public costs
  - School impacts
  - Evaluate against the Measures of Success

Scott Robinson, Planner II, presents from Power Point:

- Specific areas in the corridor with significant development potential, property values and structure values indicate redevelopment likely in next 10-20 years
- Proposed Alternatives: Current Zoning, Workshop, Market, Survey
- Land use descriptions proposed -
  - **Mixed Use – Employment.** This mix of uses creates a dense neighborhood with walkable work places by mixing office or other commercial space with residences. Office and residential/office, at least 60% office
  - **Mixed Use – General.** By mixing office, retail, and residences, this category aims to create the most walkable places to live, work, and shop. Retail and retail and/or residential and/or office, at least 40% retail

- **Mixed Use – Retail.** This mix of uses focuses on creating walkable work places by mixing office and other commercial space with retail uses. Retail and office and/or retail, at least 40% retail
- Current zoning allows 3 stories with developers able to ask for waivers for height and other requirements
  - Residential (units) - existing 516 units, allowed 1117, difference 601
  - Office sf - existing 194,711 sf, allowed 1,258,870 sf, difference 1,064,159 sf
  - Retail sf – existing 371,722 sf, allowed 567,382 sf, difference 195,610 sf
  - Park sf – existing 0 ac, allowed 0 ac, difference 0 ac
  - Why evaluate this alternative: Provides a baseline with which to compare the other alternatives and demonstrates how the corridor may develop if no plan is adopted.
- Alternative: **Workshop** (1 story by right with potential for 2 stories conditionally)
  - Proposes realigning Main Street and creating park
  - Residential (units) - allowed 1117, workshop 855, difference -263
  - Office sf - allowed 1,258,870 sf, workshop 475,994 sf, difference -782,877 sf
  - Retail sf – allowed 567,382 sf, workshop 350,694, difference -216,688 sf
  - Park sf – allowed 0 ac, workshop 17.9 ac, difference 17.9 ac
  - Why evaluate this alternative: Provides a low-end estimate for future development and a high-end estimate for public investment and reflects proposals from the public workshops.

Russell asks for clarification. He says the King Soopers land is not efficiently used. If you increase the efficiency by building more retail, zoned for retail, will this count as retail?

Robinson says under the Workshop proposal, this area would not get a lot more efficiency because it allows only one story with a second conditionally.

Tengler asks about variances being conditional. Does it require an SRU and a waiver, or is it conditional built into the plan? He asks about the King Soopers parking lot, if the City adopts the Workshop plan, within this parcel, could there be an additional one story retail? Would it impact the square footage?

Robinson says it would be through the PUD process, so it would be submitted to PC and then City Council.

Russ says that at this location if it were redeveloped (stated in the public workshops), there would be better “connections” with a central square park and walkway. Steel Ranch open space connects to North End via a greenway. The reduction in retail of 20,000 sf came from the two parks as well as a neighborhood park at Village Square. New retail construction would be single story with retail on the ground floor. If a second floor is permitted, it would be office space, not retail space. In the Workshop alternative, the height requirement limits the efficiency of that site.

- Alternative: **Market** (3 stories by right and 4<sup>th</sup> story conditionally)
  - Proposes to leave Main Street as currently constructed
  - Residential (units) - allowed 1117, market 1741, difference 624
  - Office sf - allowed 1,258,870 sf, market 1,008,398 sf, difference -250,472 sf
  - Retail sf – allowed 567,382 sf, market 535,523 sf, difference -31,859 sf
  - Park sf – allowed 0 ac, market 1.3 ac, difference 1.3 ac
  - Why evaluate this alternative: Provides a high-end estimate for future development and a low-end estimate for public investment and reflects interests expressed by the business community and market conditions.
- Alternative: **Survey** (2 stories by right and 3<sup>rd</sup> story conditionally)
  - Proposes realigning Main Street and allowing Mixed Use - General
  - Residential (units) - allowed 1117, survey 1042, difference -75
  - Office sf - allowed 1,258,870 sf, survey 1,119,275 sf, difference -139,596 sf
  - Retail sf – allowed 567,382 sf, survey 616,053 sf, difference 48,671 sf

- Park sf – allowed 0 ac, survey 10.4 ac, difference 10.4 ac
- Why evaluate this alternative: Provides mid-range estimates for future development and public investment and reflects survey results

Russell asks, after reading the survey, how did Staff translate visual preference to this specific distribution of land use?

Robinson says Staff has not gotten into visual preference issues. Once Staff has okay to evaluate alternatives, visual preference and form will be examined. Staff tried to focus on retail around the major intersection at South Boulder Road and Highway 42 (most traffic) where retail makes sense. Office use would be in the middle of the corridor or further off main streets. Staff took uses mentioned in the survey and arranged them in a way that made sense for development.

Russ says all three alternatives reflect comments heard at the Public Workshop. Staff listened to developers, the business community, and the public. Staff took all input and tried to make three distinctively different alternatives. Staff thinks none of these alternatives will be the answer but all of them reflect important ranges of information. City Council will need this information to decide and create the fourth alternative, probably a hybrid.

Rice asks about the numbers and the amount of assumption built into it. Are these assumptions Staff made in preparing these alternatives? The survey did not state the amount of retail or office space, but if the survey generated somewhat broad assumptions, then Staff made more specific assumptions to generate the numbers PC is seeing?

Robinson says taking the Survey land use alternative, given 2 stories with conditional 3<sup>rd</sup>, how much floor area will it translate into? Based on the allowed uses, Staff estimated how much would be retail, office, or residential. Numbers are based on which Mixed-Use category is used and ratios ranged between the alternatives because they allow different stories and different types of development.

Russ says that the numbers are used to illustrate the difference between the three alternatives. The survey showed clear winners in terms of building height. Out of the visual preference survey, Staff did address building height which dramatically impacts numbers.

- Comparing Proposed Alternatives

	Residential (units)	Office (sf)	Retail (sf)	Park (sf)
Existing	516	194,711	371,772	0
<b>Currently</b>	<b>1,117</b>	<b>1,258,870</b>	<b>567,382</b>	<b>0</b>
Workshop	855	475,994	350,694	17.9 ac
Market	1,741	1,008,398	535,523	1.3 ac
Survey	1,042	1,119,275	616,053	10.4 ac

Russell asks on existing figures of office and retail, is this occupied only or empty retail space included? Would Staff interpret the huge disparity between existing and allowed office that there is no demand for office space in this area presently?

Robinson says existing numbers on office and retail are occupied and empty spaces combined. Staff says the assumption is there is little demand for office space. Staff says no developers are currently building office spaces.

Russell says we go on the assumption that rooftops drive retail. What drives office from a market perspective?

Robinson says nearby amenities such as retail and employees living close to the office. Transportation and infrastructure.

Russ says that in talking to the business community, it is the availability of office space. Good office development needs small floor plates and larger floor plates. If a start-up business comes,

there is cost to the developer to incentivize the development and pay for the tenant finish. If the business grows, the tenant finish dollar is lost to the developer. It is a big lost leader. Developers say they need a concentration of office space. Using Interlocken or Centennial or CTC, there is a lot of varying floor plate and leasable sizes so business can be retained. In the South Boulder Road Small Area Plan, there is no office market. In addition to transportation, in addition to rooftops, and in addition to retail, having office space present is a very important ingredient for offices to succeed.

Troy Russ presents on Infrastructure and Main Street Realignment

- Why Study a Main Street Realignment?
  - **Public Input**
    - Pedestrian crossings of SBR are lacking, uninviting and perceived as unsafe.
    - Traffic congestion in the Corridor is a threat to the success and livability of the corridor.
    - Downtown is lacking a gateway from South Boulder Road.
  - **Comprehensive Plan** states *“Explore realigning Main Street on the southern edge of the (SBR) corridor to align with Centennial Drive to provide a gateway to downtown and provide a safe and efficient access plan for the (SBR) corridor”.*

Currently South Boulder Road and Centennial Drive do not meet. From a traffic engineering perspective, the traffic signals are too close, called “offset intersections”. It is really one intersection but split into two. The objective of the signal timing on SBR from a vehicle perspective is to clear the center. The breakdown of an intersection is when there is no movement, and it happens on occasion for the southbound left turn Centennial traffic. The eastbound SBR traffic at peak hours stops at Main Street signal and fills up the intersection so Centennial traffic has nowhere to go. The problem is the offset. From a signal timing perspective, the focus of the alternative is to limit how full it gets. It is not how efficiently cars move through the corridor. From a pedestrian perspective, because Main Street and Centennial only have a limited “green window”, it is not efficient for pedestrians to “block their way”. The crosswalks are currently located on the outside edge of the corridor. It is inconvenient for a pedestrian to have them on the outside since pedestrians like “line of sight”. For school children to get to Louisville Middle School, we are forcing them to cross SBR and Main Street. Staff looked at three options.

- **Option 1 – DO NOTHING**
  - No modification to the intersection. No pedestrian improvements.
  - Zoned Residential Low (RL) Density. Land currently underbuilt. Allows up to 26 units, likely 16 units. Desired pedestrian underpass not likely near this intersection.
- **Options 2 and 3 – REALIGN MAIN STREET**
  - Public Works recommendation.
  - Newbold property (Main Street Property Holdings II, LLC)
  - Malerba property
  - Tesone property – small corner would be used
- **Option 2a**
  - Realign Main Street and create a 2-3 acre park, taking roadway
  - Tesone property not needed other than southeast corner
  - Malerba property and Newbold property necessary
  - Fully operating traffic signal intersection for all movement
  - High activated signal (HAWK). Pedestrian activates the signal to flash red, no yellow lights. This signal needed to stop cars when train arrives.
  - Median closed with no turning.
- **Option 2b**
  - Realign Main Street and create 2-3 acre park

- Potential pedestrian underpass, running perpendicular to SBR. Underpass located at corner of Centennial Avenue into park.
- **Option 3a and 3b**
  - Realign Main Street and Rezone the property
  - 17,000 sf of retail. Retail on ground floor, three stories, parking in front and back
  - Creating a “hard corner” because aligning the road will improve access to retail
  - Six residential units
  - Pedestrian underpass. Pedestrian crosswalk could also be present but signal would be for the train, not pedestrian.

Staff is requesting:

1. Confirm Land Use Alternatives to study
2. Confirm Main Street alignment options to study

What will be studied?

1. Character and design of the development
2. Changes to property rights
3. Fiscal impacts
4. Traffic impacts
5. Public costs
6. School impacts
7. Evaluated against the measures of success

Russell asks who has ultimate jurisdiction over SBR?

Russ answers the City of Louisville. It is not a county road or a state road.

Russell asks if we are contemplating changes in the cross section of the road itself?

Russ says in the infrastructure graphic, we recognize the physical constraints of SBR. It cannot be a six-lane road without significant impacts up and down the entire corridor. We know we need to address traffic. Much like the Highway 42 plan which would take out a tremendous amount of open space for Miners Field and Little Italy, the community chose to keep the road small and efficient, and add parallel network; then, try to improve the efficiency of Highway 42. Staff is proposing this on SBR. If the Portal Apartments and Village Square Shopping Center redevelop, Staff believes there is enough right-of-way to work with them to connect Garfield Avenue to Alfalfa's. It lessens the traffic on Centennial Drive and lessens the impact on SBR. The neighborhood north and west of Alfalfa's could drive down Garfield and turn on the new road without getting on SBR. It would be done at the pace of land redevelopment.

The City is working with RTD to get increased headway on the DASH, and extend the 228 along SBR.

The bike lanes are installed on SBR. There will be a parallel bicycle trail network outside of the right-of-way. There is a good network on the north side that follows the Davidson Highline. It breaks down at Via Appia. On the south side, there is a poor bicycle network parallel to SBR. Using Cottonwood Park and Via Appia intersection, and piping the Goodhue Ditch at the intersection, we are hoping to bring the bicycle trail up to Via Appia.

Rice asks procedural questions. He clarifies that we are looking at things to move them forward for further study.

Russ says yes.

Rice says on page 5, Staff and consultants will develop traffic and fiscal analyses. What would the fiscal analyses consist of?

Russ says on May 5, the next Council session, Staff is going to Council to adopt the new fiscal impact model. It is a marginal cost model based on the City's level of service such as Park's level of service, Open Space's level of service, and Police Department's level of service. Each

department has been working with our fiscal model consultant to determine the capacity of our staff; do we have any slack in the line or not? A marginal cost model will be a more accurate model in terms of Louisville's budget of service.

Rice asks will Staff be studying revenue ramifications?

Russ says the model does calculate revenues.

Rice asks that Staff is recommending the PC to endorse these various alternatives. He is uncomfortable with the word "endorse".

Russ says that whatever motion the PC takes, he agrees that "endorse" may imply that it is a preference.

Rice says he is not voting to endorse anything having to do with market study because he thinks the market study is driven by what people think they can sell, and that does not necessarily translate into good planning. He clarifies that they are confirming these in terms of things that should be passed forward for further study. The same applies to these alternatives for realignment.

Russ says that the land use scenarios present these three options. The Main Street alignments are included in the numbers for each of the land use scenarios.

Pritchard speaks about the email that Commissioner Moline submitted to Staff with questions. He asks that Staff answer the questions submitted.

Russ points out the specific property that Moline mentions in his email, west of the BNSF RR and east of Centennial.

Robinson reads questions.

1. Why not allow MU-R west of the BNSF RR, east of Centennial for the Workshop Alternative? *Staff thinking is they left it as office because that is how it functions presently. There is a bank, some medical and dental offices, some vet clinics, and a daycare center. Converting it to MU-R is certainly a possibility. Further back from SBR, retail is unlikely to develop there. If this is a change the PC is interested in making, keeping in line with the MU-R along SBR, but leaving the remainder as office, it would be better.*
2. It would seem to align with the Workshop Alternative to have less residential and more MU-R between the BNSF RR and SH42 both north and south of SBR. *To some extent, this is done by what is existing. The Christopher Village apartments, the proposed Alconis Development from Boulder County Housing Authority, and the already approved Lanterns development may/will be developed. If Christopher Village redevelops at some point in the future, we could change the zoning to not allow residential. These areas are expected to be residential. On the south side, this area reflects the approved PUD for Coal Creek Station Development which is residential.*
3. Is Mixed Use-Retail a customary use of this term? I think of Mixed Use connoting a residential component... How about just Office-Retail? *Staff talked about coming up with these names. Technically, Mixed-Use is any two uses or more. Mixed-Use as we define it with office and retail is correct. We can make a change in terms as we are not tied to these names. We wish to get away from the MUR acronym as we have an existing MUR in the City that means something completely different.*
4. Recommend differentiating the symbols for "Areas of Change" and Study Area" even though they are on different maps/graphics. *Scott thinks this is a good comment and Staff will make the change.*
5. Label locations as "Areas of Potential Change" to more formally acknowledge the unknown plans of landowners. *Scott says it is shown on the slide. Staff will make the change on the graphics as well.*
6. Please label the orange and gray areas which are currently unlabeled. *Scott says they will label the areas.*

7. The difference between the pie charts and the tables. *Scott says they are looking at different things. This is land area designated for each use on the pie charts and the tables show estimates of built square footage at build out.*

Russell asks what is the lane width on SBR?

Russ says it was just reduced to 10.5 feet to accommodate the bike lanes.

Public Comment:

Anthony DeNovellis, 815 W. Conifer Court, Louisville, CO

We are here primarily to see how the realignment of Main Street is going to affect the Tesone property, particularly where the northeast corner is going to be taken out. My wife, Judy, and her brother, Gary, have had this property in the family for 65 years. We plan to keep it in the family. How many feet are we talking about? How close does that bring Main Street to the existing house at 1515 Main Street? How many feet?

Russ shows the Tesone front parcel and the house footprint. Green is the right-of-way line, blue is the pavement edge with the sidewalk and the curb. He says it is in the range of about 35 feet, just on the corner.

Sid Vinall, 544 Leader Circle, Louisville, CO

He had a chance to review the surveys and the results of the workshops. The findings presented to the PC tonight show different approaches, but he thought the results of the workshops and the survey (which was mostly citizen input) were similar. The workshop total responses seem to favor more retail, parks, open space, dealing with the traffic, and getting across SBR, and less residential. The survey results were also somewhat similar. They commented again on retail, parks, open space, restaurants, and offices. The housing, the residential part of it, was mostly aimed at seniors and affordable housing. The market analysis was obviously coming from the Business Retention Group and a more residential development is good for business. We can all understand that. I am trying to think how the PC is going to put weight on each of these three inputs or whether you will treat them as equal. I think you had 400 responses from the citizens. There were probably 60-80 people at these workshops. As you go forward, it makes sense to combine these three alternatives when they go to Council and come up with what will make most people satisfied with the outcome. When you say this is going on to more study, I think you have been studying this for three or four months. Is this Planning Staff or is this the PC? I would like to know that aspect of it. I am happy to see there will be plans for realignment of Main Street and Centennial. That has always been a very difficult area to get in and get out, making turns, and particularly for pedestrian crossing. I know if that was put to the vote, as far as having an underpass, the majority of people particularly on the north side would be very happy with that. I know it will come down to affordability. I think progress is being made in this area and I would like to know what the next step will be for citizens who want to be informed about the Small Area Plan for South Boulder Road.

Russ answers the question "what's next?" and who is doing what from an analysis perspective. The Cunningham group out of Minneapolis will help take these plans and make them three-dimensional so we can give mass to them, so we can show from an aerial perspective how these proposed building heights would sit next to the existing buildings and the currently approved buildings. On their team, they have a traffic consultant, Kimley Horn, and they have already modeled the corridor, the existing conditions, and proposed zoning. We have not modeled it under these alternatives. These alternatives will have different impacts in terms of the amount of square footage proposed by each land use type. They will have dramatic traffic impacts. Kimley Horn will be doing the traffic. We will be doing the fiscal model. We will be running the fiscal model for all development review going into the future. We will not have a consultant do that. We will have specific parameters that if a developer came in, they provide the information and we run the model. With the public, we will be giving these tests out and presenting each of these alternatives in three-dimensional form and the data. That is our next

effort with the community. We have had about 140 people at each meeting. The walking audit had 60 people. We would take this to the workshops and have a very detailed conversation. What do we like about it, what are our concerns, and what are our observations? Staff would work with the community at that workshop to see if there is one we like the best, or what parts do you like the best, so we can take the information from a fully knowledgeable base (traffic and cost). Public Works will be developing the costs of the public infrastructure. Working with the community will then come back to PC and say, from the public workshops, this is the preferred alternative we are recommending.

John Leary, 1116 LaFarge Avenue, Louisville, CO

He finds the lack of documentation on how the numbers and slanted lines were made to make it very difficult to understand and what is being proposed. There are a few assumptions that have been mentioned that have no basis in reality. I don't see how you can move forward with scenarios where that exists. It is very highly unlikely that you can increase the retail space by 60-100% in the SBR corridor. You have to keep in mind that there will be some increase from through traffic, but that is going to be there under any scenario. That is not a factor. It comes from requiring 40% retail in some of these Mixed-Use areas. If you get 40%, there is no way the 40% increase (which is a fraction of the population in that area today) is going to result in anything close to 100% doubling of the retail area on SBR. Realistically, looking at the size of King Soopers, ARC, Hobby Lobby, and various buildings, you are not going to double that. It can't be done. It is really a misnomer to be calling one study a market study. There has been no market analysis into it. It has been described in three ways, a market study, a developer driven thing, and as a business driven thing. I suggest you settle on either developer or business thing, but there is no market analysis. If there is, we should all have access to it. The areas of change are on the map, but there is no suggestion of what the change is. One of the questions I would have is in the areas of change, are any of the numbers in the tables reflecting change in these areas? It would be interesting to know that. The marginal cost model will be an improvement. If you don't build streets, there are savings there. If you add more people as was in the case of Safeway with the apartments there, without public land dedication, you are adding people not only to the Rec Center but to trails and parks and any public facility we have in the City. That has to be taken into account. You certainly can't use this model based on totally unrealistic projections for retail under some of the scenarios. There is no way the numbers can be justified. Finally, the words of "more efficient land use" sounds like something that should be a goal. Certainly, we all like efficiency but in this case, there are tremendous trade-offs with the concept of efficiency. You are going to make it more crowded and that has all kinds of other implications. I think we need to avoid using terms implying a goal without looking at all the side effects of accomplishing the things that lead to that efficiency.

Melissa Malerba, 1565 Main Street, Louisville, CO

Property in question. I had everything prepared to speak but I didn't realize there was going to be a fairly thorough breakout of my topic. I am not quite sure how to take this forward. I feel I should have 30 minutes and a Power Point presentation to fight for my property. I am not standing here to get in the way of City progress. I am the triangle that you see with the road through my home. I apologize in advance if I cry as it has been a very emotional process. What hasn't been communicated is there is no City funding for this at this point in time. In fact, it has been told to me, it is highly unlikely to be addressed in 2018, more likely in 2020, but not guaranteed. That puts me in a bind. I am not against the realignment but I am against having my property held hostage until 2020. There is not much I can do with it right now. It is well publicized that the City wants to put a road through my house. I can't make improvements without thinking "why?" Why would I add funding and make improvements to my home if it will be demoed at some point in time, a point in time I don't know about? More than likely, not soon. If I wanted to build a better home for my family, I wouldn't be able to do so. Not that the City wouldn't approve it, but it wouldn't be a wise move for me, not knowing the future. It's critical for

me to fight because this is my home, this is my property, and I want to have the same rights every other citizen here in Louisville has including the five of you. You get the right to do what you want with your property. For five years plus the three years, I have been sitting here waiting for answers on this proposed realignment since it was addressed just briefly in the Comprehensive Plan by the Planning Department. This is eight years if I am lucky. The City has already told me that they can't purchase my property now, nor will they be able to for a long while. With this on the record, I can't do anything with it. I am literally hands tied and pushed into a corner. I am asking that if we don't have funding to do this now, that we put this on hold and move it from the record so I may move forward and do what I need to do with my property until said funding is available. That is at a minimum. In addition to this, I have to go on record to say, I know this has been a sweetheart suggestion from the City Planning Department. I don't necessarily see the value it is going to drive in terms of alleviating traffic concerns from the brief specific photos that have been shown today. We still have a railroad pass and we still have a light at the railroad pass. There are still two lights remaining. The cost to purchase, procure surveys to evaluate, and continue to study will be substantial for this particular project. For what gain? You will still have two lights. I would absolutely love an underpass, but it could be done at Main. The realignment could leave historical properties alone including the Tesone's if they want to preserve and make it an historical landmark. It could head north and realign with Centennial through office buildings that aren't well loved by the people living in them. I don't feel it is fair to look at a few homes and think that is an easier route. We are people. We are not businessmen. I think it is only fair to give us the right to fight and address what really needs to be addressed here. Aligning the cost with the benefits, and determining if there are any other benefits to the City, are more necessary with some level of cost. In the sessions I participated in, in the workshops, the meetings, the online polls (I wasn't involved in the survey), there wasn't a high push for realignment of Main. It was barely mentioned and only in the second workshop. Yes, everyone loves parks and everyone would love a gateway, and I do agree that if I am able to keep my house, I would work with the City on design alternatives. There won't be multiple homes on those properties. I do believe a gateway can still be established with the historical significance of a straight Main Street. I am just pleading right now with the Planning Commission to sideline this, and to remove it from the plans, until the City has the funding to move it forward so I can continue to live and do what I need to do with the property I own.

Sherry Sommer, 910 S Palisade Court, Louisville, CO

She has questions about the marginal cost model and looking for slack in different public services. She is happy to hear about coordination between open space, the rec center, and the library because that wasn't clear to her in other meetings if this was an integrated view of the City. She has a question about what the baseline is for acceptable uses for all those facilities. Is it an ideal model or is the model of what we're used to? Different communities have different standards. If you go to the Spruce pool or Scott Carpenter pool in Boulder, they are quite crowded. It is normal and the accepted use. If you go to Memory Square pool in Louisville, it is not as crowded and has a different vibe. What is the baseline and how do you determine slack and appropriate usage? Her other question is if you don't build additional roads, does that affect the marginal cost model? There is some wear and tear of additional use on existing infrastructure in the City. Is that put into the calculation?

Robinson says in regard to wear and tear on present infrastructure, the marginal cost model does look at any additional maintenance costs from additional traffic. It breaks it out into new roads and maintenance. Regarding the existing level of service and how many people are using the parks, it is based on existing conditions and the budget. Every year, the budget will be "plugged" into the model and it will determine what the appropriate level of service is for the City for all public services according to Council. Those numbers can be adjusted since we know, for example, that the Rec Center is at capacity. The model allows us to do that.

Robinson says that if Ms. Sommer is interested in the model, there will be a more in depth discussion at the May 5, 2015 City Council meeting.

James Williams, 1889 Garfield Avenue, Louisville, CO

He says he appreciates the work that has been put into this project. On SBR, he asks PC to consider that the Market alternative height should be reduced from four stories down to three. He thinks three stories should be the maximum. On Option 2, regarding the realignment of Main Street, can you look at an alternative of some type of roundabout, perhaps around the curve or the dead end? He says that instead of making it about the realignment of Main Street, have the second suggestion be about infrastructure in general. In particular, the roads seen on the diagram are included in all three of the options. What isn't included are the trails or the underpasses which, in his opinion, are a key element to the infrastructure taking place during the SBR plan. He would like to see the full map considered as part of the Option 2 recommendation. Safe crossing of SBR is very important. On the three different scenarios, the maps show use, but then the trails that aren't in existence. They don't match up with what is in the infrastructure plan. He agrees with the underpass at the Main Street location. At the Via Appia location as mentioned by Russ, a realignment of the trail to cross the road should consider the existing trail that connects to all open space in north Louisville. The trail dead ends at SBR and is not a safe crossing. It might be an excellent place for an underpass to connect to Cottonwood Park.

Don Parcher, 378 Grouse Court, Louisville, CO

He asks if a quiet zone is still planned for the RR crossing? Is there a plan for the RR to be underground under SBR? Would that impact any of the options? Is there a possibility of SBR being underground the RR tracks to provide good pedestrian crossing?

Russ says the quiet zones are budgeted in the Capital Improvement Plan for 2018 and 2019 for implementation. They are expensive and coordinating. The motions have been made, the studies completed, and the costs are known. Staff is working with Boulder, Lafayette, and Broomfield for a synchronized implementation with BNSF and Federal Railroad Administration. The Capital Improvement Program changes every year. This was put into the budget for the first time in 2014. Capital Improvement is being updated currently and will go to Council in June and they will have a work session on it. Regarding putting the RR underground or SBR underground, the RR can only go at a 1% slope because of the heavy rail system. It would enclose Griffith Street and continue south. It was studied as part of the RTD Fast Tracks Program and deemed infeasible because of the cost. Dropping SBR would be a similar infeasibility because it would have to be built OVER the tracks or UNDER the tracks. The road must be separated from the ground. We would have to close Main Street, close Centennial Drive, close Highway 42, and the grades don't work. It too was studied as a part of Fast Tracks Program. Regarding infrastructure, there needs to be more detailed. It is taking these concepts forward and working with the community at the Workshop. We have the results of the walking audit. There is much detail in terms of underpasses, but there are also missing sidewalk connections and other items. At this scale, we can't address them or the honesty it deserves. They will be vetted with the community as we develop each of the three alternatives.

Jonella Tesone, 5615 South Berry Lane, Greenwood Village, CO 80111

She is a property owner. She asks about the road and the curve of Main Street. Can't it miss the Malerba house and go more at a diagonal? Is it because Centennial has to be straight? She can think of a number of intersections that are more diagonal.

Russ says this roadway is only at conceptual alignment. We are following the minimum and maximum curves allowed. There will be finer analysis. Currently, we are presenting the worse case scenario. If we can miss the house, we will but at this level of understanding, we don't see

an option. The intersection at SBR needs to be at a 90 degrees. Centennial doesn't let that happen. It creates a very unsafe situation for motorists and pedestrians using the intersections. It can be varied as more information is gathered. Currently from worse case analysis, we must present it and get the costs so Council has all the information.

Melissa Malerba, 1565 Main Street, Louisville, CO

She is making more points not clearly said. She thinks the underpass can be successful without moving the road. She restates that the BNSF trains go through the intersection 16 times a day, and this number could grow to 20. She restates she does not see a benefit of alleviating traffic congestion with the realignment of Main Street. She sees a number of roads in the infrastructure planned, including a street going through Boulder County Housing Authority lot, that may require a signal. Will this new road require a signal? With another signal, she does not see the benefit of alleviating the Main signal, either now or in the future, especially with the train going by 20 times a day. She does not think there are a lot of benefits there, and in fact we may see a potential new signal very close to Highway 42. It bunches the signals. I am highly emotional over this subject for due right, but because this has been over three years of planning and discussions, I have not been able to do much with my property because it has been well publicized. It is another five years potentially before the budget is there, plus additional planning that will continue. It has been delayed almost every single year since it started. I see the priorities of the City shifting and it continuing to be delayed. In the meantime, I continue to be impacted. Please, can we sideline this until the City has the funding to actually do the project? It would be appreciated.

Russ says this study will look at four options from a traffic perspective for Kaylix Street. Steel Ranch has already built a portion of Kaylix behind Steel Ranch Marketplace. The Lanterns subdivision has provided the right-of-way and the monies necessary to construct it. Boulder County has committed to building this road through their zoning. We have a 25' access easement through Christopher Plaza to get to SBR. The Coal Creek Station will be realigning and building Cannon Circle. Our study will be looking at a signal there and is it feasible. The overall performance of the corridor will be the key measure of success.

Summary and request by Staff and Applicant:

Russ says this is for confirmation by PC to recommend these to be studied. He agrees with Ms. Malerba in terms of delay and frustration. He requests that PC and Council make decisions to assist in moving this forward and keep it on a clear timeframe. He thinks the PC understands the importance of this conversation to individuals and the community. Keeping a clean process is the best we can do for everyone.

Russell asks about the timeline. He has worked in the transportation field for years and on projects that weren't built for 30 years. It is different when a right-of-way crosses your property. He thinks our process is the least of the issues. It is the money and when is it going to happen. He feels constrained because there is a letter from a lawyer as part of the record. He wants some sense from Staff about what is ahead for this discussion.

Russ says that every City has a right to plan its future in terms of infrastructure and land use. The planning should not be shortened from a public process perspective. To respond to the attorney's letter, we have not changed anything or adopted anything, nor has there been any land use application for the land in question. If there were a land use application in question, they have the rights of the current zoning district to implement it. There are no means from Staff or Council to go against the already adopted policies of the City. That being said, we are looking at changing policies of the City to move forward. If we were to limit or change zoning, we would have to compensate for it. That is the purpose of the study. In terms of the timing, there are a number of ways to implement it. Looking at this year's budget and the impact of the flood, and understanding of the City JManager, Ms. Malerba is exactly right about what we said to her, and

exactly what the City Manager said to her. Every year, there is a shuffling of priorities. We don't have an adopted plan and we don't have an understanding of the cost benefit analysis. Council is sitting blind, and Staff is asking is to get information so they can make the decision. Moving forward, what do we do if a land use application came forward? If we want to preserve the right-of-way, we would certainly have to compensate the landowners. We have not outlined the implementation plan. Are there a number of strategies? Is there a lease to buy option? Is there an outright purchase? Is this the # 1 priority of the City? It clearly isn't right now. With the adoption of the plan and public input, we know it is a high priority to cross SBR. That level of priority may change with an adopted plan. Currently this budget is not including this as a high priority. That is why the year 2018 and 2020 were mentioned.

Closed Public Hearing and discussion by Commission:

Pritchard says we have three Alternatives before us. Obviously, none of them are perfect. We need to see where we are as a Commission and where we want it to go with recommendations for Staff and Council. Is there a fourth alternative not seen, a hybrid of all of them?

Three Alternatives PC Discussion:

- Comparing Proposed Alternatives

	Residential (units)	Office (sf)	Retail (sf)	Park (sf)
Existing	516	194,711	371,772	0
<b>Currently</b>	<b>1,117</b>	<b>1,258,870</b>	<b>567,382</b>	<b>0</b>
Workshop	855	475,994	350,694	17.9 ac
Market	1,741	1,008,398	535,523	1.3 ac
Survey	1,042	1,119,275	616,053	10.4 ac

Tengler says the Workshop alternative seems like the dream of everyone living here presently, lock the door and let nobody else in, and buy open space (overstating to make a point). He doesn't think this is realistic. He assumes that the infrastructure plans will apply across the board in all three alternatives with roughly consistent investment. The Workshop alternative would mean much public investment with little return from sales tax or property tax impact.

Brauneis says the tone of the workshops was "what is ideal and what would we like"? The Workshop alternative is no surprise. His biggest reaction is comparing the Market approach and how much the park land and open space shrinks between Market and the others. If we are enabling the market to do more of what it wants to do with profitable development, somewhere in the mix is the opportunity to have parks and open space. He wants to explore what it would take to get more market with greater retail and yet get more parks and open space.

Tengler says the Survey alternative is right in the middle. He thinks the Market alternative is highly skewed in the opposite direction and doesn't meet the wishes of the majority of Louisville residents. From a fiscal standpoint, it works very neatly but from what we want to achieve for Louisville, it will miss the mark badly. We have two ends of the continuum and the Survey alternative seems to be the result of something closer to the analysis when it's done. On the Market alternative, the map suggests that it does not consider the Main Street realignment. Is there a reason for that? He says the PC has a portfolio approach as it relates to SBR, but how does it fit with what will ultimately happen with McCaslin and in the Tech Center? We must consider what could potentially happen with office space on McCaslin and the Tech Center.

Robinson says they wanted to have some difference in the infrastructure between the alternatives. The Workshop has it realigned, the Market does not, and the Survey has it realigned with part as Mixed-Use. Market was left alone because the property owners, left to

their own devices, said they were not looking to realign it. The market on its own would develop it as is.

Russell clarifies we move all three of the alternatives, or some form, forward. There will be fourth alternative. Are there elements of each of these alternatives that we want changed or some consistency across the board?

Robinson says that Staff is asking for the three alternatives to be analyzed further. Whether it is these three or three modified alternatives or is there anything that is a nonstarter?

Rice says the three alternative approaches give us outside limits and something down the middle. It is a reasonable approach. He points out that there are a lot of assumptions built into the numbers. He thinks the economic analysis is important. If we do a clear-eyed, all things included, economic analysis of these different approaches, we will get a clear picture of what is real world and what is not. If there are retail economic assumptions made, it doesn't make sense unless it really happens. We are not building this; we saying this is what is going to be allowed. The economic analysis has to be very clear-eyed and realistic, and show upper and lower limits. We are considering something to be used to evaluate these proposals. Looking at the infrastructure proposed, purchasing land, and improvements on SBR with underpasses, the City does not have the size to be able to "pull it all off". He is interested in seeing how this looks on paper once this clear-eyed, all things included, economic analysis is done for the PC as well as the public. What is economically feasible and what is good planning doesn't always turn out to be the same thing. He thinks the Market analysis is bad planning. The economics will show it doesn't make sense. It runs counter to what the public is telling us. We sought public input from many different sources and approaches, and this is not what they want.

Russell says the Market analysis is what the property owners and business community gave. Perhaps it is a local market perspective but there is no suggestion that this is based on market analysis. Alternative 1: He is curious about the economic value of the open space when it is adjacent to retail. Putting open space in a retail setting creates a different kind of value than for an individual homeowner. It creates greater community value. He thinks that one story to conditional two stories is monotonous, inefficient, and inflexible. Alternative 2: He would like it better if the third and fourth stories were conditional. Alternative 3: He likes it because it is the most balanced and preferred. In both Alternative 1 and Alternative 3, a minimum of 40% retail must be provided. The difference is flexibility on Mixed-Use. The other 60% can only be office. Alternative 1 has almost 50 acres of combined general and retail. Alternative 3 has 49.6 acres so basically, it is the same. The question is, do you add residential as an option. His personal favorite zoning in all three areas is General because it provides the greatest amount of flexibility.

Russell asks what is the total right-of-way of SBR? Russ answers 80 feet.

Russell says that he recently attended a presentation by Jeff Speck, City Summit, who spoke about walkable cities. Speck would call SBR today a "traffic sewer". It's where we dump the traffic and it's more negative than positive for the community. Are we being progressive enough in what we do within the right-of-way of SBR? This all started with the conversation about how challenging SBR was for walkability, for cycling, and in general community pride. We may be missing some opportunity. He thinks the crossing at Via Appia is far more dangerous than the crossing at Main Street. He assumes the underpass discussion at Main Street is because of the volume of people crossing. He assumes that Staff has looked at a traffic circle at Main Street. Russ says a traffic circle would impact more than Main Street alignment. He talks about realigning Centennial rather than Main Street. He says the BNSF RR shifts at SBR. There is available room for the second track east of the existing track south of SBR. The available right-of-way shifts to the west of the existing track on the north side of SBR. If we realign Centennial through, we still have to realign Main Street its entire west width to go north. We would impact

every property on the south except for the Tesone, barely touch the Malerba property, but take a large chunk out of the Newbold property, and then hit every single business. We would move the light away from the retail center (Alfalfa's). Staff saw it as far more impactful during the Comp Plan and unfortunately for the Malerba property, this is the alignment that has any realm of feasibility.

Brauneis says he supports the potential for the third and fourth conditional stories only because there are some spots that might be suitable for a fourth story, particularly when you consider terrain.

Pritchard says he agrees with the comments in terms of the Workshop and the Market alternatives. Alternative Survey may be going in the right direction. There is more room for a 3a or 3b especially on the utilization of open space. His concern is the Santilli open space located before Lafayette city limit, which is the swing into open space. On Survey, this land is a hybrid of open space and retail. How desirable is that open space to Louisville, Lafayette, and Boulder County? Overlaying the three Alternatives, we are not far off. Russell's comment about building flexibility into the plan is critical. He likes General zoning because it gives the opportunity for residential or office. He doesn't want another Highway 42 Revitalization where we wanted Mixed-Use, the City was behind it, the property owners understood it, but the market itself never brought it about. We may have these desires which may never come in existence. We need to be accurate for the City's sake.

Tengler asks Staff to prepare a minimum and maximum presentation on the marginal cost analysis based on 40% retail. Providing a range will be helpful.

Realignment Options PC Discussion:

Tengler is sympathetic to Ms. Malerba's perspective, but considering Staff's comments, we must consider realignment. It could be a critical piece of infrastructure development and mitigation of traffic issues. We can look at both Options, but I don't know if it will make her happy. We need to move this along as quickly as we can. If indeed, it turns out to be the best alternative from Planning standpoint, I say let's do everything we possibly can to limit the economic harm we are imposing on her. We must consider the realignment, and it seems to make a lot of sense. I do not like the HAWK signal because if school children are passing and not paying attention, we could have a problem. I like the underpass and would prioritize it over Via Appia. School children and retail pedestrians will use the Main underpass more.

Brauneis is sensitive to the homes on Circle Drive since we would be impacting four homes as well. I am not convinced an underpass will fit but I look forward to more study and layout. I am sensitive to Ms. Malerba's issue and anything less than looking at it is putting off the discussion. We must study before we fund it. From the PC perspective, we should recommend looking at something.

Rice says this is a new issue for him and I don't know all the history. From what I am hearing, there are two different issues, whether or not this is something we want to recommend from Planning and how do you fund it and when. They are related with an eye toward how much this costs and the side costs. We can't make a decision unless it is studied further. Simply saying, we're not going to study it and put it off for future consideration until the City has money to potentially buy the property. That doesn't seem to alleviate any of the uncertainty associated with it. As long as it is under consideration, either actively or inactively, it is still there. I suggest we push this forward for a clear-eyed study regarding costs and benefits, and do it with all deliberate speed. If it determined from a Planning standpoint that it is not desirable, then the issue of when it can be purchased goes away.

Russell says it has to be studied but we need to do it quickly and need to resolve it quickly. People get impacted by these decisions every day, but how long is it going to linger. We should be very aggressive and get a more detailed study.

Pritchard agrees with all the comments. The City needs to move quickly and not drag it out. It is painful and not professional. I am sympathetic to Ms. Malerba's position and I do believe the City has the right and obligation to plan. If it is not fiscally feasible, then the question is answered. We are cost sensitive to anything done in this town.

Robinson says Staff has recommendations and they are ready to proceed to Council.

Meeting paused at 9:00 pm, resumed at 9:07 pm

DRAFT

**SUBJECT:** QUESTIONS FOR MCCASLIN BOULEVARD SMALL AREA  
PLAN SURVEY – *Continued from 03/17/2015*

**DATE:** MAY 19, 2015

**PRESENTED BY:** TROY RUSS, PLANNING & BUILDING SAFETY DIRECTOR  
SCOTT ROBINSON, PLANNER II

**UPDATE**

This item was continued from the April 7<sup>th</sup> Council meeting for councilmembers to review the South Boulder Road Small Area Plan alternatives to better understand how staff utilized the South Boulder Road Community Survey in developing alternatives for consideration prior to giving staff direction on this item for the McCaslin Corridor.

Staff believed the format and questions of the South Boulder Road Survey and the proposed format and revised questions as suggested by City Council for the McCaslin Survey will prove to be additional useful tools in gathering community input for both small area plans.

Specifically, staff believes the community surveys provide City Council statistically relevant feedback on the community's basic unfiltered expectations related to potential land uses and desired community form necessary for consideration at this early stage of the process.

The information gathered from the survey, like the information gathered from initial community workshops during the "Desire" phase of the study; provide staff and City Council basic planning expectations from individuals who could not participate in the workshops.

As demonstrated in the South Boulder Road process, the survey information, along with all other community feedback gathered, allow staff to develop range of alternatives for and testing before any decision by City Council is needed. The information gathered from alternative testing will then be vetted against the project's measures of success. The results of the alternative evaluations will then be presented to the community to inform the development of a final preferred alternative for City Council consideration.

**APRIL 7, 2105 Staff Report**

**SUMMARY:**

On October 7, 2014, City Council approved conducting statistically relevant City-wide "character surveys" for the South Boulder Road and McCaslin Boulevard Small Area Plans. Staff worked with Cuningham Group and the National Research Center to develop questions for the South Boulder Road survey which were approved by Council on November 18, 2014. The South Boulder Road survey has been completed and the results were presented to Council on March 3<sup>rd</sup>, 2015.

During that same meeting staff presented the draft of questions for the McCaslin Boulevard survey. During that meeting Council asked staff to develop additional questions to gauge public sentiment toward allowing residential uses in specific locations in the McCaslin corridor and other approaches to promoting desired development. Staff, working with NRC, proposes the following questions: (for reference, question 6 asks, “Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the McCaslin Boulevard study area” and then lists “HOUSING OPPORTUNITIES”, “SHOPPING AND DINING OPPORTUNITIES”, “BUSINESS AND PROFESSIONAL SERVICE OPPORTUNITIES”, and “PARKS AND PUBLIC SPACES” with additional detail under each of those categories):

7. Thinking about the items in question 6 above you feel there are not enough of, to what extent do you support or oppose the City taking the following actions to encourage shopping, dining, business and professional opportunities and the more specific uses under each of those categories mentioned above?

	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	Don't know
Granting sales and use tax rebates to promote business development	1	2	3	4	5
Public infrastructure support (streets, sidewalks, parks, etc.) for business	1	2	3	4	5
Grants for commercial building improvements to promote businesses	1	2	3	4	5
Building height or density bonuses to promote businesses	1	2	3	4	5
Allow some residential units in certain areas currently zoned commercial	1	2	3	4	5

8. In which areas of McCaslin Boulevard do you support each of the following types of residences, if any? (Mark all that apply.)

	Colony Square/ RTD Park'n'Ride	Sam's Club	North/West of Centennial Pkwy	None/ no where
Detached single family homes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Duplexes/townhomes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Apartments/condominiums	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mixed-use buildings (apartments/condos above retail/commercial)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question seven asks about what actions respondents would support the City using to attract desired business uses. Staff believes question seven could provide valuable information, but is concerned it may not be possible to clearly convey the intent of the question in the space available on the survey.

Question eight asks what type of housing, if any, respondents would support at different locations in the corridor. Staff believes question eight could also provide valuable information, but staff is also concerned the question may be perceived as suggesting the possibility of uses that contradict the Comprehensive Plan, which allows for the

possibility of residential on the Sam's Club site, but nowhere else in the McCaslin Corridor. If Council shares this concern, staff believes question seven and the other questions in the survey would provide enough information to determine if residential uses should be allowed.

NRC has indicated that there is enough room in the survey to add one question without having to remove an existing question, but adding both questions would require the removal of a different question. If Council wishes to add both new questions, staff recommends removing question five from the existing survey, as it more or less stands alone and relates less to the other questions.

The remaining McCaslin Boulevard survey questions are largely the same as the South Boulder Road questions. In brief, the following changes have been made from the South Boulder Road survey to reflect the different environment in the McCaslin Boulevard corridor:

- Changes in the uses described in questions 3 and 4.
- Addition of "Entertainment (theater)" in question 6.
- Combining medical offices and professional services into one item in question 6.
- Addition of "Warehouse/Industrial flex space" in question 6.
- Addition of "Open space" in question 6.
- New photos for 1A, 1B, 1C, 1D, 2A, 2B, 2C, 3D, 4C, 4D, 5C, 6A, 7B, 8A, 8B, and 9A.

**WORK PLAN:**

The goal of the small area planning work is to develop land use and public infrastructure plans that have broad community support and provide reliable roadmaps for both public and private investments in these important corridors. The work will use the Comprehensive Plan as a foundation on which to develop, through a very public process, specific zoning amendments and possibly design requirements intended to preserve and promote what the community wants to see in these areas.

These statistically significant "character surveys" will be employed to help City Council understand what community design aspects (setbacks, limits on height, building bulk / scale, parking, and landscaping) and land uses (retail, commercial, mixed-use, residential and parkland) residents want these Small Area Plans to enable.

The surveys are a key component of the City Council endorsed Public Participation, Community Engagement, and Communication Strategy for the Small Area Plans. Each survey will be mailed to 1,200 randomly selected Louisville households and is expected to yield a 4% to 6% margin of error. The South Boulder Road survey had 380 responses, resulting in a 5% margin of error.

The mailed survey consists of a one-page introductory letter, two pages of text questions, and nine pages of photo based questions. The text questions ask about general opinions of different aspects of the corridor and about how the respondents use and interact with the corridor. They also ask about land use categories the respondents would like to see more or less of, and some basic demographic questions. The photo questions present different building and public space forms and placements and ask respondents to rate each alternative for its appropriateness in the study area.

The results of the survey will be used in developing alternative scenarios for the study area. The alternatives will be analyzed by staff and reviewed and revised by Planning Commission and City Council before a preferred alternative is selected by Council to serve as the basis for the final plan.

**FISCAL IMPACT:**

The survey as proposed falls under the previously amended contract and will have no additional fiscal impact.

**RECOMMENDATION:**

Staff asks for Council direction on any desired changes to the proposed survey questions and related information.

**ATTACHMENT(S):**

1. Introductory letters (advance notice card, initial and follow-up letters)
2. Draft survey questions (questions discussed above will need to be added)

Dear Louisville Resident,

It won't take much of your time to make a big difference!

Your household has been randomly selected to participate in a survey about the development of McCaslin Boulevard. Even if you don't live in the area, we still want to hear from you. Your survey will arrive in the mail in a few days.

If you prefer, you can complete the survey online at (please enter the address exactly as it appears here):

[www.n-r-c.com/survey/louisvillemcb.htm](http://www.n-r-c.com/survey/louisvillemcb.htm)

To complete the survey online, please enter the access code printed above the word "RESIDENT" on the other side of the postcard. **Your responses are completely confidential and will be reported in group form only.**

Thank you for helping create a better Louisville.

Sincerely,



Robert P. Muckle, Mayor  
City of Louisville

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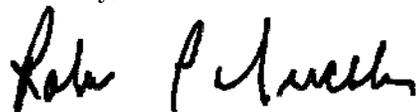
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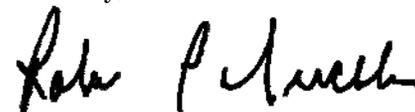
If you prefer, you can complete the survey online at (please enter the address exactly as it appears here):

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To complete the survey online, please enter the access code printed above the word "RESIDENT" on the other side of the postcard. **Your responses are completely confidential and will be reported in group form only.**

Thank you for helping create a better Louisville.

Sincerely,



Robert P. Muckle, Mayor  
City of Louisville



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Permit NO. 94



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Dear City of Louisville Resident:

Here's a second chance if you haven't already responded to the survey about the McCaslin Boulevard Small Area Plan in Louisville. **(If you completed it and sent it back, we thank you for your time and ask you to recycle this survey. Please do not respond twice.)**

The survey shows pictures of what the McCaslin Boulevard area could look like and asks you what you would prefer to see. Even if you live outside the McCaslin Boulevard corridor, we still want to hear from you. Don't miss this opportunity to provide input about an important area in our city. Your participation in this survey is very important – especially since your household is one of 1,200 Louisville households being surveyed.

**A few things to remember:**

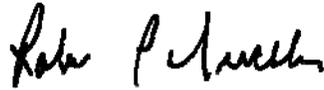
- **Your responses are completely confidential.**
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
- **You may return the survey by mail in the enclosed postage-paid envelope, or you can complete the survey online at (please type the address exactly as it appears):**

[www.n-r-c.com/survey/louisvillemcb.htm](http://www.n-r-c.com/survey/louisvillemcb.htm)

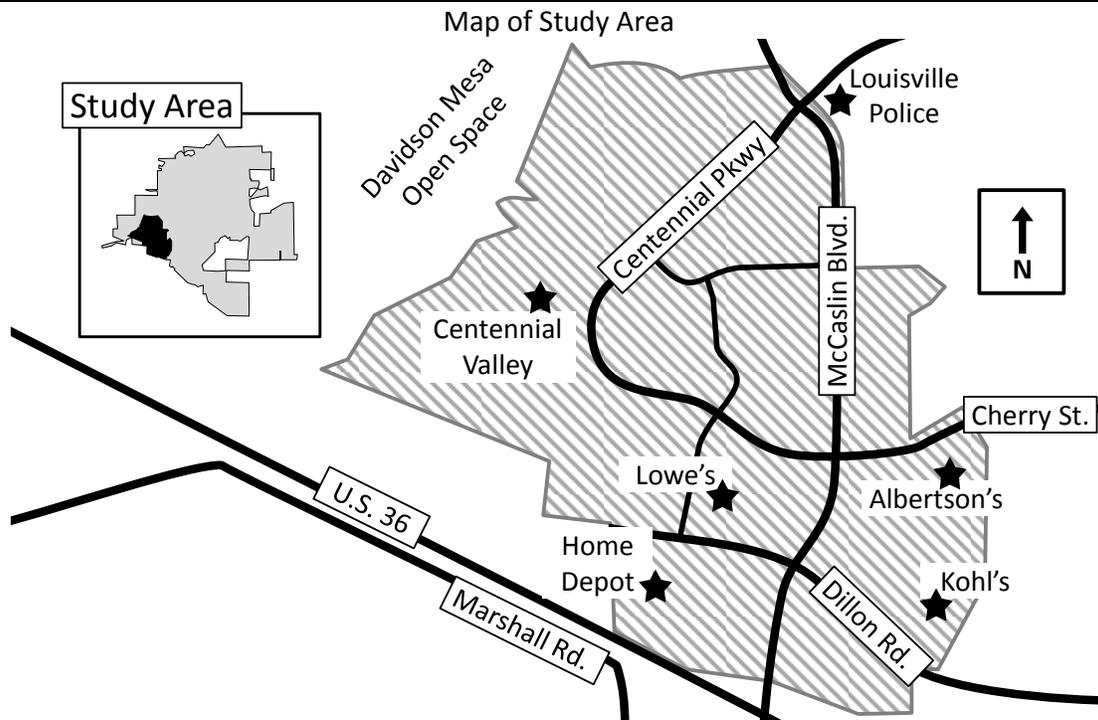
If you choose to complete the survey online, please enter the access code printed at the top of this letter. If you have any questions about the survey please call 303-335-4596.

Thank you for your time and participation.

Sincerely,



Robert P. Muckle, Mayor



Dear City of Louisville Resident:

Please help us shape the future of Louisville and the McCaslin Boulevard corridor. As part of the City's McCaslin Boulevard Small Area Plan process, we are trying to determine the community's vision and desired uses for the area. The enclosed survey shows different possibilities for the area and we want to know what you think it should look like. Even if you live outside the McCaslin Boulevard corridor, we still want to hear from you.

Your participation in this survey is very important – especially since your household is one of only 1,200 Louisville households being surveyed.

**A few things to remember:**

- **Your responses are completely confidential.**
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
- **You may return the survey by mail in the enclosed postage-paid envelope, or you can complete the survey online at (please type the address exactly as it appears):**

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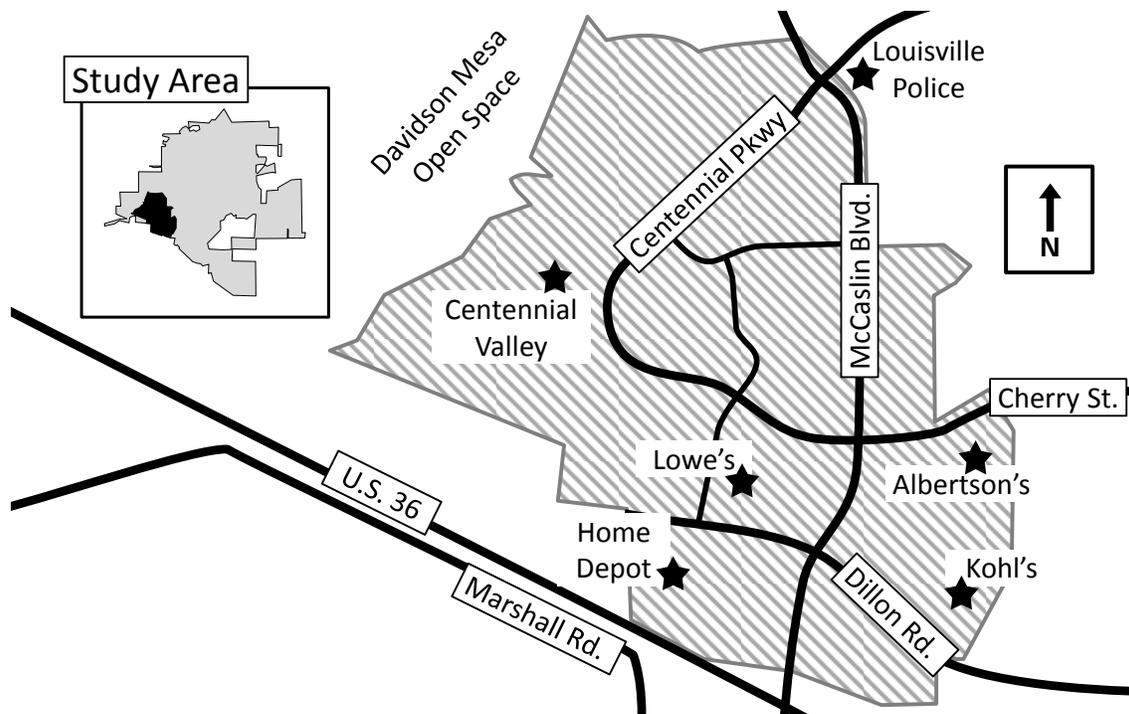
Thank you for your time and participation.

Sincerely,



Robert P. Muckle, Mayor

Map of Study Area



Please circle the response that most closely represents your opinion for each question. Your responses are confidential and will be reported in group form only.

1. Please rate each of the following for Louisville (City-wide):

	QUALITY				
	Excellent	Good	Fair	Poor	Not familiar
Overall quality of life .....	1	2	3	4	5
Overall economic health .....	1	2	3	4	5
Variety of housing options.....	1	2	3	4	5
Availability of affordable quality housing.....	1	2	3	4	5
Overall quality of shopping and dining opportunities.....	1	2	3	4	5
Overall quality of parks, trails and open spaces.....	1	2	3	4	5
Ease of travel by car.....	1	2	3	4	5
Ease of travel walking.....	1	2	3	4	5
Ease of travel by bicycle.....	1	2	3	4	5
Ease of travel by bus.....	1	2	3	4	5
Sense of safety traveling throughout the city.....	1	2	3	4	5
Physical condition of commercial buildings.....	1	2	3	4	5
Physical condition of residential buildings.....	1	2	3	4	5

2. First, please rate the quality of each of the following aspects or characteristics as they relate to the McCaslin Boulevard study area (shown in the letter). Then, please tell us how important to you, if at all, it is that the City attempt to improve each of the following in the McCaslin Boulevard study area.

	QUALITY					IMPORTANCE				
	Excellent	Good	Fair	Poor	Not familiar	Essential	Very important	Somewhat important	Not at all important	Not familiar
Variety of housing options .....	1	2	3	4	5	1	2	3	4	5
Availability of affordable quality housing .....	1	2	3	4	5	1	2	3	4	5
Overall quality of shopping and dining opportunities .....	1	2	3	4	5	1	2	3	4	5
Overall quality of parks, trails and open space....	1	2	3	4	5	1	2	3	4	5
Ease of travel by car .....	1	2	3	4	5	1	2	3	4	5
Ease of travel walking .....	1	2	3	4	5	1	2	3	4	5
Ease of travel by bicycle .....	1	2	3	4	5	1	2	3	4	5
Ease of travel by bus .....	1	2	3	4	5	1	2	3	4	5
Sense of safety traveling through the corridor....	1	2	3	4	5	1	2	3	4	5
Physical condition of commercial buildings.....	1	2	3	4	5	1	2	3	4	5
Physical condition of residential buildings.....	1	2	3	4	5	1	2	3	4	5

3. Which, if any, of the following applies to you in relation to the McCaslin Boulevard study area? (Mark all that apply.)

- I live in the area (see map in attached letter)
- I shop/dine in the area
- I work in the area
- My child attends daycare/preschool
- I use medical/professional services in the area
- None of the above
- I walk or bike in the area
- I only travel through the area

4. In a typical month, how many times, if at all, do you visit each of the following?

	Never	1-3 times	Once a	Multiple times	Daily
		a month	week	a week	
Centennial Valley office park.....	1	2	3	4	5
Businesses south of Dillon (Home Depot, Cinebarre, hotels).....	1	2	3	4	5
Businesses between Dillon & Cherry, west of McCaslin (Lowes/Carrabbas) ..	1	2	3	4	5
Businesses between Dillon & Cherry, east of McCaslin (Albertsons/Kohl's) ..	1	2	3	4	5
Businesses north of Cherry (Walgreens, Via Toscana, Starbucks) .....	1	2	3	4	5
RTD station/Park'n'Ride.....	1	2	3	4	5
Davidson Mesa Open Space.....	1	2	3	4	5

5. First, tell us how many times in a typical month, if at all, you travel through the study area using each of the following modes. Then, please indicate if you'd like to use each mode more, the same amount or less in the study area.

	Never	1-3 times	Once a	Multiple times	Daily	Use	Use	Use
		a month	week	a week		more	the same	less
In a car.....	1	2	3	4	5	1	2	3
In a bus.....	1	2	3	4	5	1	2	3
On a bicycle.....	1	2	3	4	5	1	2	3
Walking .....	1	2	3	4	5	1	2	3

6. Please indicate whether you feel that there are too many, the right amount or not enough of each of the following in the McCaslin Boulevard study area:

	Too many	Right amount	Not enough	Not familiar
<i>HOUSING OPPORTUNITIES</i>				
Housing for singles / couples (apartments, townhomes, smaller duplex, single-family)...	1	2	3	4
Housing for families with children (smaller duplex, single-family).....	1	2	3	4
Housing for seniors (smaller one-level single-family house, apartments with elevators)....	1	2	3	4
Affordable (subsidized) housing.....	1	2	3	4
Live/work (combined living and working spaces).....	1	2	3	4
<i>SHOPPING AND DINING OPPORTUNITIES</i>				
Restaurants, cafes, coffee shops, pubs/bars.....	1	2	3	4
Neighborhood shops (dry cleaners, barbers/beauty salon, etc.).....	1	2	3	4
Community shops (grocery store, drug store, etc.).....	1	2	3	4
Regional shops, such as big box retailers.....	1	2	3	4
Entertainment (theater).....	1	2	3	4
<i>BUSINESS AND PROFESSIONAL SERVICE OPPORTUNITIES</i>				
Work-share spaces.....	1	2	3	4
Health clinics / medical offices.....	1	2	3	4
Medical/Professional services (doctors, lawyers, accountants, etc.).....	1	2	3	4
General business offices (corporate offices, etc.).....	1	2	3	4
Warehouse/Industrial flex space.....	1	2	3	4
Research and development.....	1	2	3	4
<i>PARKS AND PUBLIC SPACES</i>				
Bike and pedestrian amenities/recreational trails.....	1	2	3	4
Small parks.....	1	2	3	4
Neighborhood parks (like Cottonwood Park).....	1	2	3	4
Regional park (like Community Park).....	1	2	3	4
Open space.....	1	2	3	4
Indoor community gathering space (arts center, community center, etc.).....	1	2	3	4
Outdoor community gathering space (amphitheater, commons, etc.).....	1	2	3	4

The following questions are about you and your household. Again, all of your responses to this survey are completely confidential and will be reported in group form only.

- D1. Which best describes the building you live in?**
- One family house detached from any other houses
  - Building with two or more homes (duplex, townhome, apartment or condominium)
  - Mobile home
  - Other
- D2. Do you rent or own your home?**
- Rent
  - Own
- D3. How many people, including yourself, live in your household?**
- 1
  - 2
  - 3
  - 4
  - 5
  - 6+
- D4. What is your gender?**
- Female
  - Male

- D5. In which category is your age?**
- 18-24 years
  - 25-34 years
  - 35-44 years
  - 45-54 years
  - 55-64 years
  - 65-74 years
  - 75 years or older
- D6. Are you currently employed?**
- Yes → Go to question D7
  - No
- D7. In which city do you work?** \_\_\_\_\_
- D8. About how much do you estimate your household's total income before taxes will be for the current year?**
- Less than \$24,999
  - \$25,000 to \$49,999
  - \$50,000 to \$99,999
  - \$100,000 to \$149,999
  - \$150,000 or more
  - Prefer not to answer

## Design Element Photograph Comparisons

There are a number of things that contribute to the way McCaslin Boulevard could look, which we call design elements. We have chosen a set of four photos to show options for each of nine design elements. For each photo on the pages that follow, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. Please evaluate only the design element asked about in each question.

## Design Element #1: Commercial Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Below each photo is a brief description of the specific design element being asked about, followed by the question and response options.)



1A. 1-story.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



1B. 2-story.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



1C. 2 or 3-story.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



1D. 4-story.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit

## Design Element #2: Commercial Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



2A. No setback

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



2B. 15-20 foot setback, oriented toward street

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



2C. Setback 20+ feet from street, oriented toward parking

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



2D. Parking lot in front

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit

## Design Element #3: Multi Family Residential Building Height/Size

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



3A. 2-story townhouses.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



3B. 3-story apartment/condo building.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



3C. Apartments/condos above retail/commercial (Mixed-use building).

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



3D. 4-story apartment/condo building.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit

## Design Element #4: Multi Family Residential Building Placement (Setback)

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



4A. 5 - 10 foot setback with porches.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



4B. 15 - 20 foot setback with porches and small yards.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



4C. 20+ foot setback.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



4D. 20+ foot setback, oriented to parking lot.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit

## Design Element #5: Park/Plaza

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



**5A. Recreational Park.**

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



**5B. Town Green.**

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



**5C. Natural open space.**

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



**5D. Plaza.**

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit

## Design Element #6: Streetscape

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



**6A. Wide walk/trail separated from street.**  
For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



**6B. Sidewalk buffered from street and parking with landscaping.**  
For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



**6C. Basic sidewalk.**  
For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



**6D. Wide sidewalk with pedestrian amenities.**  
For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit

## Design Element #7: Parking Placement

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



7A. Parking lot on side of building.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



7B. Parking ramp behind buildings.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



7C. Parallel street parking.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



7D. Large parking lot in front of building.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit

## Design Element #8: Parking Edge

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



8A. Large grass buffer.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



8B. Landscaped buffer.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



8C. Fence and landscaped buffer with pedestrian amenities.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



8D. Low wall.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit

## Design Element #9: Business Signage

For each photo below, tell us whether you think the design element shown would be an excellent fit, a good fit, a fair fit or a poor fit for the McCaslin Boulevard study area. (Below each photo is a brief description of the specific design element followed by the question and response options.)



9A. Business directional sign.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



9B. Internally-illuminated.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



9C. Projecting.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit



9D. Awning.

For the McCaslin Boulevard study area, is this an...

- Excellent fit     Good fit     Fair fit     Poor fit

**SUBJECT:** HISTORIC PRESERVATION MASTER PLAN – REVIEW AND ENDORSEMENT OF GOALS AND OBJECTIVES

**DATE:** MAY 19, 2015

**PRESENTED BY:** LAUREN TRICE, PLANNING AND BUILDING SAFETY  
MARY THERESE ANSTEY, HISTORYMATTERS, LLC

**SUMMARY:**

Over the past several months staff, along with the Historic Preservation Commission (HPC), has been working on a Preservation Master Plan for Louisville’s historic preservation program. Louisville has a unique voluntary preservation program supported by a dedicated sales tax that has resulted in over 20 landmarks. However, the City has never had an adopted preservation master plan to guide the program. The 2013 Comprehensive Plan update called for the creation of such a plan to define the goals of the preservation program and map out how to achieve them. The study area for the project extends beyond Old Town and Downtown Louisville to the city limits. The process of developing the plan involves engaging the community in a discussion of issues facing the historic preservation program including but not limited to: Louisville’s period of significance, current historic preservation processes, preservation strategies to streamline the review process, future incentive programs, and outreach to residents.

Planning Staff is working with consultant, HistoryMatters, LLC, for an external review of the existing program and guidance on best practices to produce the plan.

This planning effort is divided into four phases: *vision, evaluation, goals, and implementation*. When complete, the plan will identify action items and an implementation timeline to achieve the preservation goals for the future of the preservation program. The following is the Vision and Purpose endorsed by HPC and City Council:

***Vision:***

The citizens of Louisville retain connections to our past by fostering its stewardship and preserving significant historic places. The preservation will reflect the authenticity of Louisville’s small town character, its history, and its sense of place, all of which makes our community a desirable place to call home and conduct business.

***Purpose:***

The purpose of the Plan is to outline Louisville’s city-wide voluntary historic preservation program for the next 20 years.

We are now at the culmination of the Goals phase of the project, and staff is seeking City Council endorsement of the project’s goals and objectives. The HPC endorsed the

goals and objectives during its April 27, 2015 meeting. The endorsed goals and objections will lead to the creation of action items and an implementation timeline for the Preservation Master Plan.

There were several opportunities for public participation during the first three phases: Kick-Off Meeting, EnvisionLouisvilleCO.com website, Customer Survey, Open House, and Community Workshop. Planning Staff has encouraged participation in the plan through mailings, flyers, large signs, Facebook, Twitter, City newsletter, and City website.

#### *Kick-Off Meeting*

On December 3, 2014, the City held a public kick-off meeting for the Preservation Master Plan. The meeting was attended by 25 adults and 16 children. The adult meeting included a presentation giving a general overview of the plan purpose and process, as well as three activity stations to elicit input (attachment #1).

The children participated in the kick-off of the Junior Preservationist Program by designing new uses for old buildings, adding ideas to a Louisville architecture timeline, writing about their homes, and playing with a map of Downtown.

#### *EnvisionLouisvilleCO.com*

The City has partnered with MindMixer to operate [www.EnvisionLouisvilleCO.com](http://www.EnvisionLouisvilleCO.com), which allows the public to share and discuss ideas related to historic preservation in Louisville. Staff has posted the following questions to the site:

- What will historic preservation in Louisville be like in 20 years?
- What is the most important place in Louisville? (Upload a photo of your favorite building or site.)
- What do you consider to be the most effective strategies to engage the community in historic preservation?
- What role do historic buildings play in creating Louisville's small town character?
- Do you feel that 1950s and 1960s homes contribute to the historic character of Louisville?
- Do you agree that Louisville is a liveable City that appreciates its history?

The comments and ideas posted are included as attachment 2. The comments included a discussion of what Louisville defines as historic and whether it should be more or less inclusive. In general, the comments are positive about historic preservation in Louisville and show interest in finding ways use preservation to maintain Louisville's small town character. In response to the question about community engagement, the majority of people felt that historic preservation should have information at existing community events and platforms.

*Customer Survey*

The twelve-question, one-page, confidential questionnaire (attachment #5) was designed to gather opinions from individuals with direct experience with the City of Louisville’s historic preservation program over the past 3 years. The answers will inform the Preservation Master Plan. They have influenced the draft goals and objectives and indicate possible action items to enhance and improve the existing program over the next twenty years. A summary of the responses is included in attachment #3.

*Open House/Community Workshop*

On March 11, 2015, the City held an Open House for the Preservation Master Plan. The Open House was attended by 50 community members. The Open House allowed attendees to explore the development of Louisville through maps and timelines. The timeline culminated in a poster with all of the development maps and the question: “What is important for Louisville?” Attendees were asked to put dots on the decades they thought were important. Every decade, including the “next decade” (a response the public added), received a dot (attachment #4).

<b>Decade</b>	<b>Dots</b>
Pre 1900	14
1900-1909	21
1910-1919	10
1920-1929	11
1930-1939	12
1940-1949	8
1950-1959	8
1960-1969	9
1970-1979	7
1980-1989	10
1990-1999	3
2000-2010	2
“the next decade”	3

At the April 8, 2015, Community Workshop, 33 community members shared ideas related to goals and preservation strategies for the Preservation Master Plan (attachment #6). Each table received all five draft goals and worked to prioritize the objectives under each goal with a dot exercise. Overall, the participants were interested in increasing preservation awareness, developing relationships with other organizations, and promoting the Historic Preservation Fund (attachment #7).

The Community Workshop also featured a presentation entitled “Preservation 101” that explored how we decide what to preserve and how we determine the “when” of

preservation. Historic preservation relies on significance (the importance of historic buildings) and integrity (the physical intactness of these resources) to determine what to preserve. The “when” of preservation is the period of significance. History is about the reasoned assessment of past events and we must allow sufficient time to pass so we can understand the causes, effects, and influences of events in the past. The standard time to wait in historic preservation, based upon guidance from the National Park Service, is fifty years. Louisville’s preservation program currently follows this rolling 50-year standard when considering eligibility of landmarks and completing design review.

The Community Workshop participants received four scenarios related to preservation challenges and a chart of preservation strategies to address the challenges (attachment #8 and 9). One of the current preservation challenges is determining how to treat the two 1960s era neighborhoods, Bella Vista and Scenic Heights, just outside of the existing Old Town Overlay incentive area (attachment #10). The participants were interested in exploring creative ways of documenting structures and facilitating historic preservation through voluntary plan books, design guidelines, and changes to existing regulations.

**GOALS AND OBJECTIVES:**

The following Draft Goals and Objectives for the Preservation Master Plan were developed by the Historic Preservation Commission subcommittee, staff, and HistoryMatters, LLC based on input from the public. The comments, including additional objective suggestions, from the Community Workshop appear in attachment #6. Since the Community Workshop, some of the objectives have been moved to potential action items for the next phase of the plan.

All phases of the plan development process have led to the conclusion it is important to:

- Follow preservation best practice and retain a rolling period of significance in order not to preclude future conversations about what is important in Louisville (the current time period—50 years—may be refined in recommended action items),
- Respect and enhance the voluntary nature of the Louisville’s preservation program by streamlining processes and increasing outreach, and
- Recognize the existing preservation program can and should be improved to become more user-friendly.

Some of these concepts are stated in the Goals and Objectives below while others are merely suggested and will appear more succinctly in the action items developed to achieve the plan goals and objectives.

**City of Louisville Preservation Master Plan: Goals and Objectives****GOAL #1 - Promote public awareness of preservation and understanding of Louisville’s cultural, social, and architectural history**

By initiating the following:

- **Objective 1.1** - Engage in public outreach to all citizens
- **Objective 1.2** - Promote the benefits of historic preservation and Louisville's unique incentive-based voluntary program
- **Objective 1.3** - Collaborate with Louisville Historical Museum, Library, and other community organizations on programs and initiatives to celebrate Louisville's history and architecture
- **Objective 1.4** – Share Louisville's history with residents and visitors

**GOAL #2 - Encourage preservation of significant archaeological, historical, and architectural resources**

By initiating the following:

- **Objective 2.1** - Research historic periods and themes important to Louisville's past
- **Objective 2.2** – Identify and evaluate historic and archaeological sites
- **Objective 2.3** - Encourage voluntary designation of eligible resources
- **Objective 2.4** - Promote alternatives to demolition of historic buildings
- **Objective 2.5** - Support appropriate treatment for historic buildings

**GOAL #3 – Pursue increasingly effective, efficient, user-friendly, and voluntary based preservation practices**

By initiating the following:

- **Objective 3.1** - Improve existing preservation operations
- **Objective 3.2** - Clarify roles and responsibilities within preservation processes
- **Objective 3.3** - Enhance efficacy of Historic Preservation Commission and Staff

**GOAL #4 - Foster preservation partnerships**

By initiating the following:

- **Objective 4.1** - Encourage greater collaboration between Historic Preservation Commission and other City Boards and Commissions
- **Objective 4.2** - Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum
- **Objective 4.3** - Expand partnerships with community organizations

- **Objective 4.4** - Make better use of preservation expertise and existing professional networks in Boulder County and other nearby communities
- **Objective 4.5** – Strengthen relationships with relevant State, Federal, and global preservation organizations

**GOAL #5 – Continue leadership in preservation incentives and enhance customer service**

By initiating the following:

- **Objective 5.1** - Promote availability of Historic Preservation Fund grants and other incentives
- **Objective 5.2** – Evaluate benefits of Historic Preservation Fund
- **Objective 5.3** - Raise awareness for and support state and federal tax credit projects
- **Objective 5.4** – Consider modifications to zoning requirement incentives

**FISCAL IMPACT:**

None

**HISTORIC PRESERVATION COMMISSION ACTION:**

The Historic Preservation Commission has appointed subcommittees for each phase of the plan. The Goals subcommittee met on March 25<sup>th</sup> and April 14<sup>th</sup> to develop the Goals and Objectives statements. The full Historic Preservation Commission reviewed the Goals and Objectives at the April 27<sup>th</sup> meeting, made minor revisions, and voted unanimously to endorse them. The Historic Preservation Commission recognized that the additional Objectives added by participants at the April 8<sup>th</sup> Community Workshop were more appropriate as potential action items and will be explored in the next phase of the plan. There was no public comment at the April 27<sup>th</sup> Historic Preservation Commission meeting regarding the Preservation Master Plan.

**RECOMMENDATION:**

The endorsed goals and objectives will facilitate the creation of action items and an implementation timeline. These will be developed by staff, HistoryMatters, and the HPC Implementation subcommittee. The draft Preservation Master Plan will be reviewed by the public, the Historic Preservation Commission, and City Council this summer.

Staff recommends the City Council make any desired changes to the Goals and Objectives, then vote to endorse them.

**ATTACHMENT(S):**

1. [Link to December 3 Kick-Off Meeting Presentation and Feedback](#)
2. EnvisionLouisvilleCO Responses

**SUBJECT: HISTORIC PRESERVATION MASTER PLAN**

**DATE: MAY 19, 2015**

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3. Customer Survey Summary
4. Customer Survey Example Sheet
5. [Link to April 8 Community Workshop Presentation](#)
6. [Link to \*What is important for Louisville?\* Poster](#)
7. Goals and Objectives Community Workshop Feedback
8. Scenarios and Responses
9. Preservation Strategies Spreadsheet
10. Bella Vista and Scenic Heights Report
11. City Council, May 19, 2015 Presentation



**Topic Name: Preservation Master Plan: Most Important Places in Louisville**

**Idea Title: Coal Creek Trail and all the other trails in Louisville are the most important place(s). They provide scenery, exercise, etc.**

Number of Comments 2

Comment 1: important? of course. historic? Not so much -- construction began in 1990. | By Michael M

Comment 2: Sense of Place, Small Town Character | By Kevin P



## **Topic Name: Preservation Master Plan: Future of Preservation in Louisville**

### **Idea Title: The truly historic structures downtown are already protected**

Idea Detail: OLI (740 Front St.), Mercantile Building, Huckleberry, Casa Alegre are already protected and registered. Hard to come up with any other commercial structures of true historic merit in downtown. We need to guard against nostalgia standing in for historical merit.

Idea Author: Michael M

Number of Stars 5

Number of Comments 3

Comment 1: Sure, I plan to add my personal subjective picks on the "most important places" board, on this site, but I recommend a list be developed based on criteria - objective - by a comprehensive historic evaluation/ survey. Facts are always helpful in these matters! | By Peter S

Comment 2: I don't worry about buildings on the National Register (all but OLI in the list above). I wonder if you'd provide a list of the "numerous other structures which have historical merit"? In my view we've really stretched the "social significance" criteria in the past. | By Michael M

Comment 3: I agree all these structures have historical merit, however only one (the former OLI) is "protected" by local designation. The others are recognized (honorary) but have no protection. There are numerous other structures which have historical merit as well. We also need to guard against beauty or a "pleasing" aesthetic standing in for true historic merit- which is based on quantitative criteria and standards. | By Peter S

### **Idea Title: Today's Nostalgic is Tomorrow's Historic**

Idea Detail: Keep in mind, not one building in Louisville was historic when it was first built or even 30 years after that. It became historic over time. So we need to look toward the future and preserve structures (at least in the Old Town area) that may currently just be nostalgic but will one day be historic. Hopefully we're not just talking about commercial structures either. Many homes along Main Street and nearby have great historical appeal (as well as nostalgic). On the other hand, there are a couple places that distract from the historic appeal. (I can only think of one on Main Street that really stands out.) It would be nice if, over time, we tried to remove or renovate the distractions. This should be viewed as a long-range plan rather than a



quick-fix.

Idea Author: Kevin P

Number of Stars 2

Number of Comments 1

Comment 1: Time doesn't turn nostalgia into history. Time just makes it old. We confuse nostalgia and history far too often in Louisville. | By Michael M

**Idea Title: A less literal idea of "historic"**

Idea Detail: In 20 years, I hope that Louisville will move to a less literal idea of historic preservation based strictly on dates and ownership and to more of a historic "look and feel" throughout the city. I fear that the current incentives offered only to qualifying properties in Old Town are too narrow and benefit only a small number of people, thereby only impacting a very small number of (upper middle class to affluent) homeowners.

Idea Author: kristi G

Number of Comments 0

**Idea Title: Stronger protections and design guidelines**

Idea Detail: Very few historic structures in Old Town, including Main Street, are actually protected. In 20 years, with luck, there may be 50 or so landmarks, but the rest of Old Town will be scraped and replaced by oversized, out-of-character replacements. Many residential streets downtown are already devastated, and this will continue unless city leaders have the courage to enact real protections for historic structures and design guidelines for replacement structures.

Idea Author: Michael K

Number of Comments 0



**Topic Name: Preservation Master Plan: Housing Outside of Old Town**

**Idea Title: Yes, the '50s/'60s/early '70s homes have historical value**

Idea Detail: These homes remind us of a more reasonable and sustainable concept of what is means to be middle class.

Idea Author: Ken W

Number of Stars 10

Number of Comments 0

**Idea Title: Preserve early 1900's**

Idea Detail: The historical era I think worth preserving is early 1900's and prior. The roots of Louisville are in the early days of mining in this region.

Idea Author: Keith P

Number of Stars 5

Number of Comments 0

**Idea Title: Yes.**

Idea Detail: Having homes of various time periods gives us a clear view of the history and growth patterns f Louisville. It also helps the city from looking cookie cutter.

Idea Author: Kaylah Z

Number of Stars 5

Number of Comments 0

**Idea Title: What are the alternatives?**

Idea Detail: We can take these homes for granted, but what are the alternatives? For example the neighborhood I grew up in in South Denver is nothing like it was formerly. It was a peaceful



middle class neighborhood with big yards, smallish houses and lots of trees. Now the majority of those homes have been replaced by huge houses that take up the entire lots, are unaffordable to those who don't have at least a million dollars, and seem quite uniform. It would be a pity to re make Louisville into another 'anywhere USA' for those can afford sky high prices and don't care much for any space outside their four walls. The feel of this place will change dramatically if the ratio of house to lot and the average price change dramatically.

Idea Author: Sherry S

Number of Stars 4

Number of Comments 0

**Idea Title: They exist and contribute to the fabric that is Louisville.**

Idea Detail: What would is the point of this discussion?

Idea Author: Michael B

Number of Stars 4

Number of Comments 0

**Idea Title: Retain as many as possible**

Idea Detail: Some of these homes were built to exacting standards, but there are a handful around town that are in poor repair and it would be difficult to justify the cost to renovate. Having methods for incentivizing upgrades and even new construction, where poor quality homes exist today, will help to improve our overall community appearance and increase our local market values.

Idea Author: Mike C

Number of Stars 3

Number of Comments 0

**Idea Title: Yes, but older homes should be the priority.**

Idea Detail: Trend of scrapping lots in Old Town is creating mismatched structures and odd feel where newer homes dwarf their older neighbors. I would support more restrictions on the



type and size of new home construction in Old Town.

Idea Author: Justin S

Number of Stars 3

Number of Comments 0

**Idea Title: It depends...most of the houses built in the 60's are boring**

Idea Detail: Those houses that have unique characteristics and design features should be preserved. If feasible or desirable, the owners should be able to remodel and/or expand their homes in keeping with the unique features

Idea Author: Jeff M

Number of Stars 2

Number of Comments 0

**Idea Title: As the 60's and 70's move a half century away these neighbor**

Idea Detail: hoods become historic and preserve the history of Louisville. They provide a different rental/ownership option as single family detached living with yards. The homogenization of constant development will leave a historic small town Louisville of a few dozen blocks.

Idea Author: Steven B

Number of Stars 1

Number of Comments 0

**Idea Title: Absolutely not.**

Idea Detail: This speaks to why we need a "period of significance" for historic preservation in Louisville. My suggestion is from founding in 1877 through 1945. By then the mines were barely producing and a new era had begun.

A McStain tract home is not now, nor never will be, "historic". Nice, but not historic.

Idea Author: Michael M



Number of Comments 0



**Topic Name: Preservation Master Plan: Small Town Character**

**Idea Title: Crucially important, we must maintain the hometown feel!**

Idea Detail: As attractive as modern may be in Boulder, which has been completely overrun by canyons of ultra high end condos and townhomes, that is not a fit here. We cannot allow big money developers to turn South Boulder Rd. into another 30th St or Canyon Blvd. The high density allowances that exist now are more than we should have allowed to start with.

Idea Author: Mike C

Number of Stars 6

Number of Comments 1

Comment 1: I so agree--If people want high density, there is plenty to be found all around the area. | By Sherry S

**Idea Title: The charming historic structures are everything.**

Idea Detail: The historic structures \*are\* the small town character of Louisville.

Idea Author: Jennifer G

Number of Stars 6

Number of Comments 0

**Idea Title: Very important.**

Idea Detail: We are vastly superior to Thornton and Northglenn because we look like what we are - a long lasting small town. Destroying these historic homes would destroy our unique personality.

Idea Author: Kaylah Z

Number of Stars 6

Number of Comments 0



**Idea Title: They create warmth and establish a great foundation**

Idea Detail: The preservation is very important or else it becomes something other than small town character.

Idea Author: Michael B

Number of Stars 5

Number of Comments 0

**Idea Title: Give this town a sense of place**

Idea Detail: These are the structures that connect us with our past and give shape to this town. So many places are so bland and are becoming blander by the day. The fact that we live in a distinct place is so important and we need to preserve our historic structures. Just look at Denver--around Capitol Hill you will see many cheap high density units that were put up in the 70's. They are ugly and add nothing to local character. Beautiful historic mansions were demolished to make room for these structures. Thank goodness for Historic Denver and the work they have done to preserve historic structures--I hope Louisville takes a page from their playbook.

Idea Author: Sherry S

Number of Stars 3

Number of Comments 0

**Idea Title: Vitally important.**

Idea Detail: Without the character of the older homes, Old Town will eventually take on the character of an average modern subdivision. There is no "old" in Old Town without preserving the original homes and ensuring new construction is limited, and done smartly to match the character and size of the structures found in Old Town.

Idea Author: Justin S

Number of Comments 0



## **Topic Name: Preservation Master Plan: Liveable City That Appreciates Its History**

### **Idea Title: Open up the underground tunnels!**

Idea Detail: Louisville has a rich history and I love our little history museum and the potential for the grain elevator. One other thing I would love to see is opening the underground tunnels left over from prohibition for public tours. I have no idea what all that would entail, but I could see an underground pub crawl of sorts drawing people to Old Town bars and restaurants. And maybe someone could open a speakeasy?

Idea Author: Megan B

Number of Stars 7

Number of Comments 1

Comment 1: Interesting idea...is this feasible? | By Jeff M

### **Idea Title: I would love Louisville to keep close to our title "City of**

Idea Detail: Trees" and focus on more trees, parks and open space. Fill in the empty commercial bldgs with restaurants or businesses. Just say no to the philosophy of build high and build to the curb. Keep our small town feel.

Idea Author: Regina M

Number of Stars 3

Number of Comments 1

Comment 1: I definitely agree with the idea that we should be filling in all the empty retail spaces before we allow much new commercial development. We have a lot of undeveloped land (e.g. west of McCaslin) that is zoned for commercial development. I'd hate to see that land developed while so much commercial development stands vacant. | By Laura D

### **Idea Title: Yes**

Idea Detail: Louisville cherishes and preserves it's old town feeling



Idea Author: Mike C

Number of Stars 3

Number of Comments 0

**Idea Title: It is liveable**

Idea Detail: but seems disjointed. The design and access to McCaslin business district is horrible. It is a maze that one is not sure how to get in or out of. It is unfortunate that the larger big box are turning into churches.

Idea Author: Michael B

Number of Stars 3

Number of Comments 0

**Idea Title: I always have loved Louisville's small town feel.**

Idea Detail: We need to focus on "The City of Trees" and expanding trails and parks to keep Louisville in the running for best small city in the country. I urge caution around the new thrust of urbanization (the negative impact can be huge). The "build up and to the curb" mentality can change the open feel of the small town. We can redo any restaurants or businesses that are vacant . Yes, keep the historic buildings intact, but redo and rebuild the vacant, non-historic sites. A good motto might be, "restore and renovate."

Idea Author: Regina M

Number of Comments 2

Comment 1: +1 Michael M! | By Pete S

Comment 2: It is interesting to me that the Downtown Design Guidelines want buildings to be as close to the curb as possible. Yet there is resistance to this in new development. I find Alfalfa's much more welcoming to pedestrians than the Safeway it replaced with its sea of asphalt in front of the store. And with North Main, Steel Ranch and the coming Coal Creek Station, there is the potential for much more pedestrian traffic in the area. | By Michael M



**Topic Name (Instant Poll): Preservation Master Plan: Community Engagement**

**Idea Title: Booths at Public Events (Farmer's Market, Street Faire, etc.)**

Number of votes: 16

**Idea Title: City Newsletter**

Number of votes: 14

**Idea Title: Mail out flyers**

Number of votes: 13

**Idea Title: Online forums (like EnvisionLouisvilleCO.com)**

Number of votes: 12

**Idea Title: Public Meetings**

Number of votes: 11

**Idea Title: Social Media (Twitter, Instagram, Facebook, YouTube, etc.)**

Number of votes: 10

**Idea Title: Local Newspaper**

Number of votes: 10

**Idea Title: City Website**

Number of votes: 10

**Idea Title: Meeting announcement signs**

Number of votes: 9

**Idea Title: Workshops for property owners**



Number of votes: 9

**Idea Title: Other (Please Comment)**

Number of votes: 3

**Idea Title: Handouts/Brochures at City Hall**

Number of votes: 2

**Idea Title: Radio**

Number of votes: 1

**Idea Title: TV News**

Number of votes: 1

**Comments**

Number of Comments 3

Comment 1: The Oh Oh Two seven Facebook group would be a good tool for getting the word out. Very active, 5,000+ members. | By Dave I

Comment 2: Have to agree with Michael M. I think that you would need to go directly to the folks that have historically significant properties and not expect them to seek you out. For the community as a whole, you need to go where the people are. One thing isn't going to reach everyone. City newsletter, social media and newspaper articles would be my top recommendations. | By Alex B

Comment 3: Apparently, this form will only let you pick one thing. To reach property owners, targeted, personalized mailings with specific the incentive program would be most effective. Those mailings should A) promote an "owners" workshop AND offer a one-to-one conversation with staff. | By Michael M

## **EXECUTIVE SUMMARY OF CUSTOMER SURVEY RESULTS**

**PURPOSE:** The twelve-question, one-page, confidential questionnaire (see attached) was designed to gather opinions from individuals with direct experience with the City of Louisville's historic preservation program over the past 3 years. The answers will inform the Preservation Master Plan. They have influenced the draft goals and objectives and indicate possible action items to enhance and improve the existing program over the next twenty years.

**CUSTOMERS AND RESPONSE RATE:** The questionnaire was sent to a total of 127 previous customers, and received twenty-three responses. This response rate is typical for postal/ online instruments. Fortunately, those who responded represented a diverse group in terms of both which historic preservation activity they participated in and their role-- property owners, architects/ engineers, contractors, and others-- within these processes.

### **RESULTS- WHAT WORKS:**

- All respondents agreed or strongly agreed historic preservation adds value to the character of Louisville
- Over three-quarters of customers agreed or strongly agreed historic preservation review processes were: completed in appropriate amount of time, consistent with their expectations, fair, and produced a reasonable outcome
- Over two-thirds of customers agreed or strongly agreed historic preservation review processes were valuable and would recommend them to someone else
- City staff and Historic Preservation Commission members received positive (Excellent or Good) ratings for courtesy, knowledge, professionalism, helpfulness, timeliness, and overall performance ranging from 95 to 54.4 percent
- HPF grants within Old Town Overlay District: 71.4 percent informed about possible eligibility and 57 percent took advantage of these funds

### **RESULTS – ENHANCEMENTS NEEDED:**

- Lack of consensus on well-defined and easy to follow historic preservation processes: 54.6 percent of customers agreed or strongly agreed while 31.8 percent of respondents disagreed or strongly disagreed
- Suggested improvements to historic preservation processes: more recognition of issues (codes, use requirements, customer service) facing owners of historic commercial buildings; greater clarity about tax implications of HPF grants; increased training for HPC members; more proactive planners; greater HPC and property owner collaboration; and strategies to discourage demolitions and new construction out of scale with existing architecture
- HPF grants within Old Town Zoning Overlay District: Only half of respondents familiar with incentives and 28.6 percent of answering customers not eligible
- Suggested improvements to education and outreach: more literature on preservation processes, complete guidance and expectations for professionals, preservation participation/ presence at events, better web site, use of GIS maps with historic details, direct marketing to eligible owners within Old Town, use testimonials from former customers in marketing materials, annual workshops for residential and commercial property owners, greater promotion of incentives and preservation benefits, and more assertive stance for historic preservation when issues considered by Planning Commission and City Council
- Concerns about rapid changes to the historic built environment: “epidemic of scrape offs that are replaced with mega-houses,” “pretty soon there will be no historic district,” and “town is losing our charm because of how easy it is to tear down a historic home”

## City of Louisville Historic Preservation Customer Survey 2015

As a part of the city-wide Preservation Master Plan, the City of Louisville is asking for feedback from those who have been involved with the Historic Preservation Program. The results of this survey will help guide the future of the program. Please fill out both sides of this sheet and return it by **March 17th, 2015** in the enclosed postage-paid envelope. If you need extra space, please include additional comments on a separate piece of paper. Your responses will be confidential. Thank you for your participation.

*The survey is also available online at: <https://www.surveymonkey.com/s/PresPlan>*

**1. Which Historic Preservation process(es) did you go through?**

*Check all that apply:*

- Landmark Designation for Commercial Property
- Landmark Designation for Residential Property
- Pre-filing Conference with Historic Preservation Commission
- Probable Cause Determination (for Historic Structure Assessment)
- Landmark Alteration Certificate
- Demolition Review
- Historic Preservation Fund (Grant Program)
- Sought information about the Historic Preservation process

**2. In what capacity did you go through the process(es)?** *Check all that apply:*

- Property Owner
- Architect/Design/Engineer
- Contractor
- Other: \_\_\_\_\_

**3. Please rate to what extent you agree or disagree with the following statement about your experience with the Historic Preservation review process.**

	1 Strongly Disagree	2 Disagree	3 No Opinion	4 Agree	5 Strongly Agree
<b>Timeliness:</b> The process was completed within an appropriate amount of time.					
<b>Predictability:</b> The process was consistent with my expectations.					
<b>Clarity:</b> The process was well-defined and easy to follow.					
<b>Fairness:</b> The process was fair and produced a reasonable outcome.					
<b>Overall:</b> The process was valuable and I would recommend it to someone else.					

**4. Please rate your interaction with City staff and Historic Preservation Commission members:**

Interaction with	Criteria	1 Poor	2 Fair	3 No Opinion	4 Good	5 Excellent	6 Not applicable
City staff	Courtesy and respect						
	Knowledge						
	Professionalism						
	Helpfulness						
	Timeliness of response						
	Overall impression						

Interaction with	Criteria	1 Poor	2 Fair	3 No Opinion	4 Good	5 Excellent	6 Not applicable
Historic Preservation Commission	Courtesy and respect						
	Knowledge						
	Professionalism						
	Helpfulness						
	Timeliness of response						
	Overall impression						

**5. What changes, if any, would you suggest to improve Louisville’s historic preservation processes?**

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**6. Currently, owners of historic properties within the Old Town Zoning Overlay district are eligible for incentives**

a. Are you familiar with available incentives? \_\_\_ Yes \_\_\_ No \_\_\_ N/A

b. Were you informed about your possible eligibility for incentives? \_\_\_ Yes \_\_\_ No \_\_\_ N/A

c. If eligible, did you apply for and/or receive incentives? \_\_\_ Yes \_\_\_ No \_\_\_ N/A

**7. How might the City of Louisville better provide education and outreach for historic preservation issues?**

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**8. Please rate the extent to which you agree with the following statement:**

**“Historic Preservation adds value to the character of Louisville.”**

\_\_\_ Strongly Agree \_\_\_ Agree \_\_\_ Disagree \_\_\_ Strongly Disagree

**9. What sources have been most beneficial to inform you about Louisville’s Historic Preservation Program?**

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**10. Do you have additional comments or recommendations for Louisville’s Historic Preservation Program?**

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**11. Would you like to receive email updates and notifications of upcoming Preservation Master Plan public meetings? Your survey answers will remain confidential. Please write legibly.**

No, thank you.

Yes, my email address is: \_\_\_\_\_.

If you have any questions please contact Lauren Trice: laurent@louisvilleco.gov or 303-335-4594.

## Preservation Master Plan | Community Workshop [Goals Exercise] | April 8, 2015

(dots represent priority items, public comments added in italics)

Goal	Objective	Dots			Total Dots
<b>Promote public awareness of preservation and understanding of Louisville's cultural, social, and architectural history</b>					
	Public outreach to citizens: promotional booth at various public events, Social Media, messages in utility bill, newspaper articles, and DBA Newsletter "Historic Building, or subdivision of the Month", etc	4	3	4	11
	Promote the benefits of historic preservation and Louisville's unique incentive-based voluntary program	4		10	5
	Continue and expand youth engagement in preservation understanding and practices	2			1
	Produce promotional materials for Louisville's historic resources	4		1	1
	Collaborate with Louisville Historical Museum, Library, other community organizations on programs and initiatives to celebrate Louisville's history and architecture	2	1	2	1
	Develop interpretive program to share Louisville's history with residents and visitors.	2	2	1	
	Encourage heritage tourism: tours (organized and self-guided), information on website, mobile phone application	4			2
	Provide rehabilitation skill-building program for local trade workers	3	1	1	
	Design interactive maps which provides social histories of historic properties	1	3	3	3
	Create targeted outreach to commercial property owners	3	1	2	2
	Improve City website to promote existing and future preservation programs, as well as promote existing landmarks	2	2		
	<i>Pursue a local Historic District</i>				
	<i>Presentation - Re: Zoning Options #2 - no building-by-building review; get general guidelines for entire area (refer to the 4th home on Jefferson south of Pine!! On West</i>				
	<i>People need better awareness of the rich cultural and community roots of Louisville - not just cute buildings and quaint mining statues. Real struggles took place here and we should honor those hard-working people.</i>				
<b>Encourage preservation of significant historical and architectural resources</b>					
	Research historic periods and themes important to Louisville's past			1	3
	Identify/ evaluate historic sites through survey and documentation	2	4	3	3
	Develop procedures for preserving and protecting archaeological resources	3	5	1	
	Encourage voluntary designation of eligible resources as Louisville landmarks and/or National and State Registers	1	1	1	6
	Promote alternatives to demolition	4	3	3	3
	Track demolitions and improve documentation of eligible structures	1	1	1	
	Explore a variety of best practice preservation approaches, including revised yard and bulk standards, design guidelines, pattern books, and cultural landscape identification	1		1	
	Create maintenance guidelines for older buildings	1	4	1	
	Evaluate establishing minimum maintenance standards for landmark properties	1.5	2		1
	<i>Consider supporting this. (The maintenance of structures)</i>				

	<i>Have city pursue a discounted plaque from the company that does the landmark signs for the the city -&gt; to individuals who want an extended /historical sign. Re: John Leary's extra sign. He was asked if he was eligible for a discount thru an organization... (see him for more info on this...it may encourage more signs on homes)</i>					
	<i>Include giving the house away rather than demo-ing it...present as an option when demo permit is applied for.</i>					
	<i>Create a Pioneer Park to place some important buildings that otherwise will be demolished i.e. Hecla Club Home @ Balfour.</i>					
	<i>Find a way to incentivize improving basements rather than adding second floors (or demolishing &amp; building a 2-story house where there was a bungalow)</i>		1			1
	<i>Postcards w/information on them about or history should be for sale around town.</i>					
	<i>Better awareness of established criteria for scrape/rebuild. Size/design/location in Old Town</i>					
	<b>Pursue increasingly effective, efficient, and user-friendly voluntary based preservation practices</b>					
	Consider ordinance amendments to improve and clarify the preservation practices and processes			3	3	6
	Alter public notice process to align with Planning Commission and City Council policies	1	1		2	4
	Improve existing applications and informational materials		5	1	1	7
	Develop information and interactive resources through the City website, Planning Counter, and other locations	4	2	1	1	8
	Provide orientation and training materials for Historic Preservation Commission					0
	Create technical preservation briefs for the Historic Preservation Commission, property owners, and tradespeople	7	3	1	7	18
	Evaluate and update standards for Historic Structure Assessment grant program	7	1	4	6	18
	<i>The current approach is too subjective depending on who is on the HPC. Make criteria of "historical significance" more detailed and clear.</i>	6				6
	<i>Ideas to engage &amp; inform the public &amp; residents of the value of historic preservation</i>					
	<b>Foster preservation partnerships</b>					
	Encourage greater collaboration between Historic Preservation Commission and other City Boards and Commissions	3	3	4		10
	Maintain cooperation between Planning staff and other City departments, including Louisville Historical Museum	2	5	4	3	14
	Make better use of preservation expertise and existing network in Boulder County and other nearby communities	2	4	5	3	14
	Expand partnerships with existing community organizations including: Chamber of Commerce, Downtown Business Association, schools, neighborhood associations/groups, arts and cultural organizations, and other interest groups	6	5	7	3	21
	<i>Better news coverage - the Louisville Tmes needs to pring maps and addresses - the lot descriptiosn mean nothing to the average Joe.</i>					
	<b>Continue leadership in preservation incentives and enhance customer service</b>					
	Promote availability of Historic Preservation Fund grants and other incentives: handouts, info on website, part of community outreach and education	1	3	7	4	15

Celebrate completed preservation projects	1	1	1	1	4
Advocate for continuation/renewal of Historic Preservation Fund	2	2	2		6
Explore strategies for establishing an emergency preservation fund		1			1
Consider expansion of preservation incentives outside Old Town to encourage sensitive design	5	1	3		9
Evaluate making additional modifications to zoning requirements and incentives (setbacks, lot coverage, floor area ratio, etc.)	1	2	4		7
Develop expedited public process for landmarked projects	1				1
Raise awareness, encourage, and support state and federal tax credit projects	2	3	2	3	10
Clarify steps in preservation processes and responsibilities of all parties	1	3	3	3	10
Implement loan program	2	1		1	4
<i>New homes built that fit the neighborhood</i>					
<i>Talk w/ owners who want to demo when they apply; 6 months from the permit you can demo...sometimes the issue reaches HPC 2-3 months in &amp; consultants don't have tme to convince/ owners already invested in plans, etc.</i>					
<i>Improved signage in public spaces so residents and visitors can better know Louisville history.</i>					

**PRESERVATION MASTER PLAN | CITY OF LOUISVILLE**  
**Community Workshop | April 8, 2015**

**Scenario #1**

You own a home in a 1980s subdivision. The majority of your neighbors are original homeowners within the subdivision, but some of them are getting older and considering downsizing and selling their houses. These changes in neighborhood composition could result in loss of the stories of the original owners and what the neighborhood and Louisville were like in the 1980s. You decide to...

- Somehow document the history of the residents
  - Ask people who are leaving if they're willing to share their oral histories w/ Museum
  - Contact Museum – see if they'll reach out
  - Reach out to new owner to share understanding of pertinent history
  - [Welcome new owners w/ a neighborhood picnic]
  - Have city provided program to make it easy for long-time residents to have their stories documented and archived
- 
- Get oral histories
  - Video documentation
  - Put someplace ( museum, library) where it could be accessed
  - Stories about why they built there, experiences, history before construction
  - Architectural history/inventory –pictures- to determine which structures represent that period of significance
  - Middle School/H. School project to get students to research, interview their family/neighbors as a project – give to museum.
- 
- Use resources like Evernote to assist. Keep City resource use very light.
- 
- Web page for people to discuss info, history, photos of their home
  - Let them know of oral history at museum
  - Encourage voice/video recording
  - Find an advocate for the neighborhood
  - Flyer w/ yearly assessment notify of resources
  - 2013 flood- how/did it affect the property?
  - Any wild animal sightings?

**Scenario #2**

You recently purchased a house in a 1960s subdivision which features modern Ranch homes with clean lines and uniform setbacks with generous grass lawns. You recently heard a rumor the house next door is being sold to a developer who wants to scrape the existing home and build a two-story, 3,000 square foot house faced in corrugated metal. You decide to...

- Ask City if this is approved
  - Talk to owner
  - Good reason to expand overlay district and change zoning to prevent future attempts
  - Establish feasibility conservation districts
- 
- Set guidelines
  - Hire architects – pre-selected
  - Give waivers for sensitive design
  - Keep incentive based
- 
- What are the planning guidelines?
  - What are the historic preservation guidelines?
  - Start a petition

- Get neighborhood involved
  - Are there design guidelines for the neighborhood?
- 
- Provide pattern book – let them know of its availability...encourage voluntary use
  - Educate homeowner of applicable incentives, if any
  - Potentially consider expanding the boundaries of the incentive program?

### Scenario #3

You own a small business in a nearby town, but are interested in relocating to Louisville in order to take advantage of the small-town character within the popular historic Downtown. You are interested in purchasing a historic building, but are concerned about the high price of real estate and worry you cannot afford both a historic home and a business location. You decide to...

- Adopt a Live/Work Ordinance
  - Alley/Businesses ← “parking waivers”, “setback waivers”
- 
- Live in the back
  - Live/work structure
  - Explore tax incentives/grants
  - Buy a trailer (joke)
  - Alley businesses
- 
- Live/work options
  - Check out tax credits, grants, loans
- 
- Landmark retail building and add residence ( or 2 if required)
  - Work to change zoning to allow a single- family addition

### Scenario #4

You recently purchased a property with a house more than 50 years old on a corner lot in Old Town Louisville. You purchased the lot for the location and are interested in building a bigger home. You haven't decided whether to scrape the existing house or build an addition. What City incentives would encourage you to keep the existing home?

- Increased – lot coverage
  - Floor ratio
  - Move small structure to another spot on the lot
  - Help with design ideas for adding on
- 
- City pay for the addition
  - Building size incentive
  - Setback waivers
  - Property tax incentive
  - Financial based
  - Clear/easy collaborative design
- 
- Tax breaks to keep original structure w/ sympathetic addition to offset lack of equity
  - Publicity by City to appreciate smaller size homes – original size i.e. advertise this as the reason people live in Louisville
  - Relief – esp. alley or back from setback boundaries to create use & “illusion” of large yard
- 
- More square footage
  - Reduced setbacks
  - Financial
    - At time of construction
    - Ongoing maintenance
    - Lower property tax rate
    - Low interest loan

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- Ask people who are leaving if they're willing to share their oral histories w/ Museum.
- Contact Museum - see if they'll reach out
- Reach out to new owner to share understanding of pertinent history.
  - [ Welcome new owners w/ a neighborhood picnic ]
- Have city provided program to make it easy for long-time residents to have their stories documented & archived.

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get oral histories

video documentation

put someplace (museum, library) where it could be accessed

Stories about why they built there, experiences, history before construction

Architectural history/inventory<sup>pictures</sup> to determine which structures represent that period of significance

Middle School/H. School project to get students to research, interview their family/neighbors as a project - give to museum.

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\* Use resources like Evernote to assist. Keep city resource use very light.

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- web page for people to discuss info, history, photos of their home
- let them know of oral history at museum
- encourage voice / video recording
- find an advocate for the neighborhood
- flyer in yearly assessment notify of resources
- 2013 flood - how / did it affect the property?
- Any wild animal sightings?

## Scenario #2

You recently purchased a house in a 1960s subdivision which features modern Ranch homes with clean lines and uniform setbacks with generous grass lawns. You recently heard a rumor the house next door is being sold to a developer who wants to scrape the existing home and build a two-story, 3,000 square foot house faced in corrugated metal. You decide to...

- \* SET GUIDELINES
- \* HIGHER ARCHITECTS - PRE-SELECTED
- \* GIVE WAIVERS FOR SENSITIVE DESIGN.
- \* KEEP INCENTIVE BASED

## Scenario #2

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- *What are the planning guidelines?*
- *• historic pres. guidelines?*
- *Start a petition*
- *Get neighborhood involved*
- *Are there design guidelines for the neighborhood?*

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- Provide ~~the~~ pattern book - let them know of <sup>its</sup> availability... encourage voluntary use. ~~the~~
- Educate homeowner of applicable incentives, if any.
- Potentially consider expanding the boundaries of the incentive program?
- ~~the~~

### Scenario #3

You own a small business in a nearby town, but are interested in relocating to Louisville in order to take advantage of the small-town character within the popular historic Downtown. You are interested in purchasing a historic building, but are concerned about the high price of real estate and worry you cannot afford both a historic home and a business location. You decide to...

Landmark retail building and add  
a residence (or 2 if required)

Work to change zoning to allow  
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\* Adopt A LIVE-WORK ORDINANCE

\*ALLY/BUSINESSES "PARKING WAIVERS"  
"SET BACK WAIVERS"

## Scenario #3

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- live in the back...
- live-work structure
- explore tax incentives / grants
- buy a trailer — joke
- alley business —

### Scenario #3

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*LIVE WORK OPTIONS*  
*Check out tax credits, grants, loans*

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You recently purchased a property with a house more than 50 years old on a corner lot in Old Town Louisville. You purchased the lot for the location and are interested in building a bigger home. You haven't decided whether to scrape the existing house or build an addition. What City incentives would encourage you to keep the existing home?

*increased-lot coverage*

*-Floor ratio*

*move small structure to another spot  
on the lot*

*-help with design ideas for adding on*

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\* <sup>CITY</sup> PAY FOR THE ADDITION

\* FINANCIAL BASED

\* - BUILDING SIZE INCENTIVE

\* CLEAR/EASY COORDINATION DESIGN

\* - SET BACK WAIVERS

\* PROPERTY TAX INCENTIVE

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- tax breaks to keep orig. structure w/ sympathetic addition to offset lack of equity
- Publicity by City to appreciate smaller size homes - orig size - i.e. advertise this as the reason people live in Louisville.
- relief - esp. alley or back from setback boundaries to create use to "illusion" of large yard

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- more square footage

- Reduced SET Backs

- Financial

- at time of Construction
- Ongoing Maintenance
- lower property tax rate
- low interest loans

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ask city if this is approved

talk to owner

Good reason to expand overlay district  
and change zoning to prevent future  
attempts

Establish conservation districts  
^  
Feasibility



## Preservation Strategies

Category	Strategy	What is it?
Research & Documentation	<b>Historic context</b>	Based upon extensive research, tells the story of community's key historical themes, areas or time periods
	<b>Oral histories</b>	Recorded interviews with key individuals who have personal memories relevant to community's history
	<b>Historical &amp; architectural survey</b>	Information-gathering activity to identify and evaluate historic buildings
	<b>Documenting cultural landscapes</b>	Information-gathering activity to identify and evaluate areas with special social and historical significance
	<b>Historic Structure Assessments</b>	A prioritized plan for maintenance of a historic structure
Historic Designation	<b>Landmarks</b>	National or State Register: Official recognition for historic buildings that are both important (based upon established eligibility criteria) and physically intact; no review of alterations to landmark Louisville local landmark: Official recognition for historic buildings that have architectural and social significance; Historic Preservation reviews alterations to exterior of landmarked properties
	<b>Historic districts</b>	Official recognition for groups of historic buildings that share significance (based upon established eligibility criteria) and are within a justifiable boundary; two types of resources within historic districts: contributing and non-contributing
Zoning Options	<b>Code modifications</b>	Accessory Dwelling Units: Allows for residential use of historic garages and outbuildings Live-Work Ordinance: Re-establishes historic pattern of business owners living adjacent to their business
	<b>Conservation areas</b>	Overlay zone intended to protect scale, house size, and setback; often referred to as "historic district lite"
	<b>Old Town Overlay Yard &amp; Bulk Standards</b>	Lot coverage and floor area ratio bonuses for preserving the street-facing façade or for obtaining a landmark designation.
Design-based Options	<b>Design guidelines</b>	Specific guidance recommendations on how to make appropriate changes to historic buildings or within historic districts; include both narrative text and illustrations (photos/ line drawings) to advise property owners undertaking maintenance, alterations, and new construction
	<b>Pattern books</b>	Standard solutions for making alterations to common, modest house forms (such as Bungalows, Ranches or Split Levels) in areas experiencing development pressure
	<b>Adaptive reuse</b>	Accepted preservation practice of repurposing an historic site while making minimal physical changes to the original building
Planning	<b>Neighborhood Plans</b>	Recommended in the 2013 Comprehensive Plan, these documents address strategies for preserving the unique and special qualities of each residential area.
Financial Incentives	<b>HPF grants</b>	Monies from 2008 voter-approved, dedicated sales tax to finance historic preservation projects within Old Town and Downtown
	<b>Tax credits</b>	Financial bonus for investment in the rehabilitation and reuse of historic buildings.
	<b>Revolving loans</b>	2014 City Council-approved use of a portion of the HPF to fund building rehabilitation



## **The Bella Vista & Scenic Heights Subdivisions**

**Year of plat of Bella Vista: 1957**

**Year of plat of Scenic Heights: 1959**

By the 1950s, it had become difficult for people who had grown up in Louisville to purchase a house in the town due to the lack of available housing. Louisville had a family-oriented culture, yet people who had grown up in Louisville were often not able to continue to live in the town. Louisville residents have said that “there was nothing” in terms of housing stock at the time, and “there was no place for people to live.” The Fischer subdivision, platted in 1948, is believed to have been the only previous modern subdivision. Many would agree that Louisville would be a different community today if members of its longtime families hadn’t been able to stay.

The successes in the early 1960s of the Bella Vista subdivision south of downtown and the Scenic Heights north of downtown were due to the efforts of Louisville businessmen who recognized this need for more housing. Almost all of the men involved in these two developments grew up in Louisville and were veterans of World War II.

The Bella Vista development had close connections with Steinbaugh’s Lumber Co. on Front Street. Two of the partners, Herbert Steinbaugh and Glenn Steinbaugh, were the grandsons of Steinbaugh’s founder J.J. Steinbaugh. The other two partners were Joe Madonna and his brother-in-law, James McDaniel. They named four streets in Bella Vista for their wives.

Carmen “Carmie” Scarpella was the person most closely identified with the establishment and development of Scenic Heights. He was in partnership first with Joe Colacci, then with Charles Hindman.

Advertising for both subdivisions promoted the mountain views. The views of the mountains were likely not as blocked by additional construction as they are today. The tendency to promote the mountain views also shows a shift towards changing ideas of what was valued by home buyers in the late 1950s and early 1960s.

Though the Bella Vista and Scenic Heights subdivisions were being developed at around the same time in the early 1960s, by all accounts there was little competition between the two because demand was so high. Both still have residents who were the original owners of the houses since the early 1960s.

### **History of the Bella Vista Subdivision**

County property records indicate that the land for the Bella Vista development was provided by Klubert and Helen Warembourg, Romie and Nelle Green, and Boulder Laundry, Inc. The property is believed to have previously been owned by Rocky Mountain Fuel Co, a company that owned coal mine properties in the area. The names of those who platted Bella Vista in 1957 were Herbert Steinbaugh, Glenn Steinbaugh, James Milton McDaniel, and Anthony "Joe" Madonna, plus Klubert and Helen Warembourg and Romie and Nelle Green. The Warembourgs and the Greens then signed over their interests to the four main partners.

The project was closely aligned with Steinbaugh's Lumber Co., then located on Front Street. As mentioned above, two of the partners, Herbert Steinbaugh (1923-2013) and Glenn Steinbaugh (1927-2013), were the grandsons of Steinbaugh's founder, J.J. Steinbaugh, and the sons of Herman and Laura Steinbaugh. According to the 1956 directory for Louisville, Herbert was president of Steinbaugh's and Glenn was vice-president. Their brothers, Jim and Jack, also worked at Steinbaugh's, and their father, Herman, was also still involved in the business.

The third partner was Joe Madonna (1917-1984), who had grown up in Louisville. In the 1950s, he worked as a building contractor and is remembered as having been the foreman of the building department at Steinbaugh's. He had served on the Louisville Planning Commission and later worked for Boulder County. Joe Madonna's sister, Lois, was at the time married to James Milton McDaniel (1916-1998), the fourth partner, who is remembered as having been a manager at Steinbaugh's. All four partners had served in World War II. James McDaniel is believed to have at some point moved elsewhere in Colorado and didn't have as extensive an involvement that the other three men had in the Bella Vista subdivision.

The four developers of Bella Vista formed the S & M Corporation to sell lots in the new Bella Vista neighborhood. Steinbaugh's Lumber Co. supplied lumber and materials for the construction of at least some of the houses that would be built in Bella Vista. It is remembered by Louisville residents that Joe Madonna constructed some of the homes in the development.

Anyone who drives or walks through this subdivision no doubt wonders about the origins of the street names that are women's given names. The four men involved in the project named the streets for their wives. Aline Street was named for Aline DiGiallonardo Steinbaugh, wife of Glenn; Rose Street was named for Rose Dionigi

Steinbaugh, wife of Herbert; Lois Drive was named for Lois Madonna McDaniel, wife of James McDaniel; and Barbara Street was named for the wife of Joe Madonna. She was an English war bride whom Joe Madonna had met in World War II and had brought back to live in Louisville.

The following image shows an advertisement from the August 26, 1960 issue of *The Louisville Times*:

**SUBSCRIBE TO YOUR  
HOMETOWN PAPER  
THE LOUISVILLE TIMES**  
\$3.00 Per Year

## Choice Building Sites Are Available IN BELLA VISTA



**LET US BUILD THE HOME OF YOUR DREAMS  
Or Do It Yourself**

<p>Lowest taxes in Boulder County (42.45 mills)</p> <p>All utilities in and paid for Paved streets</p>	<p>Protective restricted covenants</p> <p>Beautiful mountain view</p> <p>Spacious lots, 65 to 70-foot fronts</p>
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**REGISTER FOR A LUCKY GIVEAWAY DRAWING  
ATTEND BELLA VISTA OPEN HOUSE  
Sunday Aug. 28 Through Labor Day, September 5**

CLIP THE COUPON BELOW. If you do have us build your house in Bella Vista and are the lucky winner in our drawing you will receive either an

**Automatic Washer  
Retail Value \$279**

or

**Built-in Oven and Burner  
FREE**

Regardless if you build a home or not, you are eligible for these two prizes simply by registering and filling out the coupon below:

First Prize ..... ELECTRIC TOASTER

Second Prize .. COOK and SERVER SET

Free Souvenirs for Children September 4 and 5 when accompanied by their parents

Registration and Information Card

**S & M CORPORATION**  
Builders of Fine Homes  
Bella Vista — Louisville

All Cards Must Be Completely Filled Out to Win

Name .....

Address .....

Home Ph. .... Bus. Ph. ....

We Own                     We Rent

We think have GI benefits

We do not have GI benefits

We would like to own our own home if it were possible

We are positively not interested in owning a home

We feel that we should not exceed monthly payments of:

\$ 70-\$ 80

\$ 80-\$ 90

\$ 90-\$100

\$100-\$110

\$110-\$120

\$120-\$130

\$130-\$140

To be eligible, this coupon must be deposited in the registration box, 701 Lois Drive

The drawing is closed to present residents of Bella Vista and members of the S & M Corporation and their families.

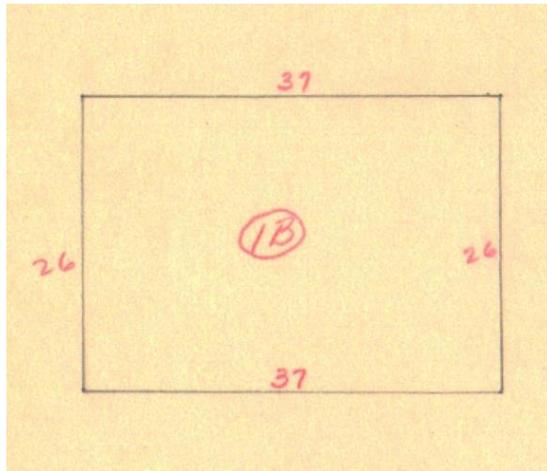
Some Louisville residents did move to new developments in Broomfield and around the area, but many longtime Louisville families were able to stay in Louisville as a result of having homes available to buy in Bella Vista. A few of the family names of longtime Louisville families who were early owners of Bella Vista properties were DiCarlo, Ferguson, Kupfner, Martella, Kimmett, Finleon, Rotar, Steinbaugh, Junior, Pol, Domenico, Symanski, Delforge, De Santis, and Lombardi.

The following section of a 1962 aerial photo of Louisville looking east shows the Bella Vista neighborhood as it was being developed. (The houses on the right are not part of the subdivision.) This photo shows that many of the first houses were located on Lois Drive and on Rose Street.



As an illustration of a sample house in Bella Vista, the following photo and ground layout are from the County Assessor card from 1962-63 and show 107 Rose St. (built in 1962):





### History of the Scenic Heights Subdivision

The following excerpt of a City map shows the Scenic Heights subdivision at the top center. The neighborhood is located on the south side of South Boulder Road, and in close proximity to the Louisville Middle School (formerly Louisville High School) grounds.



County records indicate that the land for the Scenic Heights subdivision originally came from James and Mary DiGiacomo. The property was a section of farmland that had been acquired by James's father, Nicola DiGiacomo, in around 1900. Nicola DiGiacomo, who had been born in Italy in about 1853, died in 1915. In addition to the Scenic Heights subdivision, the Louisville Middle School, the Nicola DiGiacomo subdivision, and the Fischer subdivision are all on former Nicola DiGiacomo farmland.

As seen above, an irrigation ditch marks the south border of the subdivision. The subdivision's location so close to Louisville High School (which became Louisville Middle School in 1972) was no doubt an attractive selling point.

Carmen Scarpella and Joe Colacci acquired this land by a deed recorded in 1959 and platted the subdivision the same year. By later in 1959, Charles Hindman had taken over Colacci's interests. It is believed that Scarpella and Hindman were involved in the construction of many of the houses in Scenic Heights, although one could also purchase a lot and have the house constructed by someone else.

Carmen Scarpella (1922-2009) was born in Louisville to Thomas Scarpella and Giovina Palizzi Scarpella. He graduated from Louisville High School and attended the University of Northern Colorado, and served in the U.S. Army during World War II. He worked as a contractor in the Louisville area and later worked as a carpenter at the Rocky Flats plant.

Joe Colacci (1916-2007), who was a partner with Scarpella in the purchase of the land for the subdivision and the platting of it, also served in World War II. He was involved in a number of business pursuits in Louisville, and is best known for his ownership and operation of the Blue Parrot Italian restaurant, which had been founded by his parents.

Charles Hindman (1914-1981) is believed to have taken over Joe Colacci's interest in the Scenic Heights subdivision early in its development, in 1959 or 1960. He was born in 1914 in Indiana and moved to Louisville with his parents in the early 1930s. His father, James, served as mayor of Louisville from 1942 to 1951. Hindman was a longtime resident of both Louisville and Lafayette, and built houses in both locations.

The following images from the August 26, 1960 and November 23, 1960 *Louisville Times* issues show advertisements for Scenic Heights. The first one appeared in the same issue as the Bella Vista advertisement shown above.

**BEAUTIFUL SCENIC HEIGHTS**  
**Overlooking the Rocky Mountains**

**• Home of Your Choice**  
We build to your plans and specifications, the home YOU want.

**• Conventional and FHA Financing**

**• City Services**  
City water, sewage disposal, gas, fire protection.  
Sewage disposal  
Gas  
Fire Protection  
City Police  
Black Top Streets

**• Convenient Location**  
40 minutes from downtown Denver  
10 minutes from Boulder  
Grade school within one mile, high school on adjoining property

Two homes just completed on Circle Drive, Scenic Heights

**ON SOUTH BOULDER ROAD**  
**AT NORTH EDGE OF LOUISVILLE**

Enjoy all the convenience of suburban living in a small town atmosphere. In Scenic Heights you will find quality in home construction not available in mass housing projects. Your home will be designed and built the way you want it. Come by and take a look. It's right around the corner of South Boulder Road from the high school.

**G. HINDMAN**  
Lafayette, CO 81305 5-5365

**For Your Building Needs**

**C. SCARPELLA**  
Louisville, CO 81001 4-4519

**OPEN HOUSE**

**SATURDAY, Starting at 2 p. m.**  
**SUNDAY, Starting at 10 a. m.**

1611 and 1613 CIRCLE DRIVE IN

**SCENIC HEIGHTS**

North of the High School off South Boulder Road

**Louisville's Newest Subdivision**



**SEE THESE TWO NEW HOMES**  
**Two Different Styles, 3 Bedrooms,**  
**Full Basement, Attached Garage.**

FHA and Conventional Financing

**C. SCARPELLA**  
 CA 6-6519

**C. HINDMAN**  
 CA 5-5365

The following section of a 1962 aerial photo of Louisville looking east shows the Scenic Heights neighborhood as it was being developed. This photo shows that many of the first houses were located on Circle Drive and shows the subdivision's relationship to Louisville High School, shown in the upper right corner of the photo. South Boulder Road is shown on the left side of the photo.

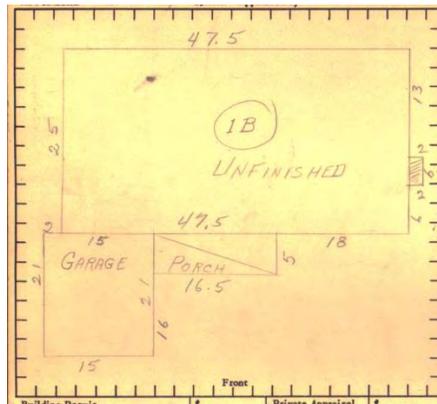


Alan Scarpella, whose uncle Carmen Scarpella developed Scenic Heights and whose father-in-law, Glenn Steinbaugh, was one of the developers of Bella Vista, has stated that Carmen did build some of the houses in Scenic Heights and did the cabinetry for the houses that he built. According to Alan, Carmen likely learned carpentry and house construction from having watched the older generation and was mostly self-taught. According to several sources, Carmen was particularly known for his finishes on his carpentry, which often included scallop effects in the exteriors and interiors. Carmen Scarpella and Charles Hindman are believed to have worked on houses together, got along well, and decided to go into business together. The houses that they built were small and basic, and perhaps most importantly, they were affordable to people who had grown up in Louisville and wanted to live in the town. Alan Scarpella recalls his uncle saying that they couldn't keep up with the sales in Scenic Heights, and confirmed that there was not really any competition between Scenic Heights and Bella Vista because demand was so high and because the men behind the two developments all knew one another.

According to Dick DelPizzo, who purchased a lot from Carmen Scarpella in 1962, Dick arranged with Carmen to build his own house. Dick has stated that it was the first house in Scenic Heights to be built independently.

As noted above, some Louisville residents did move to new developments in Broomfield and around the area. However, many longtime Louisville families were able to stay in Louisville as a result of having homes available to buy in Scenic Heights. A few of the family names of longtime Louisville families who were early owners of Scenic Heights properties were DelPizzo, Rizzi, Channel, DiLorenzo, and Steinbaugh.

As an illustration of a sample house in Scenic Heights, the following photo and ground layout are from the County Assessor card from 1963 and show 1604 Circle Drive (built in 1963):



The preceding research is based on a review of relevant and available online County property records, census records, oral history interviews, and related resources, and Louisville directories, newspaper articles, maps, files, obituary records, survey records, and historical photographs from the collection of the Louisville Historical Museum.



city-wide preservation master plan  
Status Update  
Goals & Objectives Endorsement

May 19, 2015



Dr. Mary Therese Anstey – HistoryMattersLLC

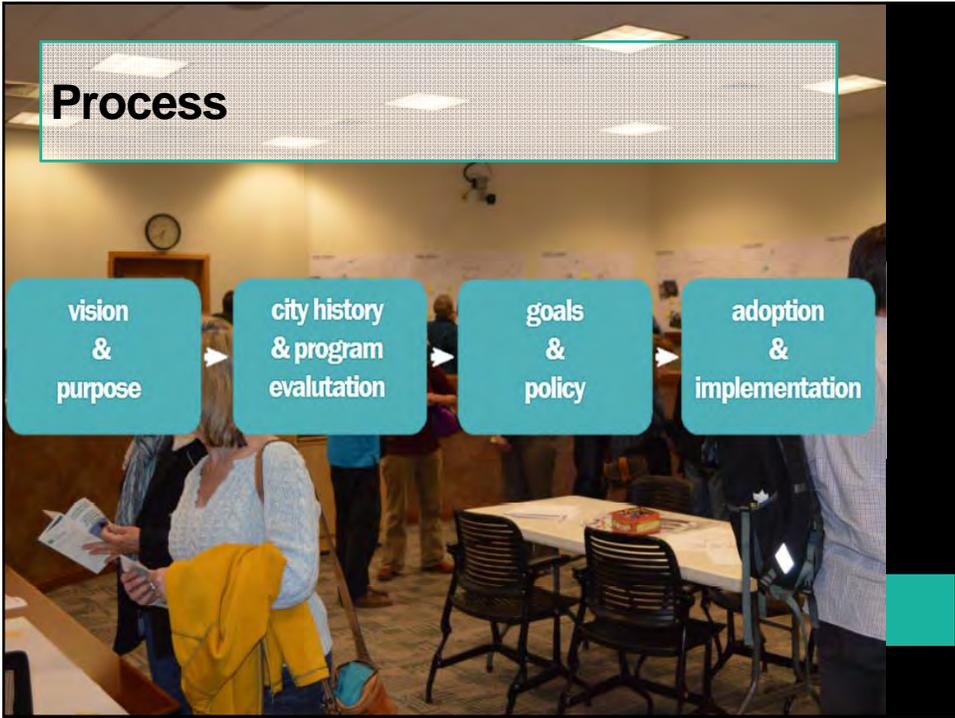
## Previous City Council Endorsement

### VISION:

The citizens of Louisville retain connections to our past by fostering its stewardship and preserving significant historic places. The preservation will reflect the authenticity of Louisville's small town character, its history, and its sense of place, all of which makes our community a desirable place to call home and conduct business.

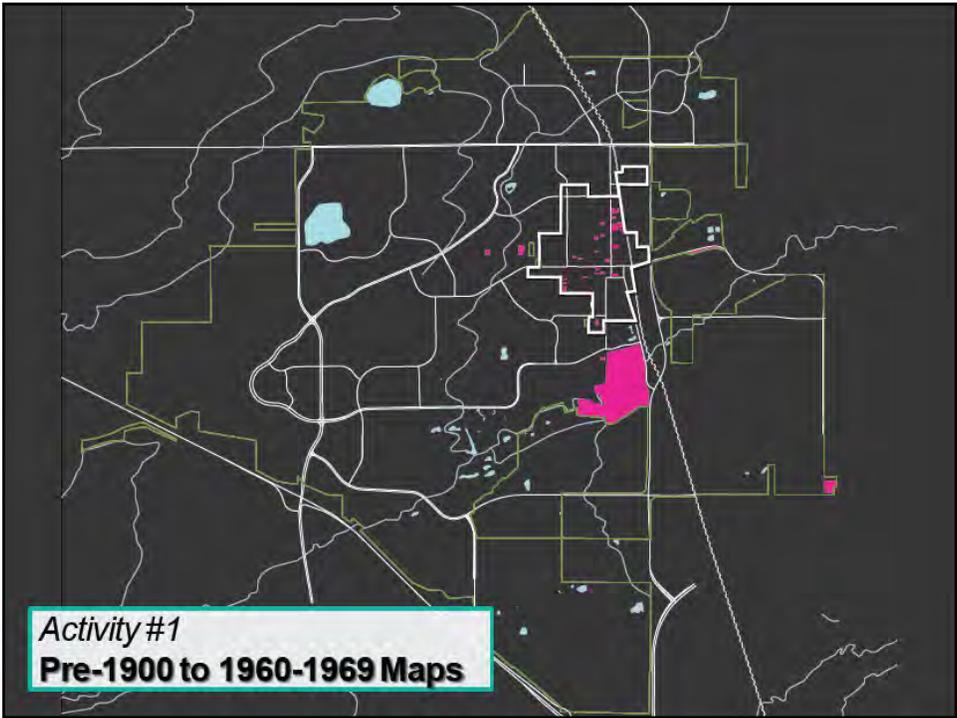
### PURPOSE:

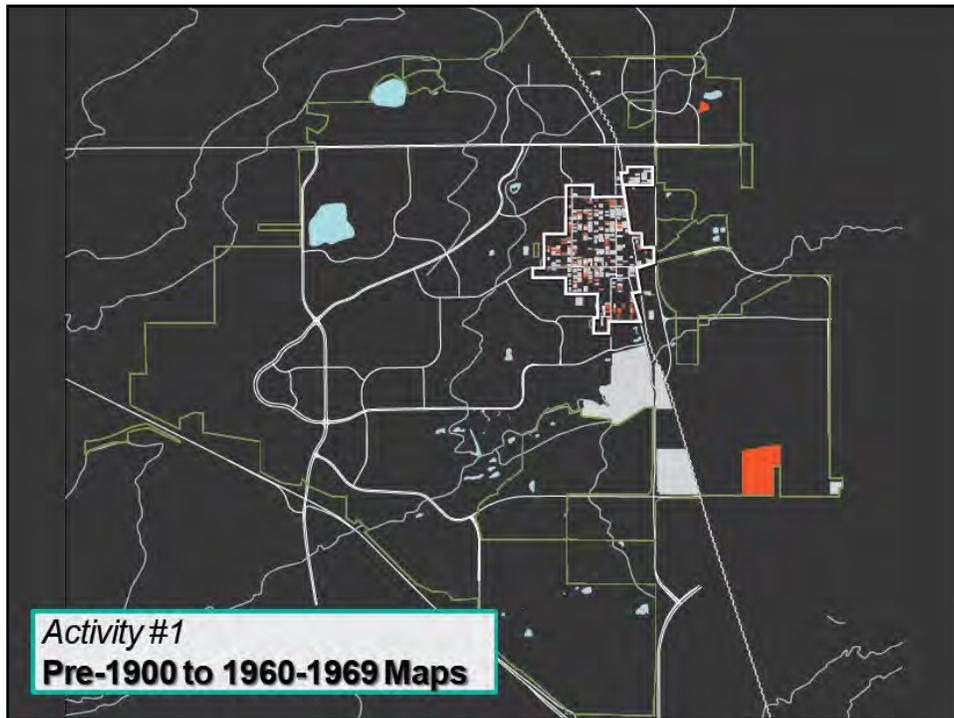
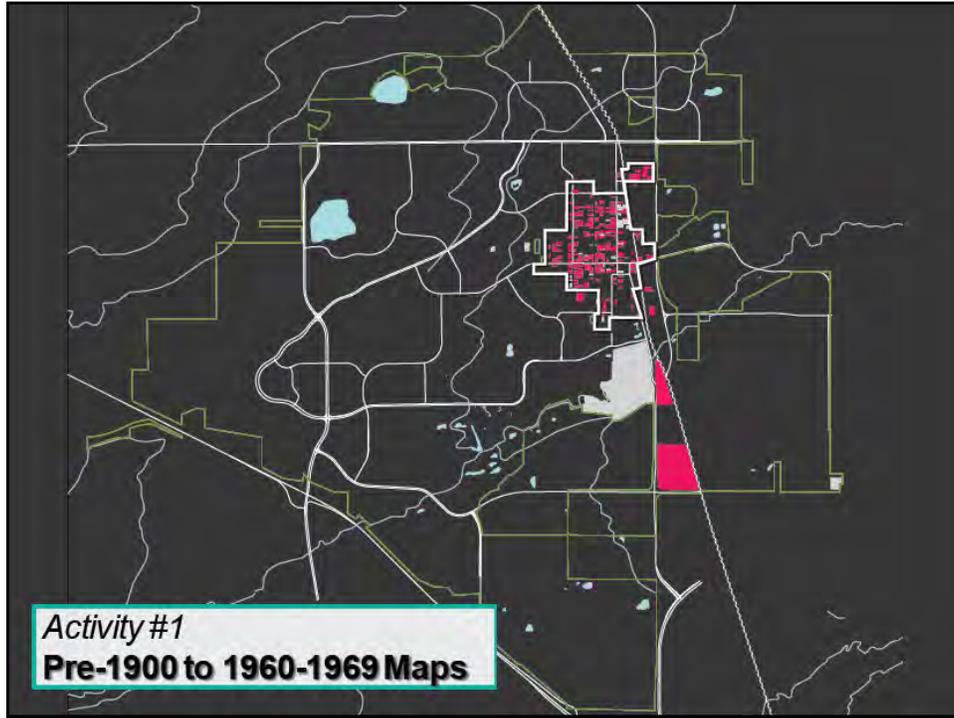
The purpose of the Plan is to outline Louisville's city-wide voluntary historic preservation program for the next 20 years.

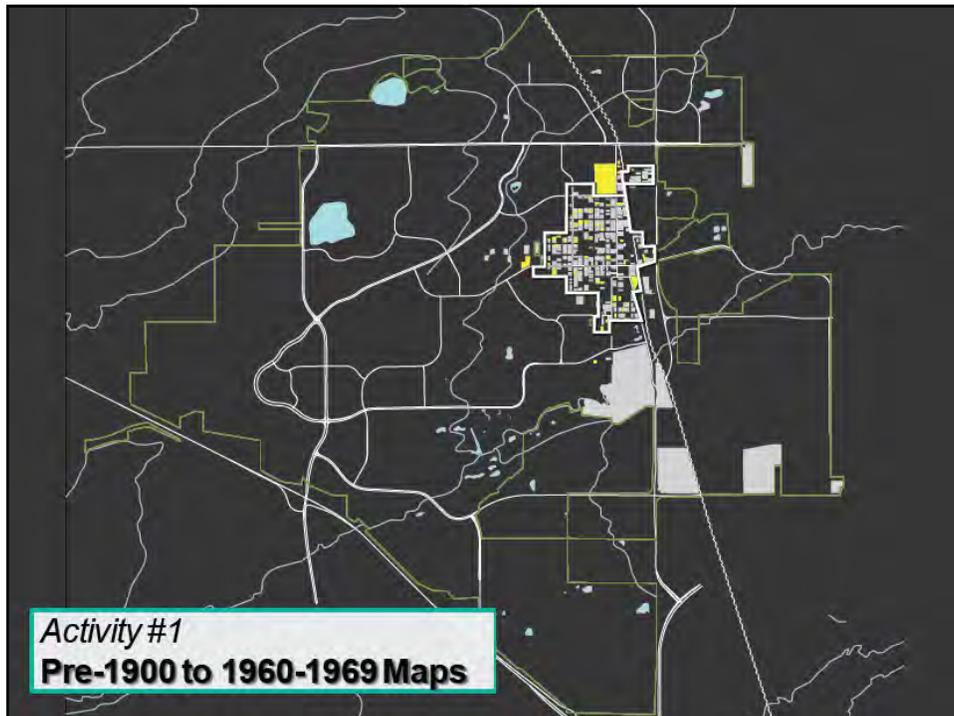
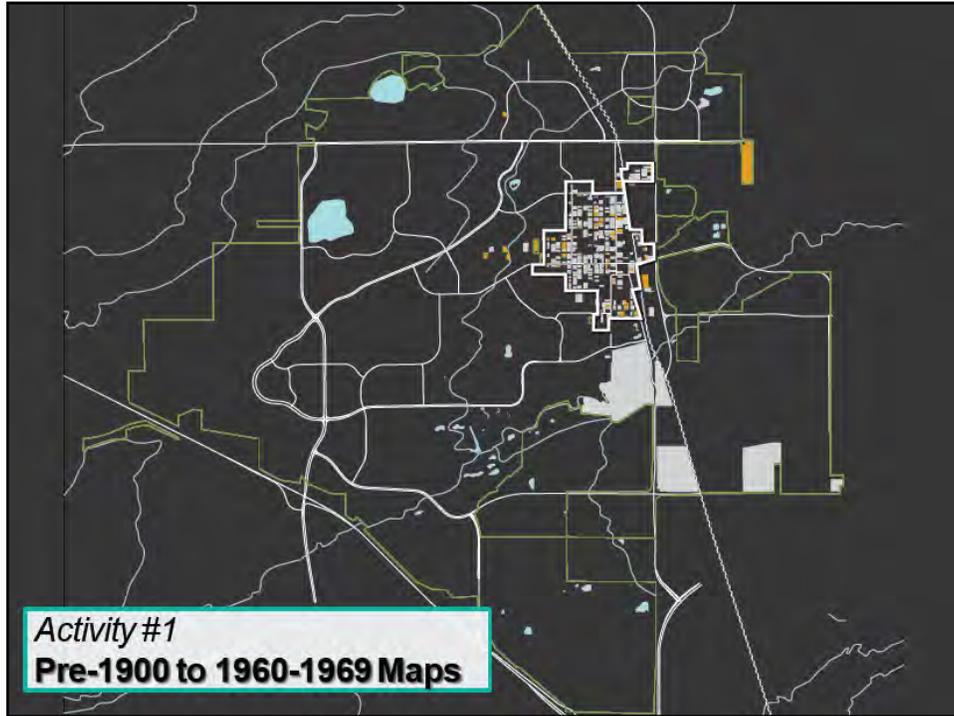


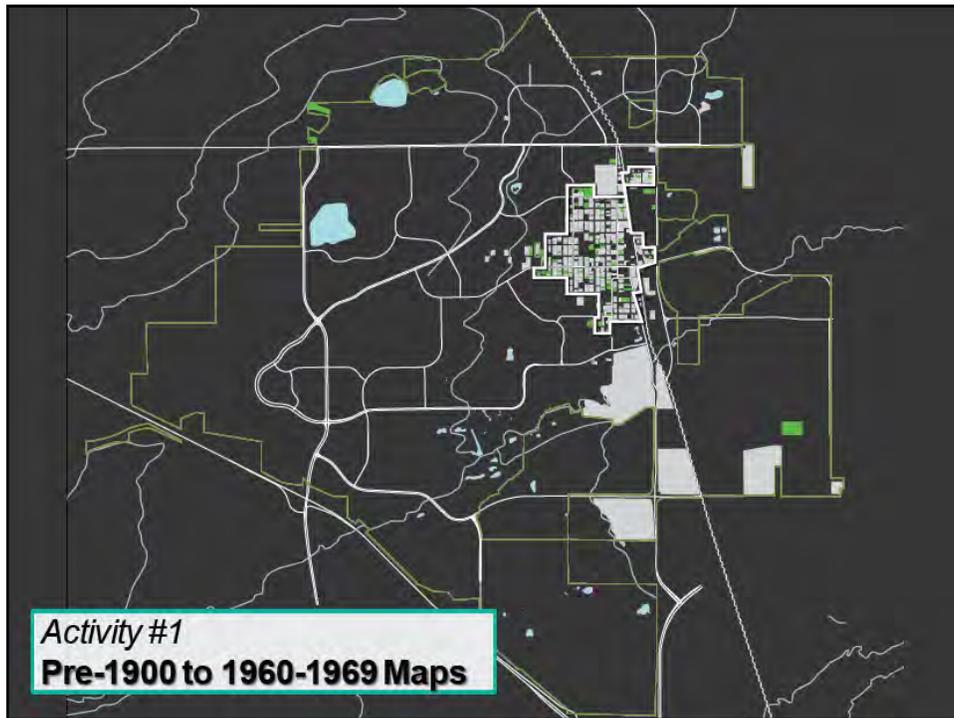
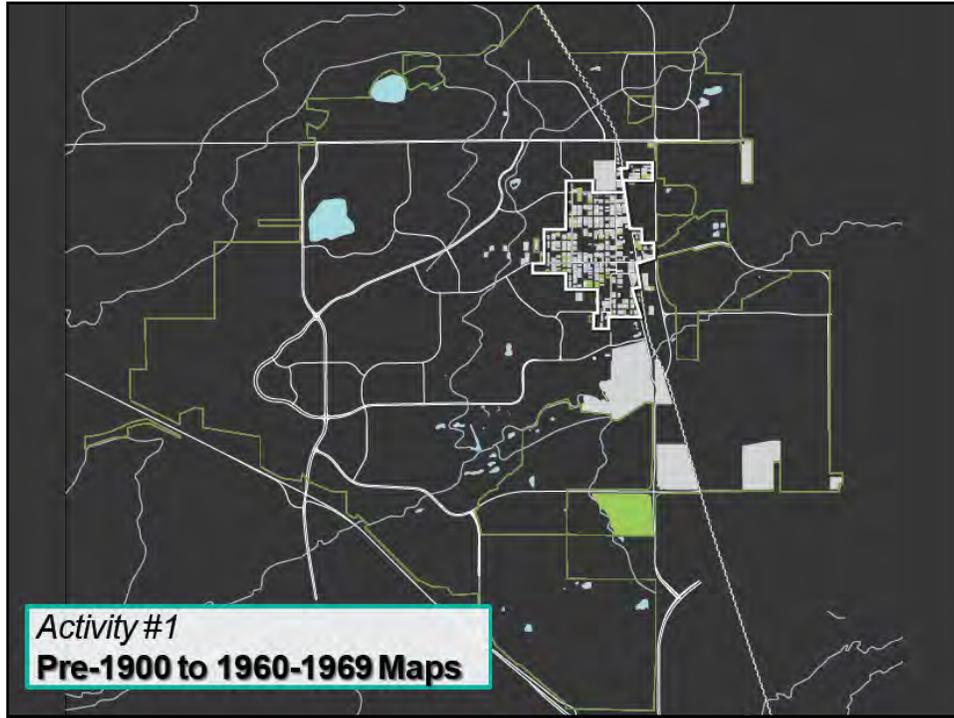
## Participation & Engagement

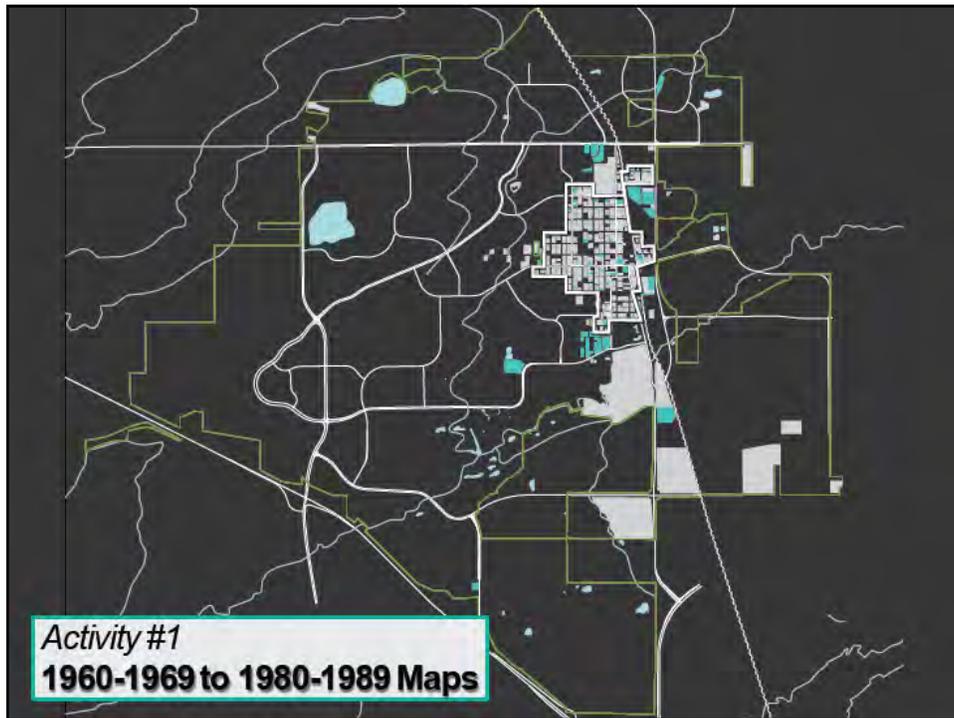
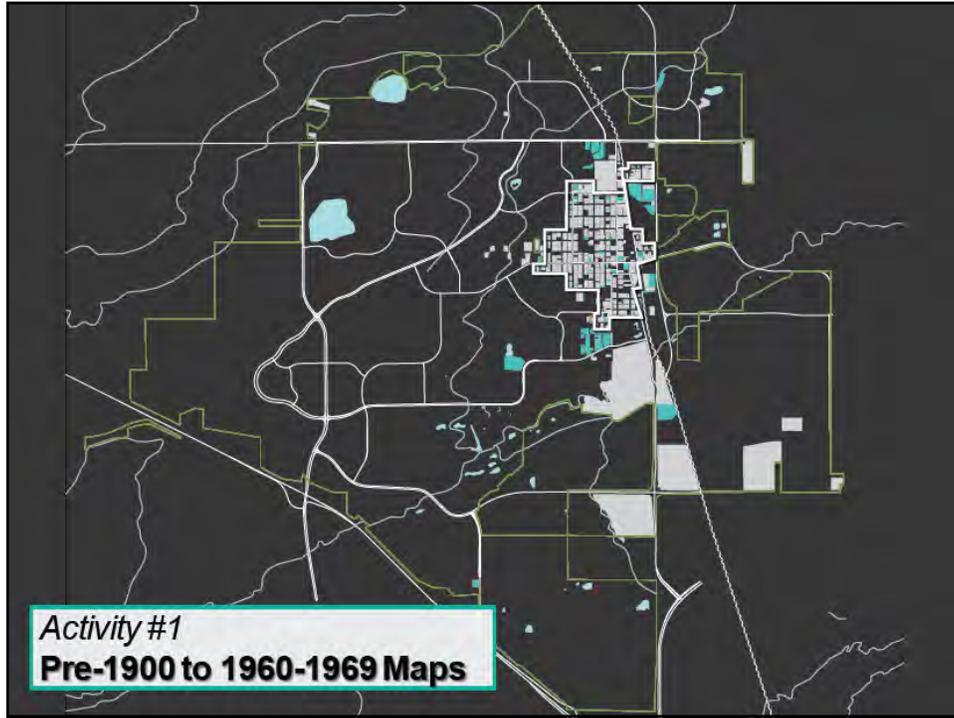
- Customer Survey
- EnvisionLouisvilleCO.com
- Stakeholder Interviews
- Utility Bill & Mailings
- Flyers & Cards
- Large Meeting signs
- City newsletter
- Social Media (Twitter, Facebook, Instagram)

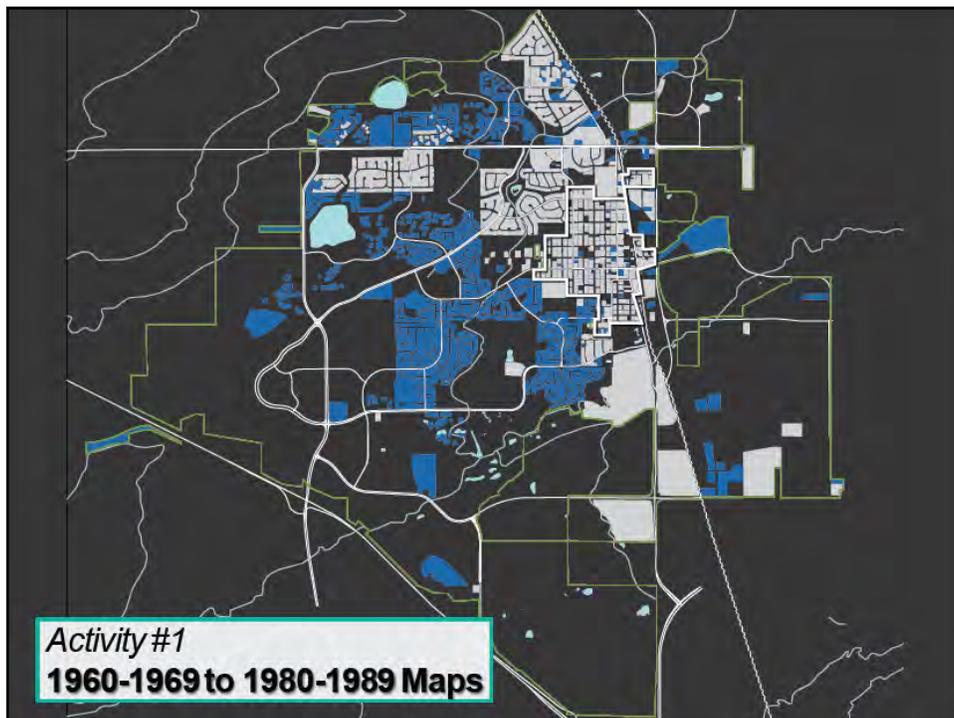
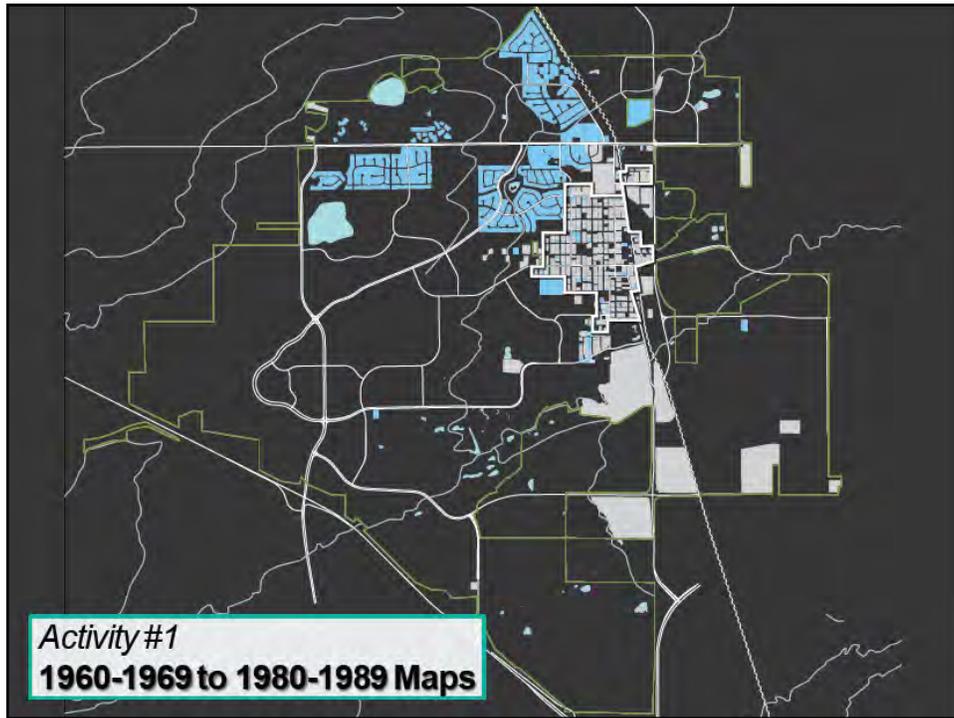












Activity #2

# Dots on Decades

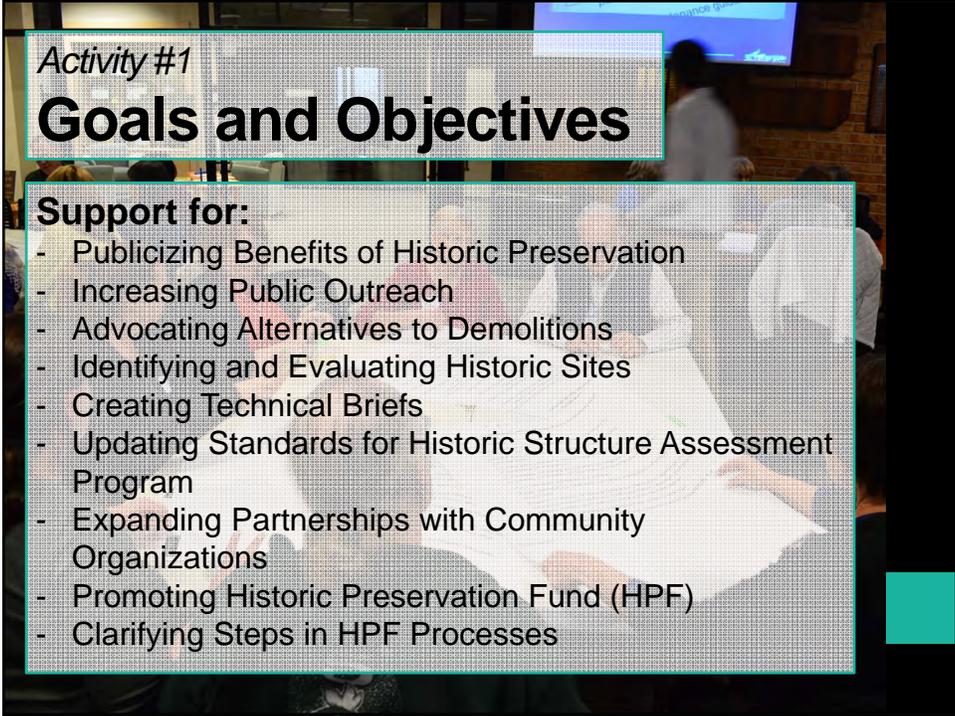
Decade	Dots
Pre 1900	14
1900-1909	21
1910-1919	10
1920-1929	11
1930-1939	12
1940-1949	8
1950-1959	8
1960-1969	9
1970-1979	7
1980-1989	10
1990-1999	3
2000-2010	2
"the next decade"	3



## April 8, 2015 Community Workshop

- Attendance:** 33 citizens
- Active participation:**
- #1: *Goals and Objectives*  
*Prioritization*
  - #2: *Scenarios and*  
*Preservation Strategies*



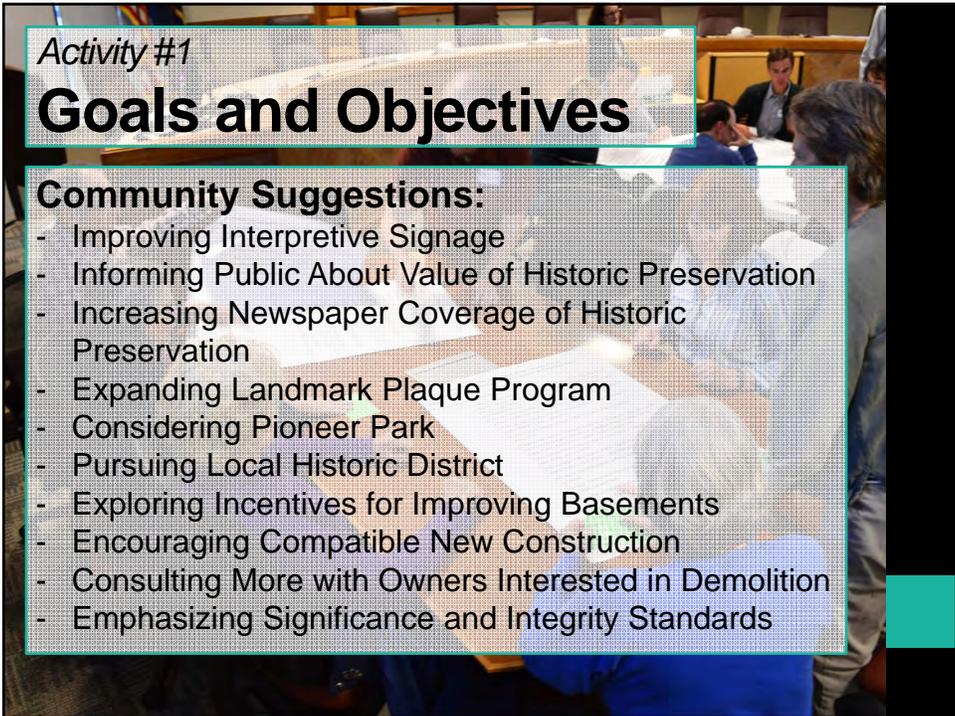


*Activity #1*

## Goals and Objectives

### Support for:

- Publicizing Benefits of Historic Preservation
- Increasing Public Outreach
- Advocating Alternatives to Demolitions
- Identifying and Evaluating Historic Sites
- Creating Technical Briefs
- Updating Standards for Historic Structure Assessment Program
- Expanding Partnerships with Community Organizations
- Promoting Historic Preservation Fund (HPF)
- Clarifying Steps in HPF Processes



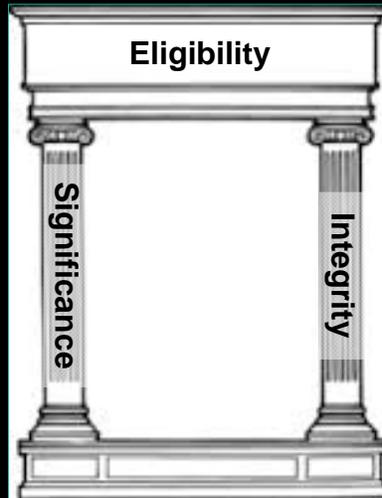
*Activity #1*

## Goals and Objectives

### Community Suggestions:

- Improving Interpretive Signage
- Informing Public About Value of Historic Preservation
- Increasing Newspaper Coverage of Historic Preservation
- Expanding Landmark Plaque Program
- Considering Pioneer Park
- Pursuing Local Historic District
- Exploring Incentives for Improving Basements
- Encouraging Compatible New Construction
- Consulting More with Owners Interested in Demolition
- Emphasizing Significance and Integrity Standards

## Significance and Integrity



## When does the past become “history”?



- National Register uses “50-year rule”
- Denver considers properties 30 years or older
- Chicago has no age restrictions

# Preservation Strategies

## Existing Program

- Oral Histories
- Historical Structure Assessments
- Historic Designation
- Old Town Overlay Yard & Bulk Standards
- Adaptive Reuse
- HPF Grants
- Revolving Loans

## Optional Strategies

- Historic Contexts
- Surveys
- Code Modifications
- Conservation Areas
- Design Guidelines
- Pattern Books
- Neighborhood Plans
- Tax Credits

## Activity #2

# Scenarios and Strategies

<u>Scenario Topic</u>	<u>Strategies</u>		
<b>Neighborhood Stories</b>	Oral Histories	Historical & Architectural Survey	Historic Context
<b>New Construction</b>	Consult with Owner	Design Guidelines	
	Historic District	Plan Books	
	Conservation Area	HPF Expansion	
<b>Affordable Properties</b>	Live/ Work Ordinance	Grants	
	Alley Businesses	Basement Incentives	
	Tax Credits	Landmark Designation & HPF	
	Loans	Zoning Changes	
<b>Incentives</b>	Increased Lot Coverage	Basement Incentive	
	Move in Small Building	Property Tax Relief	
	Plan Books	Low Interest Loans	

## Goals & Objectives Endorsement

### **GOAL #1 - Promote public awareness of preservation and understanding of Louisville's cultural, social, and architectural history**

**Objective 1.1** - Engage in public outreach to all citizens

**Objective 1.2** - Promote the benefits of historic preservation and Louisville's unique incentive-based voluntary program

**Objective 1.3** - Collaborate with Louisville Historical Museum, Library, and other community organizations on programs and initiatives to celebrate Louisville's history and architecture

**Objective 1.4** - Share Louisville's history with residents and visitors

## Goals & Objectives Endorsement

### **GOAL #2 - Encourage preservation of significant resources**

**Objective 2.1** - Research historic periods and themes important to Louisville's past

**Objective 2.2** - Identify and evaluate historic places, archaeological sites, and cultural landscapes

**Objective 2.3** - Encourage voluntary designation of eligible resources

**Objective 2.4** - Promote alternatives to demolition of historic buildings

**Objective 2.5** - Support appropriate treatment for historic buildings

## Goals & Objectives Endorsement

### **GOAL #3 – Pursue increasingly effective, efficient, user-friendly, and voluntary based preservation practices**

**Objective 3.1** - Improve existing preservation operations

**Objective 3.2** - Clarify roles and responsibilities within preservation processes

**Objective 3.3** - Enhance efficacy of Historic Preservation Commission and Staff

## Goals & Objectives Endorsement

### **GOAL #4 - Foster preservation partnerships**

**Objective 4.1** - Encourage greater collaboration between Historic Preservation Commission and other City Boards and Commissions

**Objective 4.2** - Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum

**Objective 4.3** - Expand partnerships with existing community organizations

**Objective 4.4** - Make better use of preservation expertise and existing professional networks in Boulder County and other nearby communities

**Objective 4.5** – Strengthen relationships with relevant State, Federal, and global preservation organizations



## Goals & Objectives Endorsement

### **GOAL #5 – Continue leadership in preservation incentives and enhance customer service**

**Objective 5.1** - Promote availability of Historic Preservation Fund grants and other incentives

**Objective 5.2** – Evaluate benefits of Historic Preservation Fund

**Objective 5.3** - Raise awareness for and support state and federal tax credit projects

**Objective 5.4** – Consider modifications to zoning requirement incentives

**SUBJECT: WASTEWATER UTILITY RATE CORRECTIONS**

**DATE: MAY 19, 2015**

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

**SUMMARY:**

Staff recommends correcting the City's wastewater utility Readiness to Serve Charge rate for Multifamily Residential customers to charge on a per dwelling unit basis instead of a per account basis, for the current Readiness to Serve Charge on May 1, 2015.

On March 17, City Council approved new utility rates for Water and Wastewater.

While preparing to implement the new rates, staff determined Raftelis, the City's Utility Rate Consultant, made errors in the recommendation and calculation of wastewater rates and the multifamily wastewater rate structure.

Staff met with Raftelis to determine the magnitude of errors and determine a corrective course of action. Raftelis prepared the attached memorandum regarding the identified errors and possible scenarios for correction.

The two errors City staff discovered are as follows:

1. The current Wastewater rates are less than they should be for all customers due to a formula error.
2. The current Multifamily Wastewater Readiness to Serve charge should be applied on a per dwelling unit basis and not a per account basis.

The incorrect wastewater rates result in revenues that are roughly \$500,000 dollars less than estimated in the financial plan for the 2015 fiscal year. Staff determined through review with Raftelis that the reduced revenue could be absorbed while maintaining debt service coverage ratios, appropriate cash reserves, and previous future estimated rate increase levels.

This ability to absorb this error is a direct result of better than anticipated loan payment terms in the financial plan for the wastewater treatment plant and stormwater outfall project loan that City Finance staff was able to secure by working with the City's lending partners to structure a repayment schedule that considers existing City Utility Fund debt payments and structures the new loan payments to have a lower payment in the beginning and a larger payment towards the end once existing debt has been paid off.

Staff does not take this error lightly. Fortunately, good financial planning enables the City to maintain the rates Council approved and that staff has already communicated to

**SUBJECT: WASTEWATER UTILITY RATE CORRECTIONS**

**DATE: MAY 19, 2015**

**PAGE 2 OF 2**

customers with the exception of the multifamily rate structure error. That error should be corrected now and will affect 187 multifamily accounts.

As noted when staff presented the proposed utility rates to on March 17<sup>th</sup>, staff will provide the Water Committee with quarterly updates on Utility revenue, starting with the July Water Committee meeting. At that time, staff will be able to begin a more detailed review of what rate changes may be necessary for the 2016 to 2020 planning period.

**FISCAL IMPACT:**

The current wastewater rates will result in a roughly \$500,000 shortfall in previously anticipated revenues. The Multifamily per account versus per dwelling unit error on the Readiness to Serve charge makes up roughly \$100,000 of the total shortfall. Due to a better than anticipated debt service structure developed by the City's Finance staff for the WWTP and Stormwater projects, it is only necessary to correct the structure of the Multifamily rates. All other current rates can be maintained in 2015 and still maintain required debt service coverage ratios, appropriate cash reserves, and previously estimated future rate increases.

**RECOMMENDATION:**

Staff recommends City Council approve a resolution correcting Multifamily Wastewater Readiness to Serve charges on a per dwelling unit basis instead of a per account basis.

**ATTACHMENT(S):**

1. Raftelis Letter
2. Resolution



# MEMO

**To:** Kurt Kowar, City Engineer, City of Louisville, CO  
**From:** Rick Giardina, RFC Project Director  
 John Gallagher, RFC Project Manager  
**Date:** May 12, 2015  
**Re:** 2015 Wastewater Rates – Corrected

This memorandum describes the 2015 wastewater rate miscalculation and the determination of corrected 2015 wastewater rates for your consideration. This oversight occurred only in the determination of the wastewater rates. This memorandum also describes a rate structure discrepancy associated with the wastewater, multifamily readiness-to-serve (RTS) charge.

## Rate Miscalculation

The miscalculation is shown in the table in Section V – one line of which is reproduced below:

Billing Charge, per month		CORRECT			INCORRECT	
All Customers	\$1.72	$1.72*(1+0.27)=$	\$2.18	\$1.72	$1.72*1+0.27=$	\$1.99

As you can see the source of this miscalculation is quite simply the lack of parentheses in the formula on the right hand side. Without the proper use of parentheses the resulting value (\$1.99) is materially less than it should be (\$2.18).

## Multifamily Rate Structure Discrepancy

In the 2014 wastewater cost of service study, the multifamily RTS charge was designed on a per dwelling unit basis. In the RFC March 3, 2015, Technical Memorandum, the multifamily RTS charge was incorrectly described as being charged on a per bill basis. It should have been stated on a per dwelling unit basis.

## Options for Action on Wastewater Rates

RFC has modeled the revenue impacts of the above referenced items. Despite the loss of rate revenue, the wastewater utility fund is anticipated to be able to achieve acceptable levels of cash reserves and debt service coverage in 2015<sup>1</sup>. Furthermore, a preliminary forecast of the 2016 wastewater utility fund financial position indicates that the previously planned wastewater

<sup>1</sup> Acceptable cash reserve and debt service coverage levels in 2015 without the use or consideration of revenues from System Development Charges.

revenue increase of 20% will be adequate in terms of meeting cash reserve and debt service coverage targets.

We are suggesting three options for Council consideration/action:

- Option #1:** Effective May 1, 2015 correct the multifamily RTS charge structure discrepancy to improve the equity of the charge.
- Option #2:** Effective, July 1, 2015 correct both the multifamily RTS charge structure discrepancy and the wastewater rate miscalculation.
- Option #3:** Make no corrections until the adoption of the 2016 wastewater rates; rates that would increase revenues by approximately 20% and become effective in May of 2016 (at the same time as projected revenue increases for the water and stormwater funds).

**I. RFC's 2014 Wastewater Cost of Service Rates**

<b>2014 Cost of Service Wastewater Rates (27% Revenue Increase)</b>	
<b>Monthly Billing Charge, per bill</b> All Customers	\$1.72
<b>Monthly Residential Readiness-to-Serve Charge</b> Single Family per bill	\$4.47
Multifamily, per unit	\$4.47
<b>Monthly Nonresidential Readiness-to-Serve Charge</b> <u>Meter Size</u>	
3/4"	\$4.47
1"	8.00
1.5"	17.90
2"	31.90
3"	71.60
4"	127.10
6"	186.20
<b>Volume Rate, per Kgal</b> All Customers (average winter water consumption for Single Family Residential and Multifamily Residential; actual metered water consumption for Nonresidential)	\$3.20

## II. Revenue Proof of RFC's 2014 Wastewater Cost of Service Rates

Revenue Produced by 2014 Cost of Service Rates (27% Revenue Increase)				
Customer Class	Billing Charge	RTS Charge	Volumetric	Total
Single Family	\$126,454	\$328,634	\$954,934	\$1,410,023
Multifamily	3,544	98,980	230,093	\$332,617
Nonresidential	7,192	68,333	659,795	\$735,321
<b>Total Forecast Revenue</b>	<b>\$137,190</b>	<b>\$495,948</b>	<b>\$1,844,822</b>	<b>\$2,477,960</b>
2014 Cost of Service Revenue Requirement				\$2,444,397
Difference from 2014 Cost of Service Study				\$33,563

## III. Adopted 2014 Wastewater Rates Calculated by RFC (Not Cost of Service)

2014 Adopted Rates - Not Cost of Service (27% Revenue Increase)			
Description	Residential	Commercial	
		May - Sep	Oct - Apr
Monthly Charge \$ per unit	\$20.69		
Monthly Minimum, \$		\$25.95	\$24.87
Volume Rate, \$ per Kgal			
1st block		\$0.00	\$0.00
2nd block		1.44	1.54
3rd block		1.48	1.71
4th block		1.61	1.92
5th block		1.71	2.06
6th block		1.92	2.25
7th block		2.05	2.41
8th block		2.14	2.66
9th block		2.32	2.82
10th block			3.01

#### IV. Revenue Proof of the 2014 Adopted Rates Calculated by RFC

2014 Revenue Produced by 2014 Adopted Rates (27% Revenue Increase)			
Customer Class	Service Charge	Volumetric	Total
Single Family	\$1,521,002	\$0	\$1,521,002
Multifamily	458,106	0	458,106
Nonresidential – Winter	60,653	134,367	195,020
Nonresidential – Summer	45,205	225,065	270,269
<b>Total Revenue</b>	<b>\$2,084,966</b>	<b>\$359,431</b>	<b>\$2,444,397</b>
2014 Cost of Service Revenue Requirement			\$2,444,397
Difference from 2014 Cost of Service Study			\$0

#### V. 2015 Wastewater Rate Miscalculation

Rates	What Should Have Happened			What Did Happen		
	2014 Cost of Service Rates	Correct Formula	Resulting Correct 2015 Rates	2014 Cost of Service Rates	Incorrect Formula	Resulting Incorrect 2015 Rates
<b>Monthly Billing Charge, per bill</b> All Customers	\$1.72	$1.72*(1+0.27)=$	\$2.18	\$1.72	$1.72*1+0.27=$	\$1.99
<b>Monthly Residential Readiness-to-Serve Charge</b>						
Single Family, per Bill	4.47	$4.47*(1+0.27)=$	5.68	4.47	$4.47*1+0.27=$	4.74
Multifamily, per Dwelling Unit	4.47	$4.47*(1+0.27)=$	5.68			
Multifamily, per Bill (should have been per dwelling unit)				4.47	$4.47*1+0.27=$	4.74
<b>Monthly Nonresidential Readiness-to-Serve Charge</b>						
<u>Meter Size</u>						
3/4"	4.47	$4.47*(1+0.27)=$	5.68	4.47	$4.47*1+0.27=$	4.74
1"	8.00	$8.00*(1+0.27)=$	10.16	8.00	$8.00*1+0.27=$	8.27
1.5"	17.90	$17.90*(1+0.27)=$	22.73	17.90	$17.90*1+0.27=$	18.17
2"	31.90	$31.90*(1+0.27)=$	40.51	31.90	$31.90*1+0.27=$	32.17
3"	71.60	$71.60*(1+0.27)=$	90.93	71.60	$71.60*1+0.27=$	71.87
4"	127.10	$127.10*(1+0.27)=$	161.42	127.10	$127.10*1+0.27=$	127.37
6"	186.20	$186.20*(1+0.27)=$	236.47	186.20	$186.20*1+0.27=$	186.47
<b>Volume Rate per Kgal</b> All Customers (AWC for SFR & MF, Actual Usage for Nonresidential)	3.20	$3.20*(1+0.27)=$	4.06		$3.20*1+0.27=$	3.47

## VI. Comprehensive Revenue Proof of RFC's Correct 2015 Wastewater Rates

Comprehensive Revenue Proof of RFC's Correct 2015 Wastewater Rates			
Customer Class	2014 Revenue with COS Rates	2015 Revenue with Incorrect Rates	2015 Revenue with Correct Rates
<b>Single Family Residential</b>			
<b>Billing Units</b>			
Bills	73,520	74,255	74,255
Billed Volume, Kgal.	298,417	298,388	298,388
<b>Rates</b>			
Monthly Billing Charge, per bill	\$1.72	\$1.99	\$2.18
Monthly Readiness to Serve Charge, per bill	\$4.47	\$4.74	\$5.68
Volume Rate, per Kgal.	\$3.20	\$3.47	\$4.06
<b>Revenue</b>			
Billing Charge Revenue	\$126,454	\$147,768	\$162,203
Readiness to Serve Charge Revenue	328,634	351,969	421,539
Volume Rate Revenue	954,934	1,035,406	1,212,649
<b>Total Revenue</b>	<b>\$1,410,023</b>	<b>\$1,535,143</b>	<b>\$1,796,391</b>
<b>Multifamily Residential</b>			
<b>Billing Units</b>			
Bills	2,060	2,081	2,081
Units	22,143	22,365	22,365
Billed Volume, Kgal.	71,904	71,896	71,896
<b>Rates</b>			
Monthly Billing Charge, per bill	\$1.72	\$1.99	\$2.18
Monthly Readiness to Serve Charge, per unit	\$4.47	\$4.74	\$5.68
Volume Rate, per Kgal.	\$3.20	\$3.47	\$4.06
<b>Revenue</b>			
Billing Charge Revenue	\$3,544	\$4,141	\$4,546
Readiness to Serve Charge Revenue	98,980	9,864	126,962
Volume Rate Revenue	230,093	249,479	292,185
<b>Total Revenue</b>	<b>\$332,617</b>	<b>\$263,484</b>	<b>\$423,693</b>

continued on next page

<b>Comprehensive Revenue Proof of RFC's Correct 2015 Wastewater Rates – Continued</b>			
<b>Customer Class</b>	<b>2014 Revenue with COS Rates</b>	<b>2015 Revenue with Incorrect Rates</b>	<b>2015 Revenue with Correct Rates</b>
<b>Nonresidential</b>			
<b>Billing Units</b>			
Monthly Bills			
<u>Meter Size</u>			
3/4"	1,398	1,412	1,412
1"	1,362	1,376	1,376
1.5"	810	819	819
2"	294	297	297
3"	247	249	249
4"	59	59	59
6"	12	12	12
	4,181	4,223	4,223
Billed Volume, Kgal.	206,186	206,165	206,165
<b>Rates</b>			
Monthly Billing Charge, per Bill	\$1.72	\$1.99	\$2.18
Monthly Readiness to Serve Charge			
<u>Meter Size</u>			
3/4"	\$4.47	\$4.74	\$5.68
1"	8.00	8.27	10.16
1.5"	17.90	18.17	22.73
2"	31.90	32.17	40.51
3"	71.60	71.87	90.93
4"	127.10	127.37	161.42
6"	186.20	186.47	236.47
Volume Rate, per Kgal.	\$3.20	\$3.47	\$4.06
<b>Revenue</b>			
Billing Charge Revenue	\$7,192	\$8,404	\$9,225
Readiness to Serve Charge Revenue			
<u>Meter Size</u>			
3/4"	\$6,248	\$6,691	\$8,014
1"	10,900	11,380	13,981
1.5"	14,507	14,873	18,608
2"	9,367	9,541	12,015
3"	17,661	17,904	22,653
4"	7,464	7,555	9,574
6"	2,187	2,212	2,805
Total Readiness to Serve Revenue	68,333	70,157	87,651
Volume Rate Revenue	659,795	715,393	837,855
Total Revenue	\$735,321	\$793,954	\$934,731
<b>Total Wastewater Utility</b>			
<b>Required Revenue</b>	\$2,444,397	\$3,104,384	\$3,104,384
<b>Forecast Revenue</b>			
Billing Charge Revenue	137,190	160,313	175,974
Total Readiness to Serve Revenue	495,948	431,990	636,152
Volume Rate Revenue	1,844,822	2,000,278	2,342,689
Total Revenue	2,477,960	2,592,581	3,154,815
Over/(Under) Collection	\$33,563	(\$511,803)	\$50,431

## VII. Customer Bill Impacts - Incorrect Rates

Typical customer bill impacts with the incorrect wastewater rates are shown below. For purposes of this analysis, water bills are calculated on the assumption that a typical customer is assumed to have 5,000 gallons of monthly billed water consumption and thus does not exceed the minimum monthly water allotment of 5,000 gallons provided to single family residential customers. Per the analysis of single family residential bills completed by RFC in the 2013 cost of service study, approximately 46% of cumulative bills and 45% of cumulative consumption take place in the 0 - 5,000 gallon range.

Wastewater bills for the years 2015 - 2019 are based on the new cost-of-service wastewater rate structure (using incorrect rates) that went into effect on May 1, 2015. The 2014 rate structure for single family residential customers was only a flat charge per account per month. The new, 2015 structure includes both fixed charges and a volumetric component based on average water use. For the 2015 (and subsequent years) the volume amount used to calculate the monthly bills was 4,400 gallons of average water use during the winter months of November through February.

<b>INCORRECT WASTEWATER RATES</b>												
<b>Average Monthly Bill and Rate Increase Impact</b>												
<b>For a Single Family Residential Customer</b>												
Utility	Monthly Bill						Increase					Average 2016-19
	2014	2015	2016	2017	2018	2019	2014-15	2015-16	2016-17	2017-18	2018-19	
Water	\$12.32	\$16.31	\$18.10	\$20.10	\$20.10	\$20.10	32.4%	11.0%	11.0%	0.0%	0.0%	5.5%
Wastewater	20.69	22.00	26.40	27.45	27.45	27.54	6.3%	20.0%	4.0%	0.0%	0.3%	6.1%
Storm	4.23	4.23	4.74	4.78	4.78	4.78	0.0%	12.1%	0.8%	0.0%	0.0%	3.2%
Total Bill	\$37.24	\$42.54	\$49.24	\$52.33	\$52.33	\$52.42	14.2%	15.7%	6.3%	0.0%	0.2%	5.5%
\$ Change		\$5.30	\$6.70	\$3.09	\$0.00	\$0.09						
% Change		14.2%	15.7%	6.3%	0.0%	0.2%						

## VII. Customer Bill Impacts - Correct Rates

Typical customer bill impacts with corrected wastewater rates are shown below. In 2015, the total monthly utility bill after correction of the 2015 rates is \$3.74 greater when compared to the incorrect 2015 wastewater rates (\$46.28 less \$42.54) and by 2019 the total utility bill is \$4.68 more (\$57.10 less \$52.42) after correction of the 2015 wastewater rates.

Wastewater bills for the years 2015 - 2019 are based on the new cost of service rate structure that went into effect on May 1, 2015. The change to a cost of service rate structure, coupled with a 27% overall wastewater revenue increase, results in typical customer wastewater bills increasing by 24.4% in 2015.

<b>CORRECT WASTEWATER RATES</b>												
<b>Average Monthly Bill and Rate Increase Impact</b>												
<b>For a "Typical" Single Family Residential Customer</b>												
Utility	Monthly Bill						Increase					Average 2016-19
	2014	2015	2016	2017	2018	2019	2014-15	2015-16	2016-17	2017-18	2018-19	
Water	\$12.32	\$16.31	\$18.10	\$20.10	\$20.10	\$20.10	32.4%	11.0%	11.0%	0.0%	0.0%	5.5%
Wastewater	20.69	25.74	30.89	32.13	32.13	32.22	24.4%	20.0%	4.0%	0.0%	0.3%	6.1%
Storm	4.23	4.23	4.74	4.78	4.78	4.78	0.0%	12.1%	0.8%	0.0%	0.0%	3.2%
Total Bill	\$37.24	\$46.28	\$53.74	\$57.00	\$57.00	\$57.10	24.3%	16.1%	6.1%	0.0%	0.2%	5.6%
\$ Change		\$9.04	\$7.45	\$3.27	\$0.00	\$0.10						
% Change		24.3%	16.1%	6.1%	0.0%	0.2%						

**RESOLUTION NO. 31  
SERIES 2015**

**A RESOLUTION SETTING CERTAIN WATER, WASTEWATER, STORMWATER AND OTHER FEES, RATES, AND CHARGES FOR THE CITY OF LOUISVILLE, COLORADO.**

**WHEREAS**, pursuant to the Louisville Municipal Code, the City Council is authorized to establish certain fees, rates, and charges by resolution; and

**WHEREAS**, the City Council wishes to establish by this resolution the amounts of certain fees, rates, and charges commencing with the effective date of this resolution.

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

**SECTION 1.** Pursuant to authorization in the Louisville Municipal Code, the Louisville City Council hereby establishes certain water, wastewater, stormwater and other fees, rates, and charges in accordance with the schedules and tables attached and made a part hereof.

**SECTION 2.** The fees, rates, and charges set by this resolution shall be effective on the date of the resolution, except for the water and wastewater user charges, which will be effective on May 1, 2015, and may thereafter be amended from time to time by resolution of the City Council.

**SECTION 3.** The fees, rates, and charges set by this resolution shall supersede and replace any fees, rates, or charges previously set or adopted by the City Council for the same purpose. However, the same shall not be deemed to release, extinguish, alter, modify, or change in whole or in part any liability which shall have been previously incurred, and the superseded or replaced provision shall be treated and held as still remaining in force for the purpose of sustaining any judgment, decree, or order.

**SECTION 4.** If any portion of this resolution is held to be invalid for any reason, such decisions shall not affect the validity of the remaining portions hereof.

**PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Robert P. Muckle, Mayor

ATTEST:

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Nancy Varra, City Clerk



**SEWER RATES**

Effective May 1, 2015, water rates for all accounts inside city limits are as follows (outside city limits = double these rates):

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**MAY 1, 2015 SINGLE FAMILY RESIDENTIAL  
SEWER RATES**

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<b>RATE</b>	<b>DESCRIPTION</b>
\$3.47	Monthly Volume Charge, \$ per 1,000 gallons of Average Winter Consumption (AWC). AWC = (December+January+February)/3
\$1.99	Monthly Billing Charge, \$ per Bill
\$4.74	Monthly Readiness to Serve Charge, \$ per Bill

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MAY 1, 2015 ADOPTED WATER AND SEWER RATES

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**MAY 1, 2015 MULTI FAMILY RESIDENTIAL  
SEWER RATES**

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<b>RATE</b>	<b>DESCRIPTION</b>
\$3.47	Monthly Volume Charge, \$ per 1,000 gallons of Average Winter Consumption (AWC). AWC = (December+January+February)/3
\$1.99	Monthly Billing Charge, \$ per Bill
\$4.74	Monthly Readiness to Serve Charge, \$ per Dwelling Unit

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MAY 1, 2015 ADOPTED WATER AND SEWER RATES

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**MAY 1, 2015 COMMERCIAL  
SEWER RATES**

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<b>RATE</b>	<b>DESCRIPTION</b>
\$3.47	Monthly Volume Charge, \$ per 1,000 gallons
\$1.99	Monthly Billing Charge, \$ per Bill
	Monthly Readiness to Serve Charge, \$ per Bill
\$4.74	3/4" Meter
\$8.27	1" Meter
\$18.17	1-1/2" Meter
\$32.17	2" Meter
\$71.87	3" Meter
\$127.37	4" Meter
\$186.47	6" Meter

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**SUBJECT: APPROVE CONSTRUCTION SERVICES AGREEMENT WITH  
MWH CONSTRUCTORS, INC., FOR THE WASTEWATER  
TREATMENT FACILITY UPGRADES**

**DATE: MAY 19, 2015**

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

**SUMMARY:**

Staff recommends approval of a construction contract with MWH Constructors, Inc. in the amount of \$26,968,534 and authorizes a staff controlled \$2,696,853 contingency for construction of a new Wastewater Treatment Plant.

On October 1, 2011, Louisville's Wastewater Treatment Plant (WWTP) was issued a new discharge permit regulated by the Colorado Department of Public Health and Environment (CDPHE). This permit incorporated stricter discharge requirements for the City's wastewater effluent released to Coal Creek. A compliance schedule was provided with a deadline for the WWTP to meet new ammonia removal standards by July 31, 2017. Additionally, CDPHE is expected to implement new nutrient criteria for nitrogen and phosphorous, which the WWTP would be expected to meet in 2022. The WWTP is currently not able to reliably meet the 2017 standards and would not be able to meet the 2022 standards at all. Non-compliance with new WWTP limits could result in a violation of Federal law, which could carry fines of up to \$25,000 per day.

In 2012, the City hired Dewberry Engineers to evaluate the existing facility. Dewberry determined the facility does not meet current CDPHE required design standards for redundancy and would not comply with the future discharge limits. The upgrades required to correct the deficiencies could be addressed by two smaller construction projects, several years apart, designed to address a specific regulation before it became effective, or one larger project that would bring the WWTP into compliance for the foreseeable future. It was determined that due to economies of scale, low interest rates, and a reduced impact to WWTP operations through one construction project instead of two, the City should pursue one large upgrade. Once the upgrade scope was well defined, the City hired Dewberry to design the facility improvements.

The WWTP design phase commenced in May of 2013 and was finalized in February of 2015, with a solicitation for construction services issued in March. Four construction companies responded to the proposal and their bid amounts are listed in the table below.

**SUBJECT: WASTEWATER TREATMENT FACILITY CONSTRUCTION AGREEMENT**

**DATE: MAY 19, 2015**

**PAGE 2 OF 3**

<b>Company</b>	<b>Bid Amount</b>
Moltz Construction, Inc.	\$32,329,635
Archer Western Construction, LLC	\$31,856,400
Garney Companies, Inc.	\$29,797,000
MWH Constructors, Inc.	\$27,076,534

City and Dewberry’s staff reviewed qualifications of the low bidder and determined that MWH Constructors, Inc., meet this project’s requirements. Based on the low bid and MWH’s qualifications, staff recommends the project be awarded to MWH Constructors, Inc.

Although the low bid is \$27,076,534, the contract documents gave Dewberry and staff flexibility to make certain equipment selections, which could reduce the bid price. Based on that equipment selection, staff recommends the contract amount for award to MWH be reduced to \$26,968,534.

**FISCAL IMPACT:**

The majority of funding for this project will be provided through a State Revolving Fund Loan with a subsidized interest rate. The remaining costs will be covered by the Utility Fund cash reserve and grant proceeds. Staff and consultants completed a financial plan update that accounted for the cost of this project and Council adopted wastewater service rates based on that plan to ensure a sustainable utility and repayment of the loan from the Wastewater Plant Upgrade account, 052-499-55810-14. The remaining project expenses and funding source amounts are detailed below. This breakdown excludes design costs already spent on the project.

Remaining Project Expenses

Construction Management – Dewberry	\$1,457,180
Construction Low Bid – MWH	\$26,968,534
Construction Contingency (10%)	\$2,696,853
<b>Total Project Cost:</b>	<b>\$31,122,567</b>

Project Revenue Sources

Remaining Grant Funds	\$555,000
Utility Fund Cash Reserve Contribution	\$3,881,200
State Revolving Fund Loan	\$26,686,367
<b>Total Project Revenue:</b>	<b>\$31,122,567</b>

The total project cost, including design fees, modeled with the latest financial plan update was \$31,249,305, while the current project estimate is \$31,746,907, after it has been reduced by \$1,000,000 to account for the grant the City received. The total loan amount modeled was \$25,800,000, with the current estimate of the required loan amount being \$26,686,367, which is \$886,367 higher. The Utility Fund cash reserve contribution required to cover this costs is \$3,881,200 and, in addition to the design costs already spent, is \$118,800 under the \$4,000,000 modeled in the financial plan. These costs are within the parameters of the utility rate study and staff and consultants believe the loan proceeds, remaining grant revenues and revenue from adopted and proposed utility rates will be sufficient to cover all requirements.

**RECOMMENDATION:**

Staff recommends City Council award the construction management services agreement to MWH Constructors, Inc., for \$26,968,534 and authorize staff to contract addenda up to \$2,696,853 for additional work and project contingency, as well as authorize the Mayor and City Clerk to sign and execute contract documents on behalf of the City.

**ATTACHMENT(S):**

1. Agreement
2. Dewberry Engineers' Contractor Recommendation Letter

SECTION 00520

OWNER-CONTRACTOR AGREEMENT

Louisville Wastewater Treatment Plant

THIS AGREEMENT is by and between City of Louisville (Owner) and MWH Constructors (Contractor). Owner and Contractor, in consideration of the mutual covenants set forth herein, agree as follows:

**ARTICLE 1 – WORK**

**1.01** Contractor shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as Louisville Wastewater Treatment Plant Improvements.

**ARTICLE 2 – THE PROJECT**

**2.01** The Project for which the Work under the Contract Documents may be the whole or only a part is generally described as follows:

The Work described in Article 1 is the improvement and construction of a wastewater treatment plant to provide wastewater treatment for the City of Louisville.

This contract is subject to all requirements of the State Revolving Fund (SRF) program. This contract is governed by the Davis Bacon and related Acts and is subject to General Decision Number CO150012 dated 03/27/2015 CO12.

A copy of this General Decision Number is included as Attachment 2, Specification 00810 of the Contract Documents.

The SRF Program is subject to “Davis Bacon and Related Acts” or DBRA, which extends the requirements of the Davis-Bacon Act. Compliance with the Davis Bacon Act is required for any project funded by the Drinking Water Revolving Fund (DWRF) or Water Pollution Control Revolving Fund programs. Non-Compliance with the Davis Bacon Act may result in debarment and suspension from working on future projects funded with federal dollars for up to three years and/or loss of funding for the current project.

**ARTICLE 3 – ENGINEER**

**3.01** The Project has been designed by:

Dewberry Engineers Inc.  
990 South Broadway, Suite 400  
Denver, CO 80209

(Engineer), who is to act as Owner's representative, assumes all duties and responsibilities, and has the rights and authority assigned to Engineer in the Contract Documents in connection with the completion of the Work in accordance with the Contract Documents.

## **ARTICLE 4 – CONTRACT TIMES**

### **4.01 Time of the Essence**

A. All time limits for Milestones, if any, and completion and readiness for Final Payment as stated in the Contract Documents are of the essence of the Contract.

### **4.02 Days to achieve completion and readiness for Final Payment**

A. The Work and each specific phase or portion of the Work as described below, will be completed within the number of days as follows:

1. Submittals: 426 calendar days for the preparation, submittal, and delivery of the required materials and products Submittals and the shop drawing Submittals, from the Effective Date of the Agreement, or as otherwise agreed to in writing by the Engineer.
2. Operation and Maintenance (O&M) Manuals: 180 calendar days from the date of the Contractor's receipt of approved submittals or 75 percent project completion for the preparation, submittal, and delivery of the required O&M Manuals.
3. The Work: 730 calendar days from the date of Notice to Proceed to achieve completion and readiness for Final Payment in accordance with Article 14 of the General Conditions, Section 00700 of the Contract.

B. Contractor will provide an overall milestone CPM schedule which will be reviewed by the Engineer and Owner. Owner and Engineer will review and provide comments on the schedule. Contractor will revise Schedule and it will be incorporated into the Contract.

### **4.03 Liquidated Damages**

A. Contractor and Owner recognize that time is of the essence of this Agreement and that Owner will suffer financial loss if the Work and/or the specific phases of the Work are not completed within the time durations specified in Paragraph 4.02 above, plus any extensions thereof allowed in accordance with Article 12 of the General

Conditions. The parties also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding, the actual loss suffered by Owner if the Work or specific phase of the Work, are not completed on time. Owner and Contractor agree that as liquidated damages for delay (but not as a penalty), Contractor shall pay Owner \$5,000.00 for each day that expires after each of the specified time durations described in Paragraph 4.02 above, until the specific phase of the Work and the Work as described in Paragraph 4.02 above, is completed and ready for Final Payment.

- B. The Contractor may be liable for costs causing delay to other Contractors on site related to delays or acceleration costs.

## **ARTICLE 5 – CONTRACT PRICE**

**5.01** Owner shall pay Contractor for completion of the Work in accordance with the Contract Documents an amount in current funds equal to the sum of the amounts determined pursuant to Paragraphs 5.01.A and 5.01.B below:

- A. For all Work, at the prices stated in Contractor’s Bid Schedule, attached hereto as an exhibit.
- B. As provided in Paragraph 11.03 of the General Conditions, estimated quantities for unit price items are not guaranteed, and determinations of actual quantities and classifications are to be made by Engineer as provided in Paragraph 9.07 of the General Conditions. Unit prices have been computed as provided in Paragraph 11.03 of the General Conditions.

## **ARTICLE 6 – PAYMENT PROCEDURES**

**6.01** Submittal and Processing of Payments

- A. Contractor shall submit Applications for Payment in accordance with Article 14 of the General Conditions and Specification 01290. Applications for Payment will be processed by Engineer as provided in the General Conditions.

**6.02** Progress Payments; Retainage

- A. Owner shall make progress payments on account of the Contract Price on the basis of Contractor’s Applications for Payment on or about the 20th day of each month during performance of the Work as provided in Paragraphs 6.02.A.1 and 6.02.A.2 below. City Staff will review and process the pay application within 7 days of submittal. City will pay based on net 30 days from the date of the City’s signature on the pay application. All such payments will be measured by the schedule of values established as provided in Paragraph 2.07.A of the General Conditions (and in the case of Unit Price Work based on the number of units completed) or, in the event there is no schedule of values, as provided in the General Requirements:

The Owner shall retain a percentage of each payment except as specified below. The retained amount is available for the protection and payment of the person, or persons, mechanics, subcontractors, or suppliers who perform labor for the Work, and persons who supply components and supplies for the Work. The Owner shall retain the following amounts from each payment until Final Acceptance of the Work:

1. 5 percent of each payment until 50 percent of the Work has been completed.
  2. At 50 percent completion of the Work, if the Contractor is on or ahead of schedule and the work is proceeding satisfactorily, no further amounts may be retained from future payments up to the 100 percent completion level.
  3. If at any time the Contractor fails to maintain the progress of the work on or ahead of schedule, the Owner may resume retainage of 5 percent of the amount of total progress payments to date until the Contractor is on or ahead of schedule or until final completion.
  4. In no case will retainage be less than required by applicable laws and regulations.
- B. Upon Substantial Completion, Owner shall pay an amount to Contractor to 100 percent of the Work completed, less such amounts as Engineer shall determine in accordance with Paragraph 14.02.B.5 of the General Conditions and less 100 percent of Engineer's estimate of the value of Work to be completed or corrected as shown on the tentative list of items to be completed or corrected, and less such amounts as Engineer may determine or Owner may withhold, including but not limited to liquidated damages, in accordance with Paragraph 14.02 of the General Conditions.

### **6.03 Final Payment**

- A. Upon receipt of written notice from Contractor that the Work is ready for final inspection and acceptance by Owner, and upon receipt of final Application for Payment, Engineer will, in accordance with Colo. Rev. Stat § 24-91-103, as amended, make such final field review subject to the final payment requirements contained in Colo. Rev. Stat. § 38-26-107, as amended. If Engineer finds that the Work is acceptable under the Contract Documents, he will recommend to Owner that a final certificate of payment be issued. Neither final payment nor the remaining retention shall become due until Contractor submits to Engineer an affidavit that all payrolls, bills for materials and equipment, and other indebtedness connected with the Work, have been paid or otherwise satisfied. Likewise, final payment shall not be made until the consent of the surety to final payment has been obtained, and if required by Owner, such other data establishing payment or satisfaction of all obligations, including releases, final lien waivers, and receipts and warranties, if any, have been provided to Engineer for the use and benefit of Owner. Should any subcontractor of Contractor or supplier of said Contractor refuse to furnish any warranty and/or release or waiver, Owner in its sole discretion, may refuse to certify final payment. The

Contractor may then furnish sufficient bonds satisfactory to Owner to indemnify Owner against any such liens.

1. Notwithstanding anything else to the contrary contained herein, such final payment by Owner shall not be construed as a waiver of any claims affecting or arising from:
  - a. Unsettled liens;
  - b. Faulty or defective work appearing after Substantial Completion;
  - c. Failure of the work to comply with the requirements of the Contract Documents;
  - d. Terms of any special warranties required by the Contract Documents.
2. The acceptance by Contractor of final payment shall be and shall operate as a release to Owner from all claims and all liability to Contractor for all things done or furnished in connection with the Work and for every act and neglect of Owner and others relating to or arising out of the Work other than claims in stated amounts as may be specifically expected by Contractor with the consent of Owner. Any payment, however, final or otherwise, will not release Contractor or his sureties from any obligations under the Contract Documents or the performance bond and labor and material payment bond.

#### **6.04 Change Orders**

- A. Contractor acknowledges that change orders in excess of one hundred thousand dollars (\$100,000.00) are subject to approval of the Louisville City Council. Notwithstanding any provision in the Contract Documents to the contrary, no change order in excess of two thousand five hundred dollars (\$2,500.00) shall be binding on Owner until approved by Owner's Board of Directors or the Owner's manager waives the Board approval requirement in writing due to exigent circumstances."

### **ARTICLE 7 – INTEREST**

- 7.01** All moneys not paid when due as provided in Article 14 of the General Conditions shall bear interest at the rate of 2.0 percent per annum.

### **ARTICLE 8 – CONTRACTOR'S REPRESENTATIONS**

- 8.01** In order to induce Owner to enter into this Agreement Contractor makes the following representations:
  - A. Contractor has examined and carefully studied the Contract Documents and the other related data identified in the Bidding Documents.

- B. Contractor has visited the Site and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
- C. Contractor is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, and performance of the Work.
- D. Contractor has carefully studied all: (1) reports of explorations and tests of subsurface conditions at or contiguous to the Site and all drawings of physical conditions in or relating to existing surface or subsurface structures at or contiguous to the Site (except Underground Facilities) which have been identified in the Supplementary Conditions as provided in Paragraph 4.02 of the General Conditions.
- E. Contractor has obtained and carefully studied (or assumes responsibility for doing so) all additional or supplementary examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface, and Underground Facilities) at or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor, including any specific means, methods, techniques, sequences, and procedures of construction expressly required by the Bidding Documents, and safety precautions and programs incident thereto.
- F. Contractor does not consider that any further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract Documents.
- G. 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.
- H. 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.
- I. Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.
- J. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

## **ARTICLE 9 – CONTRACT DOCUMENTS**

### **9.01** Contents

- A. The Contract Documents consist of the following:
  - 1. Bidding Documents
  - 2. State of Colorado Construction Bidding Requirements for State Revolving Fund (SRF) Loan Projects
  - 3. Addenda (numbers 1 to 5)
  - 4. Exhibits to this Agreement (enumerated as follows):
    - a. Contractor’s completed Bid
  - 5. The following which may be delivered or issued on or after the Effective Date of the Agreement and are not attached hereto:
    - a. Notice to Proceed
    - b. Work Change Directives
    - c. Supplemental agreements
- B. The documents listed in Paragraph 9.01.A are attached to this Agreement (except as expressly noted otherwise above).
- C. There are no Contract Documents other than those listed above in this Article 9.
- D. The Contract Documents may only be amended, modified, or supplemented as provided in Paragraph 3.04 of the General Conditions.

## **ARTICLE 10 – MISCELLANEOUS**

### **10.01** Terms

- A. Terms used in this Agreement will have the meanings stated in the General Conditions and the Supplementary Conditions.

### **10.02** Assignment of Contract

- A. No assignment by a party hereto of any rights under or interests in the Contract 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 the assignor from any duty or responsibility under the Contract Documents.

### **10.03 Successors and Assigns**

- A. 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.

### **10.04 Severability**

- A. Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision. Any finding voiding or declaring unenforceable any provision of this Agreement shall not affect the validity or enforceability of any other provision hereof, the parties agreeing specifically that they would have entered into and performed pursuant to the provisions hereof without the existence of the voided or unenforceable provisions.

### **10.05 Statutory Mandates**

- A. By entering into and executing this Agreement, Owner represents that it has, through a lawful action of its City Council, appropriated sufficient monies to pay the Contract Amount identified herein. Contractor acknowledges that the Owner's budget year and Owner appropriations are from year-to-year only and therefore amounts for payment in future fiscal years remain subject to annual appropriation.
- B. No change order or other form of order requiring additional compensable work to be performed which work causes the aggregate amount payable under the contract to exceed the amount appropriated for the original contract shall be entered into unless and until an additional appropriation therefore is made by the Louisville City Council at a public meeting. Contractor, nor any subcontractor, supplier, material man, nor laborer shall be entitled to any expectation of such additional appropriation.
- C. The Owner's intent and expectation is that modifications to this Agreement shall be made first in the form of extensions of time for performance rather than additional money; provided, however, that nothing contained herein shall preclude Contractor from recovering that portion of delay costs that are caused in whole or in part by the acts or omissions within the control of the Owner or persons acting on behalf of the Owner.

## 10.06 Illegal Aliens

- A. Certification. By entering into this Agreement, Contractor hereby certifies that, at the time of this certification, it does not knowingly employ or contract with an illegal alien and that Contractor has participated or attempted to participate in the basic pilot program administered by the U.S. Department of Homeland Security in order to confirm the employment eligibility of all employees who are newly hired for employment in the United States.
- B. Prohibited Acts. Contractor shall not:
1. Knowingly employ or contract with an illegal alien to perform work under this Agreement; or
  2. Enter into a contract with a subcontractor that fails to certify to Contractor that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this Agreement.
- C. Verification.
1. Contractor has confirmed or attempted to confirm the employment eligibility of all employees who are newly hired for employment in the United States through participation in the basic pilot program administered by the U.S. Department of Homeland Security and, if Contractor is not accepted into the basic pilot program prior to entering into this Agreement, Contractor shall apply to participate in the basic pilot program every three (3) months until Contractor is accepted or this Agreement has been completed, whichever is earlier.
  2. Contractor shall not use basic pilot program procedures to undertake pre-employment screening of job applicants while this Agreement is being performed.
  3. If Contractor obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, Contractor shall:
    - a. Notify the subcontractor and the District within three (3) days that Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and
    - b. Terminate the subcontract with the subcontractor if within three (3) days of receiving the notice required pursuant to subparagraph (i) hereof, the subcontractor does not stop employing or contracting with the illegal alien; except that Contractor shall not terminate the contract with the subcontractor if during such three (3) days the subcontractor provides information to

establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

- D. Duty to Comply with Investigations. Contractor shall comply with any reasonable request by the Colorado Department of Labor and Employment made in the course of an investigation conducted pursuant to C.R.S. § 8-17.S-102(S)(a) to ensure that Contractor is complying with the terms of this Agreement.
- E. If Contractor operates as a sole proprietor or does not have employees, Contractor shall sign the Affidavit attached hereto as Exhibit A.

**10.07 Intergovernmental Contract between the City of Louisville and CDPHE**

A. The Contractor shall abide by the terms and conditions set forth in the Intergovernmental Contract between the City of Louisville and CDPHE. Also, the Contractor and subcontractors shall indemnify and hold harmless the State. The Contractor must be certified to work on any equipment for which their services are obtained.

IN WITNESS WHEREOF, Owner and Contractor have signed this Agreement in triplicate. One counterpart each has been delivered to Owner, Contractor, and Engineer. All portions of the Contract Documents have been signed or identified by Owner and Contractor or on their behalf.

This Agreement will be effective on \_\_\_\_\_ (which is the Effective Date of the Agreement).

OWNER:

CONTRACTOR:

City of Louisville

MWH Constructors

By

By:

: \_\_\_\_\_

: \_\_\_\_\_

Title: Robert P. Muckle, Mayor

Title: \_\_\_\_\_

[CORPORATE SEAL]

Attest

Attest

: \_\_\_\_\_

: \_\_\_\_\_

Title: Nancy Varra, City Clerk

Title: \_\_\_\_\_

Address for giving notices:

Address for giving notices:

749 Main Street

370 Interlocken Blvd., Suite 300

Louisville, CO 80027

Broomfield, CO 80021

License

No.:

\_\_\_\_\_ (Where applicable)

(If Owner is a corporation, attach evidence of authority to sign. If Owner is a public body, attach evidence of authority to sign and resolution or other documents authorizing execution of Owner-Contractor Agreement.)

Agent for service or process: \_\_\_\_\_

(If Contractor is a corporation or a partnership, attach evidence of authority to sign.)

EXHIBIT A  
AFFIDAVIT

[To be completed only if Contractor operates as sole proprietor or does not have any employees]

1. Check and complete one:

I, \_\_\_\_\_, am a sole proprietor doing business as \_\_\_\_\_ . I do not currently employ any individuals, nor will I employ any individuals during the term of my Agreement with the District.

OR

I, \_\_\_\_\_, am the sole owner/member/shareholder of \_\_\_\_\_ a \_\_\_\_\_ [specify type of entity - i.e., corporation, limited liability company], that does not currently employ any individuals, nor will it employ any individuals during the term of its Agreement with the District.

2. Check one.

I am a United States citizen or legal permanent resident.

Verification by one of the following items:

- A valid Colorado driver's license or a Colorado identification card
- A United States military card or a military dependent's identification card
- A United States Coast Guard Merchant Mariner card
- A Native American tribal document

OR

I am otherwise lawfully present in the United States pursuant to federal law.

Verification through the federal systematic alien verification of entitlement program, referred to as the "SAVE" program.

Signature:

\_\_\_\_\_

STATE OF \_\_\_\_\_ )  
 )ss

COUNTY OF \_\_\_\_\_ )

The foregoing instrument was subscribed, sworn to, and acknowledged before me this  
\_\_\_\_\_ day of \_\_\_\_\_, 2015, by \_\_\_\_\_, as  
\_\_\_\_\_ of \_\_\_\_\_.

My commission expires: \_\_\_\_\_

(SEAL)

\_\_\_\_\_  
Notary Public

\*\* END OF SECTION \*\*

May 8, 2015

Mr. Kurt Kowar  
 City of Louisville  
 749 Main Street  
 Louisville, CO 80027

***City of Louisville Wastewater Treatment Plant  
 Evaluation of Proposals for Construction***

Dear Mr. Kowar:

Sealed proposals to construct the City of Louisville Wastewater Treatment Plant (WWTP) were received by the Purchasing Manager on April 22, 2015. Four bids were received before the deadline at 2:00 p.m. MDT.

**Bid Summary**

The bid results are summarized in **Table 1**. The Base Bids ranged from a low of \$27,076,534 to a high of \$32,329,635. MWH Constructors was the low bidder. Garney Construction submitted the second lowest bid of \$29,797,000. The second lowest bid was 10 percent higher than the low bid.

**Table 1 City of Louisville WWTP Bid Summary**

Item	Bid Amount, dollars				
	MWHC	Garney	Archer Western	Moltz	Engineers Estimate
Total Bid	\$27,076,534	\$29,797,000	\$31,856,400	\$32,329,635	\$27,195,000
Ratio to low base	1.00	1.10	1.18	1.19	1.004

**Cost Evaluation**

The Engineer’s opinion of probable construction cost was \$27,195,000 for the Total Project. The low Total Project Bid was 0.4 percent below the Engineer’s estimate. Based on the number of bids received and current construction market conditions, the bids represent the actual market value of the project at this time.

The opinion of probable construction cost is based on historic cost data from projects throughout the United States and represents the anticipated cost under competitive bidding conditions. The estimate relies on normal local construction market conditions that are not constrained by shortages of materials or skilled labor required to perform the work.

Some construction materials have exhibited a price increase in the past year that affected the bids. In particular, high demand for concrete on local markets has driven up the cost of concrete by approximately 20 percent over the past two years. We estimate that concrete costs increased the Total Project Bid by approximately \$1.2 million compared with prevailing market conditions two years ago. However, the number of bids received and the narrow cost range of the bids indicates that the construction market as a

whole is very competitive at this time. We conclude that the bids received represent a good construction value for the City of Louisville.

## Evaluation of Contractor Qualifications

The Request for Proposals indicated that bidders would be evaluated based on their qualifications, experience, and reliability. Each bidder was required to provide the following information to demonstrate their qualifications:

1. Company information
2. General Qualifications
3. Contractor's License
4. Relevant project experience
5. Proposed project management personnel
6. Pending legal liabilities (if any)

Each of the bidders provided the requested qualifications, experience, and references with their proposals. The contractors that submitted proposals for the project represent a range of construction experience, company size, and staff experience. The qualifications of each firm are summarized in **Table 2**. Relevant project experience for each firm is summarized in **Table 3**. All of the firms are considered qualified to construct the City of Louisville WWTP.

**Table 2 Contractor Information**

Item	MWHC	Garney	Archer Western	Moltz
Incorporation date	June 2001	Dec 1961	Sept 2009	July 1989
Colorado office	370 Interlocken Blvd., Suite 300, Broomfield, CO 80021	7911 Shaffer Pkwy, Littleton, CO 80127	8703 Yates Drive, Suite 105, Westminster, CO 80031	8807 County Rd 175, P.O. Box 729, Salida, CO 81201
Corporate office	(same)	1333 NW Vivion Rd, Kansas City, MO 64118	1411 Greenway Drive, Irving, TX 75038	(same)
Annual Revenue, \$ million	2.5 billion	616	4.0 billion	11.9
Contact	David Campbell	Wayne O'Brien	Daniel Walsh	Eric Moltz
Telephone	303.439.2814	303.791.3600	312.563.5400	719.539.7319

**MWH Constructors.** MWHC provides construction capabilities to municipal, federal, and industrial clients. MWHC has construction capabilities from preconstruction through commissioning, start-up, and operations and maintenance. MWH has over 180 global offices in 35 countries and operate in six continents and had total revenues of approximately \$2.5 billion in year 2014. The company has approximately 7,000 employees. MWHC was formerly known as Montgomery Watson Constructors, Inc. until it amended its name on June 25, 2001.

**Garney Construction.** Garney Construction performs most of their business in construction of water, wastewater, and solid waste facilities. The company is employee owned, has over 1,000 employees, and had total revenues of approximately \$616 million in year 2014.

**Archer Western Construction.** Archer Western was established in 1983 and is headquartered in Atlanta, Georgia, the company is served by seven regional offices nationwide. Archer Western is a subsidiary of The Walsh Group, a general contracting, construction management, and design-build firm. The Walsh Group has approximately 5,000 employees and had total revenues of approximately \$4 billion in year 2013.

**Moltz Construction, Inc.** Moltz Construction, Inc. was incorporated in 1989 and in 1995 they began focusing primarily on municipal and industrial water and wastewater related projects. Moltz has approximately 130 employees and had total revenues of approximately \$11.9 million in 2014.

**Table 3 Contractor's Relevant Experience for 5 Similar Projects**

Contractor	Projects				
MWHC	Tres Rios WRF Tucson, AZ \$232.5M 8/29/2014	Central Weber WWTP Upgrades Ogden, UT \$128.5M 5/15/2012	North Davis WWTP Expansion and Upgrade Syracuse, UT \$91.0M 11/1/2007	Piedmont Regional Water Resource Recovery Facility Greenville, SC \$44.3M 12/14/2012	Thomas P. Smith WRF Tallahassee, FL \$171.5M 3/30/2015
Garney	PAR 942 North Secondary Complex Improvements Denver, CO \$48.3M 5/2011	75 <sup>th</sup> St. WWTP Upgrades Boulder, CO \$28.5M 10/2008	Plum Creek WWTP Expansion Castle Rock, CO \$24.7M 8/2005	Fruita WRF Fruita, CO \$22.3M 1/2012	75 <sup>th</sup> St. Dewatering Improvements Boulder, CO \$11.8M 7/2008
Archer Western	Boerne WWTP Boerne, TX \$31.4M 2/25/2013	Wilson Creek WWTP Expansion Wylie, TX \$30.7M 12/8/2012	Dallas SSWWTP Solids Dewatering Facility Dallas, TX \$39.1M 10/15/2013	Ten Mile Creek WWTP Arlington, TX \$22.2M 9/23/2010	Red Oak WWTP Arlington, TX \$18.4M 10/8/2011
Moltz	Glenwood Springs Regional WWTF Glenwood Springs, CO \$22.8M 12/14/2012	Broomfield WWRF Phase 2 Upgrade & Expansion Broomfield, CO \$29.2M 7/20/2011	South Ft. Collins WWTF Improvements Ft. Collins, CO \$20.7M 11/8/2007	Longmont WWTF Headworks Improvements Longmont, CO \$12.9M 1/20/2015	Salida WWTF Salida, CO \$12.4M 11/19/2013

Note: Date represents project completion.

## References

All of the references listed in **Table 4** indicated that MWH Constructors had performed their projects satisfactorily and had a good job site safety record.

**Table 4 Client References for MWH Constructors**

Client	Project	Contact	Telephone
Pima County, AZ	Tres Rios WRF	Jaime Rivera	(520) 724-6500
Central Weber Improvements District, Ogden, UT	Central Weber WWTP Upgrades	Lance Wood	(801) 731-3011
North Davis Sewer District, Syracuse, UT	North Davis WWTP Expansion and Upgrade	Kevin Cowan	(801) 825-0712
Renewable Water Resources, Greenville, SC	Piedmont Regional Water Resource Recovery Facility	Bryan Kohart	(864) 299-4020
City of Tallahassee, FL	Thomas P. Smith WRF	Jim Oskowis	(850) 694-8001

### High Speed Turbo Blower Selection

Three blower manufacturers were submitted; Sulzer/ABS, Neuros, and Aerzen. Each manufacturer submitted performance curves based on the operating conditions provided in the HSTB specification. The HP provided on the curves is the wire to air power and includes all losses associated with the VFD, motor, etc. The total power cost was calculated based on the operating conditions provided in the specification and a power cost of \$0.08 per kW-hr, a summary of the results is provided in **Table 5**.

**Table 5 HST Blower Evaluation**

Condition	Percent Operation	Air Flow, scfm	Sulzer/ABS Total kW per Year	Neuros Total kW per Year	Aerzen Total kW per Year
Maximum Summer	5	4,500	81,360	93,436	111,912
Maximum Winter	5	4,000	58,161	60,247	70,405
Minimum Winter	5	1,200	21,729	20,973	32,707
Minimum Summer	5	1,200	24,212	24,213	36,078
Average Summer	25	2,700	257,641	266,646	279,781
Average Winter	25	2,500	181,182	196,810	206,880
Max Month Summer	18	3,500	229,377	249,360	285,929
Max Month Winter	12	3,000	112,454	110,336	115,275
TOTAL Power Cost per Year			\$77,289.23	\$81,761.62	\$91,117.44

The total power costs ranged from a low of \$77.3 thousand to a high of \$91.1 thousand per year. Sulzer/ABS is the most efficient HSTB. The second and third most efficient are approximately 6 percent (Neuros) and 18 percent (Aerzen) higher, respectively, in total power costs per year.

A net present value (NPV) analysis was also completed using the capital installed cost and O&M costs over a twenty year period. An inflation rate of 2 percent and a discount rate of 3 percent was used in the calculations. The results of this analysis is provided in **Table 6**.

**Table 6 Blower NPV Analysis**

	Sulzer/ABS	Neuros	Aerzen
Capital Cost	\$468,000	\$576,000	\$444,000
20-yr O&M Cost	\$1,451,616	\$1,526,691	\$1,735,551
NPV	\$1,919,616	\$2,102,691	\$2,179,551

The NPV ranged from a low of \$1.9 million to a high of \$2.2 million. Sulzer/ABS has the lowest NPV. The second and third lowest are approximately 10 percent (Neuros) and 13.5 percent (Aerzen) higher, respectively.

### Conclusion and Recommendation

Based on the bid amount and the Contractor's qualifications and experience, we recommend award of the Total Project Bid to MWH Constructors.

Based on the installed capital cost and the blower manufacturer's operating efficiency, we recommend award of the HSTB bid to Sulzer/ABS. Selecting this manufacturer decreased the Total Project Bid by \$108,000 for a Total Project Bid of \$26,968,534.

If you have any questions or require additional assistance, please call us.

Sincerely,  
Dewberry Engineers Inc.



Patrick D. Radabaugh, P.E.  
Associate

**SUBJECT:** ORDINANCE NO. 1692, SERIES 2015 – AN ORDINANCE FOR THE REGULATION OF TRAFFIC BY THE CITY OF LOUISVILLE, COLORADO; AMENDING CERTAIN SECTIONS OF THE LOUISVILLE MUNICIPAL CODE CONCERNING FLASHING YELLOW SIGNALS AND DRIVING THROUGH PRIVATE PROPERTY – 2<sup>nd</sup> Reading Public Hearing (advertised *Daily Camera* 05/10/2015)

**DATE:** MAY 5, 2015

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

**SUMMARY:**

The attached ordinance includes two provisions amending the City's Traffic Code. The two additions are as follows:

**Flashing Yellow Light**

The first change would amend Section 10.04.020 to include the regulatory meaning for the flashing yellow arrow traffic signal. On March 20, 2006, the Federal Highway administration (FHWA) issued a memorandum granting interim approval for the optional use of the flashing yellow arrow as a means of signaling permissive left turns. The flashing yellow arrow traffic signal indication was subsequently incorporated into the 2009 Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), as published by the FHWA. Since the flashing yellow arrow is now the prescribed national standard traffic signal indication to be used where permissive turns are allowed from dedicated turn lanes, it is necessary to update Section 10.04.020 to include the meaning for this type of signal indication. This new flashing yellow arrow will be used at new traffic signals including the installation planned for the Dillon Rd. and St. Andrews Lane intersection. The exact text of the provision is set forth in the ordinance.

**Driving Through Private Property or Driveways**

The second change would amend Section 10.04.020 to make driving across private property from a public street to another public way unlawful. For example, drivers often cut across private property or driveways in order to avoid a traffic signal or stop sign in an effort to save time or avoid traffic. To further protect public health and safety, staff recommends adding this prohibition to the City's Model Traffic Code. The exact text of the provision is set forth in the attached ordinance.

**FISCAL IMPACT:** None.

**RECOMMENDATION:**

Approve Ordinance No. 1692, Series 2015 19, 2015.

**SUBJECT: ORDINANCE NO. 1692, SERIES 2015**

**DATE: MAY 05, 2015**

**PAGE 2 OF 2**

**ATTACHMENT(S):**

1. Ordinance No. 1692, Series 2015

**ORDINANCE NO. 1692  
SERIES 2015**

**AN ORDINANCE FOR THE REGULATION OF TRAFFIC BY THE CITY OF LOUISVILLE, COLORADO; AMENDING CERTAIN SECTIONS OF THE LOUISVILLE MUNICIPAL CODE CONCERNING FLASHING YELLOW SIGNALS AND DRIVING THROUGH PRIVATE PROPERTY.**

**WHEREAS**, pursuant to section 42-4-110(1)(b), C.R.S., municipalities may in the manner prescribed by article 16 of title 31, C.R.S., adopt by reference all or any part of a model municipal traffic code that embodies the rules of the road and vehicle requirements as set out in the state traffic laws; and

**WHEREAS**, the City has adopted the 2010 edition of the Model Traffic Code for Colorado promulgated and published by the Colorado Department of Transportation for the purpose of providing a system of traffic regulations consistent with state law and generally conforming to similar regulations throughout the state and the nation; and

**WHEREAS**, the City has adopted certain additions, amendments and deletions to specific sections of Parts 1-19 of the Model Traffic Code to further clarify traffic laws; and

**WHEREAS**, the Federal Highway Administration published the 2009 Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways defining and prescribing a flashing yellow arrow as a national traffic signal indication to be used where permissive turns are allowed from dedicated turn lanes; and

**WHEREAS**, the City Council desires to amend the Louisville Municipal Code to add the regulatory meaning of a flashing yellow arrow and to further protect public health and safety by prohibiting drivers from driving across private property to avoid traffic signals or to save time.

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

**Section 1.** Section 10.04.020 of the Louisville Municipal Code is hereby amended by the addition of the following provisions, which shall be added to such section in numerical order:

*Section 904*, Flashing Yellow Signal, is added to read as follows:

904. Flashing Yellow Signal,

- (1) It is unlawful to proceed on a yellow flashing arrow unless it is safe to do so. A driver facing a traffic control signal when the yellow arrow lens of the signal is illuminated with rapid intermittent flashes is warned that opposing traffic has the right of way and the driver should proceed with caution.

- (2) A person who operates a motor vehicle in violation of this section commits a class B traffic infraction.
- (3) This section does not apply to railroad signs or signals.

*Section 1416, Driving Through Private Property or Driveways, is added to read as follows:*

1416. Driving Through Private Property or Driveways,

- (1) It is unlawful for any person to drive from a public street or public way of this City over, across or through any private property or driveway to avoid traffic-control signals, stop signs, or other traffic-control devices or as a route or shortcut from one public street or public way to another.
- (2) As used in this section, "Private Property" includes but is not limited to any property not dedicated as a public street or public way, alley, right-of-way or easement.
- (3) A person who operates a motor vehicle in violation of this section commits a class B traffic infraction.

**Section 2.** If any section, paragraph, sentence, clause, or phrase of this ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity or constitutionality of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each part or parts hereof irrespective of the fact that any one part or parts be declared unconstitutional or invalid.

**Section 3.** All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

**Section 4.** The repeal or modification of any provision of the Municipal Code of the City of Louisville by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

**INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED**  
this \_\_\_\_ day of \_\_\_\_\_, 2015.

---

Robert P. Muckle, Mayor

ATTEST:

---

Nancy Varra, City Clerk

APPROVED AS TO FORM:

---

Light | Kelly, P.C.  
City Attorney

**PASSED AND ADOPTED ON SECOND AND FINAL READING,** this \_\_\_\_ day of  
\_\_\_\_\_, 2015.

---

Robert P. Muckle, Mayor

ATTEST:

---

Nancy Varra, City Clerk

**SUBJECT: DISCUSSION/DIRECTION/ACTION -- COUNTY WIDE ECO PASS  
DETAILED STUDY**

**DATE: MAY 19, 2015**

**PRESENTED BY: ASHLEY STOLZMANN, CITY COUNCILOR**

**SUMMARY:**

This item is intended to determine if the City Council supports Louisville contributing \$10,000 to help fund a study to evaluate possible mechanisms of implementing a County-wide Ecopass program.

Boulder and Boulder County partnered in 2013 to study the feasibility of providing the entire County with EcoPasses (transit passes traditionally purchased by employers, institutions (like CU Boulder) and recognized neighborhood associations that allow access to RTD transit services with no additional fee). That study modeled the impact of residents, students, and employees in the County receiving passes to determine the increased ridership and the cost to fund said service. The County found that: "One of the most interesting findings is that a majority of the money needed to fund a communitywide EcoPass is already being paid to RTD in the form of farebox revenue. The study suggests that existing payments make up between 85 and 94 percent of the total costs of the program"

The next steps in moving toward implementation of a pass program are to:

1. Quantify the EcoPass Benefits and Costs to RTD
2. Analyze Service Levels
3. Determine Pricing Structure
4. Evaluate Pass Mechanisms

To complete this work the County needs to bring in experts that can provide technical analysis current staffing is unable to provide and give RTD confidence the analysis and recommendations are unbiased and accurate.

Boulder and Boulder County have agreed to fund the majority of the work which is estimated to cost between \$150,000 and \$250,000. The County is asking all remaining participating partners to provide collectively \$50,000. The municipalities to make up the remaining funding include: Lafayette, Longmont, Louisville, Lyons, Nederland and Superior. Participating on this study provides Louisville the opportunity to be engaged and at the table in an effort we could not take on alone. Because of the RTD service Louisville receives and the size of our community, it would appear equitable to contribute \$10,000 to the study.

**SUBJECT: DISCUSSION/DIRECTION/ACTION -- COUNTY WIDE ECO PASS DETAILED STUDY**

**PAGE 2 OF 2**

**DATE: MAY 19, 2015**

With the information from this effort, the County will have enough information to know what types of programs could be successful for RTD and will be able to ask Boulder County voters (most likely in the November 2016 election) if they are interested in funding a program for County wide EcoPasses.

Questions can be directed to Boulder County's Multimodal Division Manager [Scott McCarey](mailto:smccarey@bouldercounty.org) at [smccarey@bouldercounty.org](mailto:smccarey@bouldercounty.org).

**FISCAL IMPACT:**

\$10,000. The 2015 budget does not contain funding for this issue. Consequently, approving this proposal would require a subsequent budget amendment.

**RECOMMENDATION:**

Partner with Boulder County to study a county wide EcoPass program by contributing \$10,000 toward the effort.

**ATTACHMENT(S):**

1. Scope of work
2. Project Schedule
3. [2014 Countywide Ecopass Feasibility Study](#)

## Community-wide Eco Pass - Consultant Scope of Work

### I. Quantify Eco Pass Benefits and Costs to RTD:

#### **A. Identify and Quantify Transit Agency Benefits and Costs of Pre-paid Fare Media**

Transit agencies around the world offer and encourage pre-paid fare media. This has benefits to the users as well as direct benefits and costs to the transit agency.

1. Identify and describe all benefits and costs that transit agencies witness with the use of pre-paid fare media.
2. Quantify the financial implications of the top five most important benefits/costs. Examples of benefits/costs that could be quantified include:
  - a. Less cash transactions – Benefits to less cash collection and processing
  - b. Less dwell time from less boarding time. Corollary benefits to be quantified include:
    - i. Improved schedule on-time performance
    - ii. Increased average route speed
    - iii. With increase route speed, the possibility of removing a vehicle block from the schedule while maintaining same desired headways
    - iv. Less need for capital enhancements to expand bus bays. In heavy transit could eliminate the need to go from one bay to two bays (or from two to three bays) to accommodate buses.
  - c. Less need for printed transfers or all-day pass tickets
  - d. Improved predictability of monthly fare revenues
  - e. Increased administration associated with pass distribution and monitoring.

#### **B. Identify and Quantify Benefits/Costs of Eco Pass**

In addition to the benefits of many pre-paid fare media, there are additional quantifiable benefits to an annual, picture ID fare medium like the Eco Pass.

1. Identify and describe all benefits/costs that a transit agencies witnesses with the use of annual, picture ID pass.
2. Quantify the financial implications of the top five most important benefits and costs. Examples of benefits that could be quantified include:
  - a. Less administration – annual fare medium purchase rather than monthly (or 10-book ticket)
  - b. Improved revenue predictability – improvements over the monthly pass
  - c. Investment opportunity on the fare revenue – what is the quantifiable financial benefit of receiving the entirety of fare revenue in lump sum at the beginning of the year (or beginning of the quarter, depending upon program structure)
3. Quantify impacts to RTD service standards (e.g. boardings per hour), increased peak period demand, etc with increases of Eco Pass possession in communities.

- a. Review and analyze off-peak and peak induced demand assumptions from the Boulder County 2014 Communitywide Eco Pass Feasibility Study. Review results with RTD to assess accuracy. For regional routes where additional runs would be added due to induced demand, estimate what percentage of riders would be non-community Eco Pass holders, for purposes of cost allocation.
  - b. Estimate how many people receive Eco Passes and take transit that otherwise would not, and how many additional transit trips are generated both by new riders due to the Eco Pass and by current riders choosing to ride more.
4. Identify and (to the extent possible) quantify the benefits large scale Eco Pass expansion has on household income equity. Specifically analyze how a transition from the current system to a community wide Eco Pass would be viewed under the Title 6 criteria.

**C. Other analysis that RTD would like to have done**

Space holder for RTD

**II. Service Levels Analysis:**

**A. Quantitative Service Analysis**

Transit level of service varies widely across all municipalizes in Boulder County. Quantifying the differences is the foundation to developing appropriate pricing mechanisms for each local agency.

1. Perform a quantitative analysis of the level of transit service within all municipalities of the county to better understand the variations across the county. Results may be presented as a numerical or other appropriate transit score for each municipality. Analysis should include the following components:
  - a. Transit stop density – number of transit stops per square mile
  - b. Frequency, peak hour – number of trips that pass by each stop between 7-9am and 4-7pm
  - c. Frequency, off-peak hour – number of trips that pass by each stop all other times of the day outside of peak hour
  - d. Day time extent – daily hours of operation
  - e. Trip extent with one transfer – distance patron can travel from origin stop with one transfer (gets at number of regional access) – complete trip travel time should be incorporated.
2. Analyze results of the H+T Index developed by Center for Neighborhood Technology ([www.htaindex.cnt.org](http://www.htaindex.cnt.org)). Compare results to analysis performed in II.A.1. Specifically use the following parameters of the work:
  - a. Transit Access Score
  - b. Transit Connectivity Index
  - c. Transit Access Shed

- d. Average Available Transit Trips per Week
3. Complete a similar analysis of II.A.1 and II.A.2 for within the City of Boulder. The City of Boulder has vastly different levels of transit service and may need different pricing mechanisms to provide higher geographic equity within the city.

### III. Pricing Structure

#### **A. Develop Pricing Structures Options**

There are several pricing structures that could be utilized to set the annual price for a new communitywide program. Below are very basic frameworks for three models.

Within this section, provide detailed procedures for each model that could eventually be agreed to with RTD to establish the annual price of the program. Identify other potential modes.

1. Current Fare Replacement Model. Acquire the most current data from RTD on the annual revenue generated from each route in Boulder County. Clarify assumptions made by RTD on how pass program revenues (e.g. monthly pass and Eco Pass contracts) are allocated to each route. For routes that travel in more than one municipality (e.g. the Dash, Bolt, Y) develop a methodology that splits the total revenue for that route amongst the multiple municipality. Possible methodology for splitting this revenue includes:
  - a. Percent of boardings in each municipality
  - b. Percent of revenue hours within each municipality
  - c. Percent of revenue miles travel within each municipality
2. Farebox Recovery Model. Acquire most current data from RTD on the annual operating cost of each route in Boulder County. Clarify assumptions on fully allocated versus operating costs. Similar to the fare replacement model, develop a methodology for splitting the total costs of multi-agency routes across those agencies. Recommend reasonable farebox recovery ratios based upon:
  - a. RTD Fiscal Sustainability Report goals
  - b. Current district-wide farebox recovery averages
  - c. National farebox recovery averages for RTD-like transit agencies in North America.
3. Boarding Based Model. Detail the methodology for using total boardings as the basis for pricing. This is essentially the boardings times the fare for that service times a discount. Components to be detailed include:
  - a. Transfers. Currently transfers are free and linked trips made by Eco Pass are supposed to be removed from the calculation of pricing of the Eco Pass. Is the system currently doing this and what will be recommended if transfers are eliminated under the new fare structure?
  - b. Maximum charge per day. If transfers do go away, will the Smart Card system have the ability to charge no more than the all-day fare to that user?

- c. Fraud. Is there opportunity for local agency staff to review location of trips being made on a Boulder County Eco Pass program such that cards determined to be used illegally can be turned off?

4. Current fare replacement plus new service model. This will combine the analysis from 1 above on current fare replacement with the induced demand analysis.

- a. Perform the analysis in 1 above
- b. Quantify the projected level of induced demand and associated operating costs in each municipality

## **B. Evaluation Matrix**

Each of the four models above will have positive and negative aspects which will change depending upon each agency perspective.

1. Develop pros/cons matrixes to help evaluate the three models. Include the perspective from the following agencies:
  - a. RTD. Include strengths and weaknesses of administration, revenue predictability, fraud etc.
  - b. Local agencies. Include strengths and weaknesses of administration, price predictability.
  - c. Transit users. Are there any spin off negative or positive externalities of any of the models (e.g. concern that too much use of a boarding base model that would escalate price)

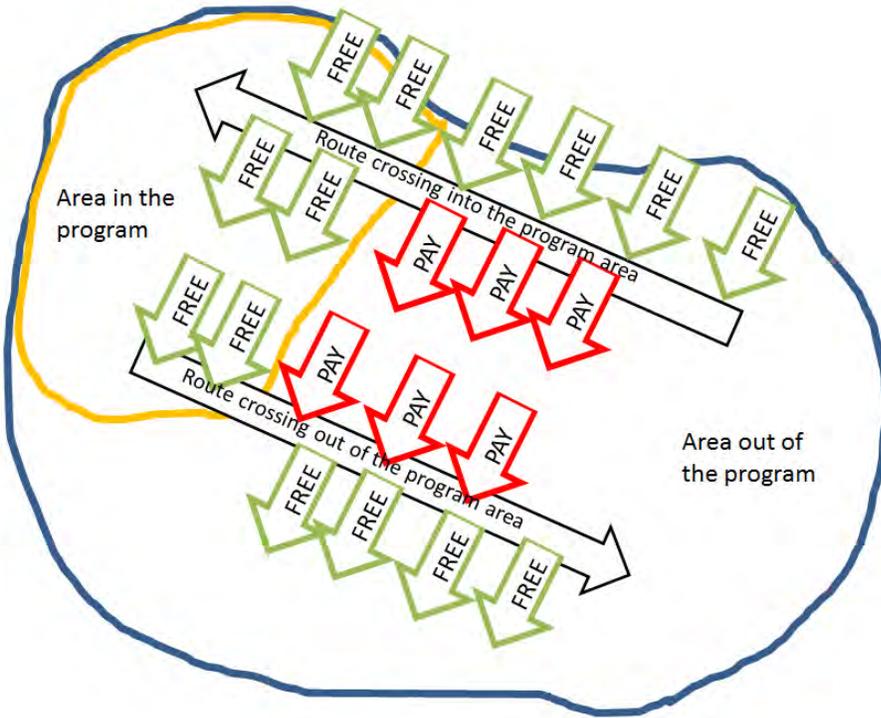
## **IV. Pass Mechanisms**

### **A. Develop Pass Mechanism Options**

Similar to pricing mechanisms, there are several pass structures that could be utilized. Within this section detail the mechanics of each type of program and the strengths and weaknesses of both. This should include a review of operational issues associated with the no passes required approach in other areas, in addition to the Longmont experience.

1. Current Eco Pass. Eco Passes would be valid on all routes throughout the district.
2. Geographically restricted pass. Depending upon how price is established (see III. Pricing Structure) it may be prudent to have a new passes only valid on routes that touch the county. Passes would not be good on routes that are not completely within or that do not cross into the county.
3. No passes required. The simplest of all programs and is currently to system used in Longmont. No passes would be required for any boardings, patrons jump on jump off as much as they like.

For regional routes crossing *into* Boulder County RTD would implement a pay when you get off policy. This is already done on regional routes leaving Denver Union Station during peak PM hours. This policy would sustain revenue generation from passengers that are neither Boulder County residents nor Boulder County employees.



Visual of how no passes required would work for regional routes leaving Boulder County



**SUBJECT:           ORDINANCE NO. 1693, SERIES 2015 – AN ORDINANCE APPROVING A REZONING OF A 3.9-ACRE PARCEL OF LAND LOCATED AT 1055 COURTESY ROAD FROM CITY OF LOUISVILLE INDUSTRIAL (I) ZONING TO CITY OF LOUISVILLE COMMUNITY-COMMERCIAL (CC) AND CITY OF LOUISVILLE MIXED-USE RESIDENTIAL (MU-R) FOR THE DEVELOPMENT OF DELO PLAZA – 1<sup>ST</sup> READING- SET PUBLIC HEARING 06/02/15**

**DATE:               MAY 19, 2015**

**PRESENTED BY:   SEAN MCCARTNEY, PLANNING AND BUILDING SAFETY**

**SUMMARY:**

On May 5, 2015 staff presented to City Council a land use application and the Louisville Planning Commission's recommendation of denial for a rezoning, a final Plat, a final Planned Unit Development (PUD), and a Special Review Use (SRU) request for the proposed DELO Plaza Development, a redevelopment of a 3.9 acre property within the Hwy 42 Revitalization District Core Project Area.

At the conclusion of the hearing, City Council directed staff to return June 2, 2015 with a resolution of approval for the rezoning, final Plat, final PUD, and SRU of the DELO Plaza Development with the following eight conditions:

1. The City and the applicant shall develop a shared parking agreement for the private surface parking lot for events at Miners' Field and larger downtown special events. The agreement will be developed for a limited amount of spaces within in a limited area on the Hwy 42 side of the development where the City shall not be required to provide upfront capitol reimbursements or ongoing costs.
2. All signs, including any monument sign, shall comply with Chapter 7 of the CDDSG, as well as Section 17.24 of the LMC, including a 10 foot setback form right-of-way.
3. The applicant shall continue to work with Public Works on addressing the comments shown in the February 11, 2015 memo.
4. The proposed sidewalks shall match the sidewalk design included in the Highway 42 Plan.
5. The applicant shall modify the landscape sheets prior to recordation to remove the fourteen parking stalls, located along Highway 42, and be replaced with landscaping in compliance with the MUDDSG. The applicant shall also include an east/west sidewalk, connecting Highway 42 to the larger commercial building, via a sidewalk located within a landscape island. In exchange for the reduced

parking from what was proposed, the City shall agree to allow the applicant's tenants, their employees and customers unrestricted parking access to the proposed municipal lot when the City lot is open at no cost until the time when the City passes a resolution restricting access for larger downtown parking management purposes.

6. The applicant shall preserve as many of the existing honeylocust trees along South Street as possible. The applicant shall work with the City Forester and Parks Project Manager, at time of construction drawings, to determine which trees will be preserved.
7. The applicant shall improve the pedestrian access from the proposed public parking lot to the proposed development.
8. The applicant shall improve the architectural detailing of the west façade of the 15,000 sf retail building.

Council then directed staff to prepare an ordinance, rezoning the property from Industrial to Mixed Use Residential (MUR) and Community Commercial (MU-CC), to be scheduled for 1<sup>st</sup> reading on May 19, 2015 and 2<sup>nd</sup> reading to be scheduled for June 2, 2015.

**RECOMMENDATION:**

Staff recommends City Council approve Ordinance No. 1693, Series 2015 on 1<sup>st</sup> reading and set 2<sup>nd</sup> reading and public hearing for June 2, 2015. The staff report and resolution approving the rezoning, final Plat, final PUD, and SRU will be presented in the June 2<sup>nd</sup>, 2015 City Council Packet concurrent with the 2<sup>nd</sup> reading of the ordinance.

**ATTACHMENT(S):**

1. Ordinance No. 1693, Series 2015

**ORDINANCE NO. 1693  
SERIES 2015**

**AN ORDINANCE APPROVING A REZONING OF A 3.9-ACRE PARCEL OF LAND LOCATED AT 1055 COURTESY ROAD FROM CITY OF LOUISVILLE INDUSTRIAL (I) ZONING TO CITY OF LOUISVILLE COMMERCIAL COMMUNITY (CC) AND CITY OF LOUISVILLE MIXED-USE RESIDENTIAL (MU-R).**

**WHEREAS**, Stephen D. Tebo is the owner of certain real property totaling approximately 3.9 acres, which property is designated as a portion of the Caledonia Place subdivision within the Highway 42 Revitalization Area and the legal description of which is attached hereto as Exhibit A (the "Property"); and

**WHEREAS**, the landowner of said Property has submitted to the City Council of the City of Louisville a request to approve a rezoning of the Property from Industrial (I) to Commercial Community (CC) and Mixed-Use Residential (MU-R); and

**WHEREAS**, the Louisville Planning Commission has held a public hearing on the proposed rezoning and has forwarded a recommendation to the City Council, and the City Council has duly considered the Commission's recommendation; and

**WHEREAS**, the City Council has reviewed the proposed rezoning and found it to comply with comprehensive plan, Louisville zoning regulations and other applicable sections of the Louisville Municipal Code; and

**WHEREAS**, the City Council finds the request complies with the Highway 42 Revitalization Area Land Use Plan Exhibit referenced in Section 17.14.090 of the Louisville Municipal Code; and

**WHEREAS**, the City Council has held a public hearing on the proposed rezoning and has provided notice of the public hearing as provided by law; and

**WHEREAS**, no protests were received by the City pursuant to C.R.S. § 31-23-305; and

**WHEREAS**, the Commercial Community (CC) and Mixed-Use Residential (MU-R) zoning classification for the Property are consistent with the City of Louisville comprehensive plan, Louisville zoning regulations and other applicable sections of the Louisville Municipal Code.

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

**Section 1.** Pursuant to the zoning ordinances of the City, that certain Property located at 1055 Courtesy Road within the Highway 42 Revitalization Area and legally described on Exhibit A, attached hereto and incorporated herein by reference, is hereby zoned from City of Louisville Industrial (I) to City of Louisville Commercial Community (CC) and City of Louisville Mixed-Use

Residential (MU-R), and the City zoning map shall be amended accordingly. The portions of the Property rezoned to CC and MU-R are as identified on Exhibit A.

**INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED** this 19<sup>th</sup> day of May, 2015.

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Robert P. Muckle, Mayor

ATTEST:

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Nancy Varra, City Clerk

APPROVED AS TO FORM:

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Light | Kelly, P.C.  
City Attorney

**PASSED AND ADOPTED ON SECOND AND FINAL READING**, this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

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Robert P. Muckle, Mayor

ATTEST:

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Nancy Varra, City Clerk

EXHIBIT A  
Legal Description of the Property

Block 18, Caledonia Place, described as follows:

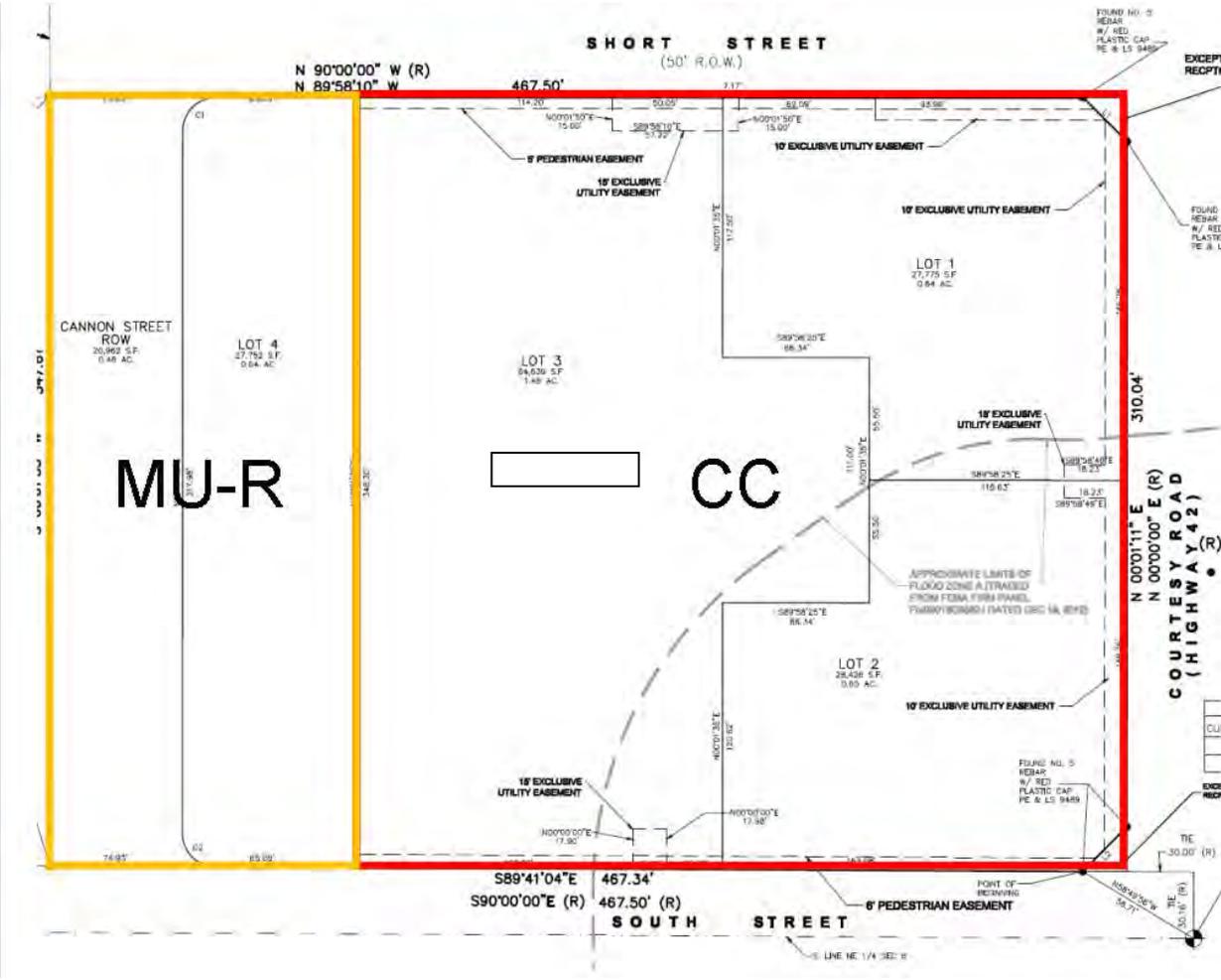
Parcel A:

That portion of Block 18, Caledonia Place, described as follows:

Commencing at the southeast corner of Block 18, Caledonia Place; thence along the south line of said Block 18, north 89 degrees 42 minutes west 243.75 feet to the true point of beginning; thence continuing 89 degrees 42 minutes west 243.75 feet; thence north 347.48 feet; thence east 243.75 feet; thence south 348.76 feet to the true point of beginning, County of Boulder, State of Colorado.

Parcel B:

Commencing at the southeast corner of Block 18, Caledonia Place; thence along the south line of said Block 18; north 89 degrees 42 minutes west 243.75 feet; thence north 348.76 feet; thence east 243.75 feet; thence south 350.04 feet to the Point of Beginning, except those portions deeded to the City of Louisville by Deed recorded July 16, 1978 at Reception No. 290850 and corrected August 5, 1982 at Reception No. 505807 and Deed recorded July 26, 1978 at Reception No. 290851, County of Boulder, State of Colorado.





City Council  
Meeting Packet  
May **19**, 2015

Addendum #1  
Items presented at the meeting.

## Response to Main Street Realignment Proposal

Louisville City Council Meeting May 19, 2015

As the owners of 1655 Main Street in Louisville, we would like to present our objection to the proposed realignment of Main Street. As presented, this proposal has very little real potential for benefit to the residents of Louisville but significant cost and downside. Attached to this letter is a list of the pros and cons of the proposal as we see them.

Initially we must state the obvious point that the proposed road would bisect our property and significantly devalue it. As one of the few remaining parcels of land in excess of two acres located at a major intersection within the City of Louisville, the property is unique and represents a rare opportunity for development of a larger scale commercial project. By taking a major portion of land out of the middle of the property, one greatly reduces the usability, and therefore the potential value. It leaves a significant portion of the remaining lot as useless space of no benefit to either us or the citizens of Louisville. Particularly concerning is the lack of detailed information being shared with the public about the proposal, including any cost-benefit analysis or estimates concerning the potential specific cash outlay of taxpayer dollars this project would entail. While it is obvious that the planning department has spent a lot of time setting forth the various reasons they believe this project should be pushed through, there seems to be very little detail being shared regarding the costs, the problems it actually creates, and the issues it does not solve.

The reasons behind the proposed realignment as set forth by the planning department do not support the decision to undertake such a project when analyzed carefully. Allegedly, it is extremely important to remove the light at the current intersection at Main Street to reduce traffic concerns on South Boulder Road. The reason given is that there is less than 400 feet between the light at Centennial and the railroad crossing which, they state, is unworkable. Yet everyone paying attention to this issue is aware that there is another proposed traffic signal which will be installed just under 400 feet west of Highway 42 to serve the new Boulder County Housing project. Exactly what makes that signal "workable" when the other is not? Further, the railroad crossing will still halt traffic flow in both directions in this area some anticipated twenty times per day. In reality, this realignment will not solve a thing in this regard.

It is clear this project would require the condemnation and/or purchase of at least three separate properties and portions of two others. Yet the only true benefit we can identify is that a pedestrian underpass crossing South Boulder Road is proposed for construction just east of Centennial. While it is true that the public forum comments have expressed an interest in a safe location to cross South Boulder Road, it is not at all clear that the citizens have been provided an accurate portrayal of what such a project would cost. While the planning department has represented that the realignment of Main Street would come with a relatively large potential park and trail head facility, at the most recent meeting concerning this subject, Mr. Russ made it clear that this was likely not at all what would happen. Rather, his expressed intent was made quite clear that Ms. Malerba's property would be

taken in its entirety for construction of the road, and that our property would likely be purchased based on its current zoning of low density residential, at which point the City could promptly change the zoning and install a commercial strip mall type business to “recoup” its costs. It does not take much to realize that this is a blatant and purposeful devaluing of our property. This is particularly true given the past discussions we have had with City Council concerning the expected future zoning of the property when the Comprehensive Plan was being last considered, and the resulting unanimous vote that the property would be considered for commercial development in the future. To simply ignore that voted designation at this time represents a special kind of callousness. All of this discussion has occurred in conjunction with the admission that the City does not have the budget to fund this project and no clear indication of when that would occur. Consideration should be given to full disclosure to the public of the real costs of this project before voting to make it a reality.

Another concerning aspect of this project is the representation that the road will not affect the residents of Scenic heights, in particular the Dunbar property. Mr. Russ represented at the recent planning commission meeting that the intent was to have the intersection offset from Centennial thus eliminating the need to discuss the project with the owners of the homes located just to the west of the realigned road. In reality, this is not feasible given the traffic intersection codes, and the planning department would certainly have to know this to be the case. We anticipate that this proposal is being held back from those residents to decrease any opposition to the project. Once it is approved, however, those residents will have to be notified of the intrusion of the road in their backyards, but it will then be too late for them to voice their opinions. This issue should be addressed up front in order to allow those citizens the chance to voice their concerns or at least be aware of the impending proposed changes. Misrepresentations have also been made to the Tesone family as to the amount of property which will be taken from the corner of Mena Tesone’s property. At the most recent Planning Commission meeting, Mr. Russ represented directly to the family members that the road would be approximately thirty feet closer to the house. However, creating a reasonably accurate drawing of the proposed location makes it clear that the road will actually be approximately forty two feet closer to the house. And more importantly, no mention has been made of the enormous loss of huge trees and mature landscaping which will be incurred at that particular spot. Not only is Ms. Malerba’s house being taken and bulldozed, but most of the mature trees and landscaping around the house will necessarily have to be removed. This creates a particularly devastating visual blow to the remaining area and removes virtually all screening of the road from Mrs. Tesone’s house. The offset intersection as well as the issues discussed in this paragraph can be visualized on the attached scale drawing with aerial photograph overlay.

We would ask that the City Council consider whether this project makes sense given the obvious costs. We would also like to make it clear that we have retained legal counsel and intend to fully resist any condemnation of our property, particularly given the planning department’s stated objective to buy our land at an undervalued price and immediately turn a profit from its purchase.

Main Street Property Holdings II, LLC

Herb and Lynda Newbold

## Advantages

Pedestrian Underpass

## Disadvantages

Will require condemnation of part or all of five separate properties:

- Main Street Properties (Newbold)
- Melissa Malerba
- Mena Tesone
- Patricia Dunbar
- Bank of the West

Will bisect one of the few remaining large lots in Louisville with significant retail potential

Does not provide for an enhanced “Gateway” to the city

Does not provide for a meaningful park area

Recommends development of a “Strip Mall” along South Boulder Road

Ingress/Egress of Underpass will require additional taking of land on north side of SBR

Offset intersections are not recommended and create traffic hazards/liability

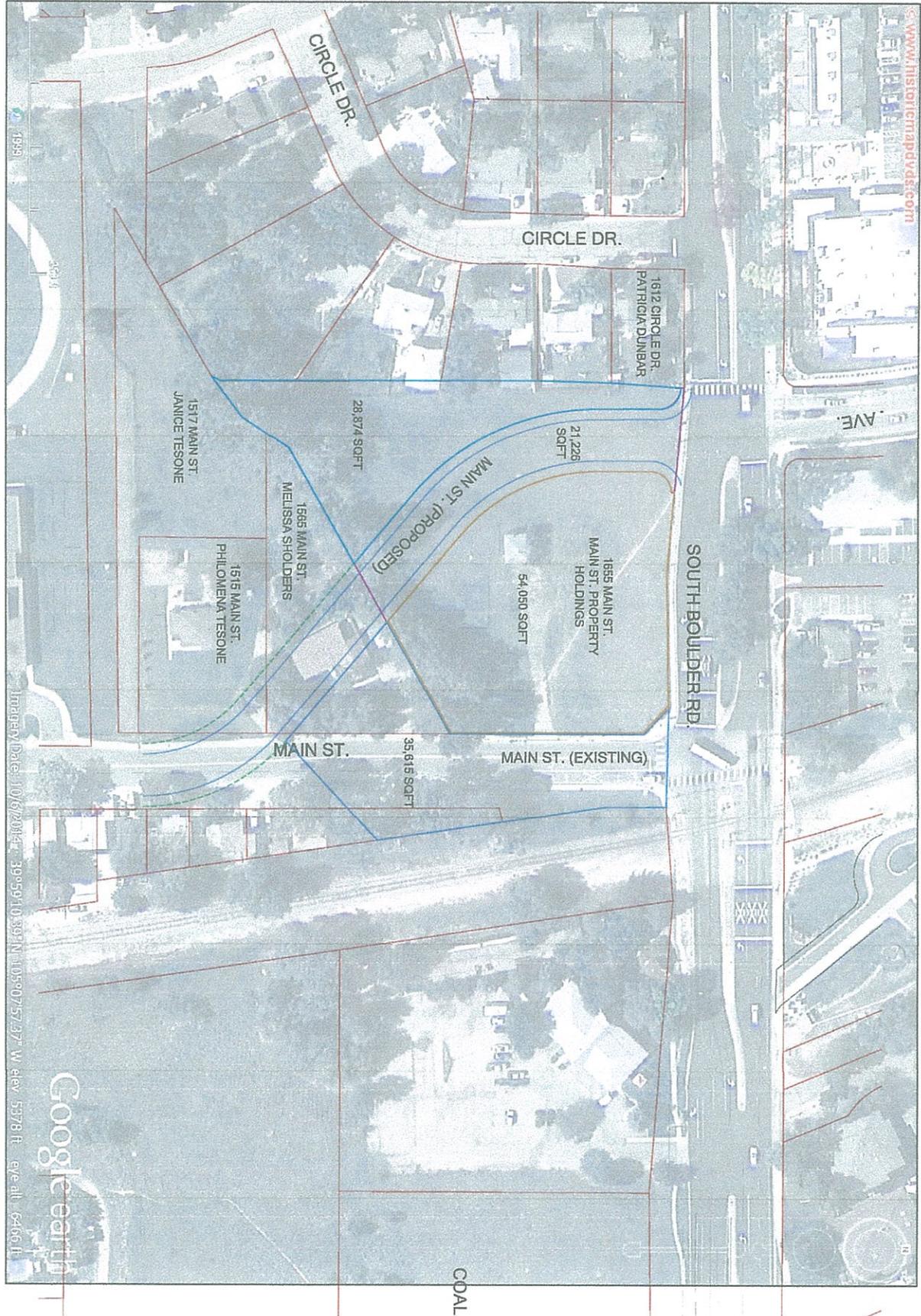
Majority of mature landscaping/trees will have to be removed for road construction

Significant increase in “noise pollution” to Scenic Heights neighborhood

City doesn’t presently, and will not in the near future, have the funding to move forward with project

## Push

Eliminate traffic signal (but not train signal) at Main Street but add traffic signal at Cannon Street



### MAIN ST. RE ALIGNMENT

**SUBJECT: APPROVE THE CONSTRUCTION SERVICES AGREEMENT  
WITH MWH CONSTRUCTORS, INC., FOR THE WASTEWATER  
TREATMENT FACILITY UPGRADES**

**DATE: MAY 19, 2015**

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

**SUMMARY:**

Staff is recommending approval of a construction contract with MWH Constructors, Inc. in the amount of \$26,968,534 and authorizes a staff controlled \$2,696,853 contingency for construction of a new Wastewater Treatment Plant.

On October 1, 2011, Louisville's Wastewater Treatment Plant (WWTP) was issued a new discharge permit regulated by the Colorado Department of Public Health and Environment (CDPHE). This permit incorporated stricter discharge requirements for the City's wastewater effluent released to Coal Creek. A compliance schedule was provided with a deadline for the WWTP to meet new ammonia removal standards by July 31, 2017. Additionally, CDPHE is expected to implement new nutrient criteria for nitrogen and phosphorous, which the WWTP would be expected to meet in 2022. The WWTP is currently not able to reliably meet the 2017 standards and would not be able to meet the 2022 standards at all. Recognizing that non-compliance with new WWTP limits could result in a violation of Federal law, which could carry fines of up to \$25,000 per day.

In 2012, Dewberry Engineers was hired to evaluate the existing facility and determined that it does not meet current CDPHE required design standards for redundancy and would not comply with the future discharge limits. The upgrades required to correct the deficiencies could be addressed by two smaller construction projects, several years apart, designed to address a specific regulation before it became effective, or one larger project that would bring the WWTP into compliance for the foreseeable future. It was determined that due to economies of scale, low interest rates, and a reduced impact to WWTP operations through one construction project instead of two, one large upgrade would be pursued. Once the upgrade scope was well defined, Dewberry was hired to design the facility improvements.

The WWTP design phase commenced in May of 2013 and was finalized in February of 2015, with a solicitation for construction services issued in March. Four construction companies responded to the proposal and their bid amounts are listed in the table below.

**SUBJECT: WASTEWATER TREATMENT FACILITY CONSTRUCTION AGREEMENT**

**DATE: MAY 19, 2015**

**PAGE 2 OF 3**

Company	Bid Amount
Moltz Construction, Inc.	\$32,329,635
Archer Western Construction, LLC	\$31,856,400
Garney Companies, Inc.	\$29,797,000
MWH Constructors, Inc.	\$27,076,534

City and Dewberry's staff reviewed qualifications of the low bidder and determined that MWH Constructors, Inc., meet this project's requirements. Based on the low bid and MWH's qualifications, staff recommends the project be awarded to MWH Constructors, Inc.

Although the low bid is \$27,076,534, the contract documents gave Dewberry and Staff flexibility to make certain equipment selections, which could reduce the bid price. Based on that equipment selection, the contract amount recommended for award to MWH was reduced to \$26,968,534.

**FISCAL IMPACT:**

The majority of funding for this project will be obtained from a State Revolving Fund Loan with a subsidized interest rate. Remainder of the costs would be covered by the Utility Fund cash reserve and grant proceeds. A financial plan update that accounted for the cost of this project has been completed, resulting in recommendations for wastewater service rates to ensure a sustainable utility and repayment of the loan from the Wastewater Plant Upgrade account, 052-499-55810-14. The remaining project expenses and funding source amounts are detailed below. The breakdown excludes design costs already spent on the project.

Remaining Project Expenses

Construction Management – Dewberry	\$1,457,180
Construction Low Bid – MWH	\$26,968,534
Construction Contingency (10%)	\$2,696,853
<b>Total Project Cost:</b>	<b>\$31,122,567</b>

Project Revenue Sources

Remaining Grant Funds	\$555,000
Utility Fund Cash Reserve Contribution	\$3,881,200
State Revolving Fund Loan	\$26,686,367
<b>Total Project Revenue:</b>	<b>\$31,122,567</b>

The total project cost, including design fees, modeled with the latest financial plan update was \$31,249,305, while the current project estimate is \$31,746,907, after it has been reduced by \$1,000,000 to account for the grant the City received. The total loan amount modeled was \$25,800,000, with the current estimate of the required loan amount being \$26,686,367, which is \$886,367 higher. The Utility Fund cash reserve contribution of \$3,881,200 in addition to the design costs already spent, is \$118,800 under the \$4,000,000 modeled in the financial plan. These costs are within the parameters of the utility rate study and staff and consultants believe the loan proceeds, remaining grant revenues and revenue from adopted and proposed utility rates will be sufficient to cover all requirements.

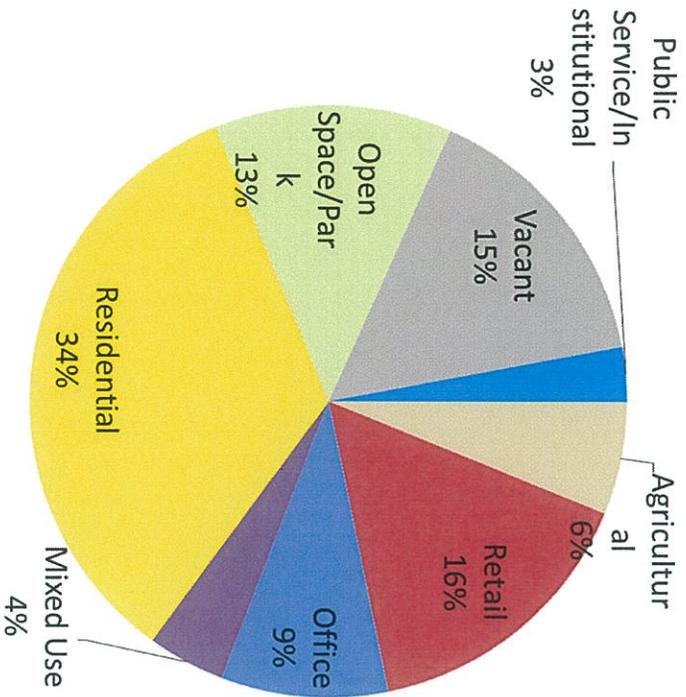
**RECOMMENDATION:**

Staff recommends City Council award the construction **management services** agreement to MWH Constructors, Inc., for \$26,968,534 and authorize staff to contract addenda up to \$2,696,853 for additional work and project contingency, as well as authorize the Mayor and City Clerk to sign and execute contract documents on behalf of the City, all subject to the requirement that the notice of award and contract not be issued or signed until after closing of the CWRPDA loan for the project.

**ATTACHMENT(S):**

1. Agreement
2. Dewberry Engineers' Contractor Recommendation Letter

# Current zoning (3 Stories)

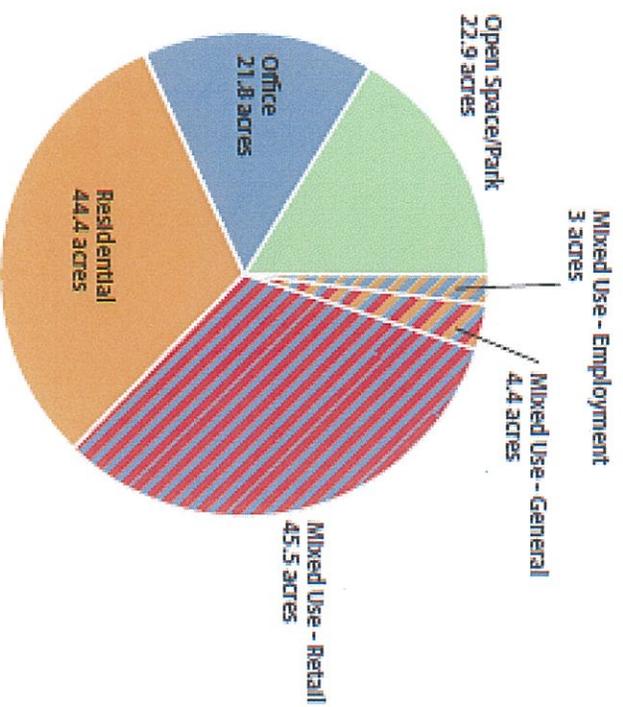


	Residential (Units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
Allowed	1,006	1,258,870	567,382	0
<b>Difference</b>	<b>490</b>	<b>1,064,159</b>	<b>195,610</b>	<b>0</b>

1st - 3rd Stories (by-right)

\*Waiver requests allowed through the PUD process

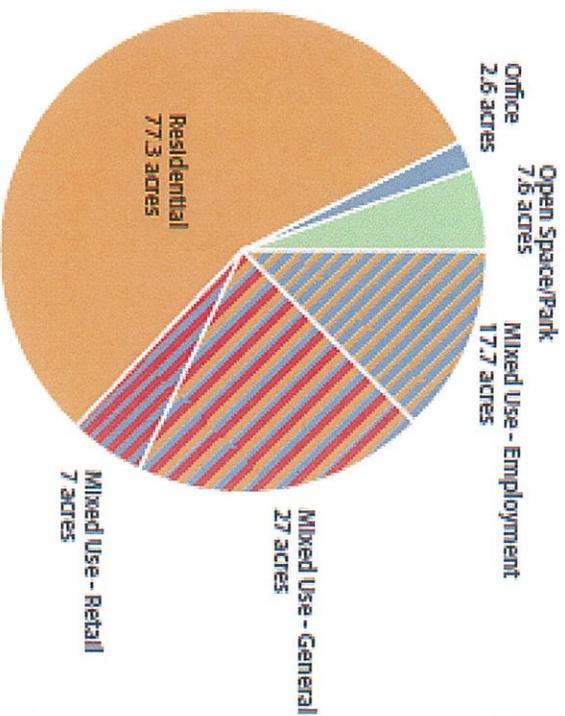

# Workshop (1 Story)



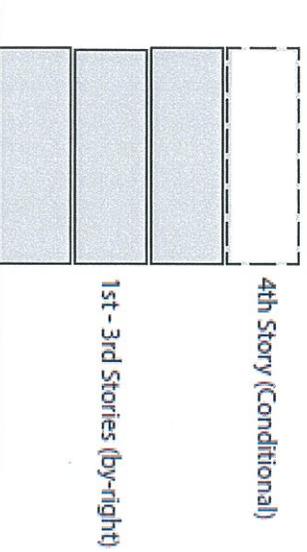
	Residential (Units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
Allowed	1,006	1,258,870	567,382	0
Workshop	855	475,994	350,694	17.9 ac
<b>Difference</b>	<b>-151</b>	<b>-782,877</b>	<b>-216,688</b>	<b>17.9 ac</b>



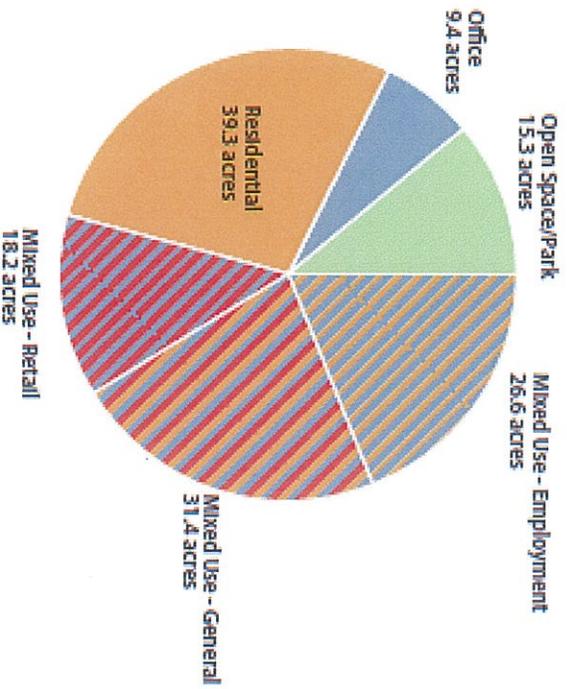
# Market Alternative (3 Stories)



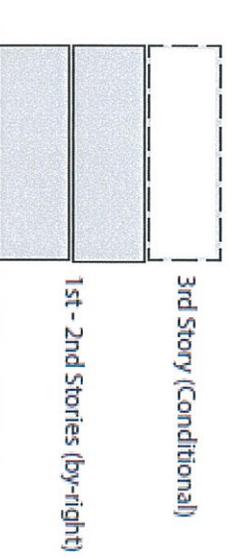
	Residential (Units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
Allowed	1,006	1,258,870	567,382	0
Market	1,741	1,008,398	535,523	1.3 ac
Difference	735	-250,472	-31,859	1.3 ac



# Survey (2 Stories)



	Residential (Units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
Allowed	<b>1,006</b>	<b>1,258,870</b>	<b>567,382</b>	<b>0</b>
Survey	1,042	1,119,275	616,053	10.4 ac
Difference	<b>+36</b>	<b>-139,596</b>	<b>48,671</b>	<b>10.4 ac</b>



# Proposed alternatives

	Residential (units)	Office (SF)	Retail (SF)	Park (SF)
Existing	516	194,711	371,772	0
<b>Currently Allowed</b>	<b>1,006</b>	<b>1,258,870</b>	<b>567,382</b>	<b>0</b>
Workshop Alternative	855	475,994	350,694	17.9 ac
Market Alternative	1,741	1,008,398	535,523	1.3 ac
Survey Alternative	1,042	1,119,275	616,053	10.4 ac

## Carol Hanson

---

**From:** Cecilia Wilson <ceciliaawilson@gmail.com>  
**Sent:** Friday, May 15, 2015 6:16 PM  
**To:** City Council  
**Subject:** Fwd: Delivery Status Notification (Failure)

I have lived in the same house in Louisville for 28 years and used to LOVE it here. As of the last few years, the Council has repeatedly ignored citizen requests to stop this insanity of build, build, build. I quit going to meetings, or even watching them on TV like I did faithfully for years because the Council is doing what they want despite input from the people they are elected to serve. STOP this building! STOP the high density! Louisville is too crowded for me to go out to eat on a weekend. I go to Lafayette or Boulder now. I could not imagine this five years ago. I wouldn't support outside businesses unless I had no choice. Now, I have no love left for Louisville. I'm embarrassed to say I live here in this out-of-control Erie wannabe.

My hope is to be transferred to another town and get out of Louisville ASAP.

Please STOP building and START listening! In addition, you owe your "loyalty" to the citizens that are here NOW! Not those that may or may not live here in the future. WE elected you! They did not. You owe them nothing.

Cecilia Wilson  
2311 Cliffrose Lane  
Louisville

**Carol Hanson**

---

**From:** mail@changemail.org  
**Sent:** Friday, May 15, 2015 10:10 AM  
**To:** City Council  
**Subject:** 10 more people signed "City Council, City of Louisville, CO: Reject small area plan options calling for more high-density housing for SoBoRo & McCaslin"

**change.org** New signatures

City Council – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

City Council, City of Louisville, CO: Reject small area plan options calling for more high-density housing for SoBoRo & McCaslin  
Petition by CAC Citizens' Action Council · 10 supporters



**10 more people signed  
in the last hour**

[View petition activity](#)

Recent supporters

Amber Shafer  
Louisville, CO · May 15, 2015

We specifically chose to buy in Louisville due to its former policy limiting high density housing. While I understand that change is the only constant, change should be managed with a long-term vision for our community, not at the whim of developers who do not live in our community or love and appreciate it the way that local citizens do.

 Scott Wilkey  
Louisville, CO · May 15, 2015

L'ville wins "Best place to live" twice in 5 years. Naturally,

government wants to change everything!! Keep it simple.  
Keep it the same.

Kerry Norman

Louisville, CO · May 15, 2015

Louisville is under enormous pressure due to its proximity to Boulder and Denver, it's open space and constant placing on "top place to live" types of lists. This makes it popular and people want to live here. I understand that but the reason they want to live here is because of its unique small town feel. Broomfield and Erie are suburban sprawl, Boulder and metro Denver are urbanized. Louisville is pretty unique. If the city council continues with a push towards densification and urbanization, what makes Louisville special will be lost. The city needs to realize that the end goal of the city is not to constantly find new ways to build the tax base to get more money. A time comes when enough is enough and the city focuses on supporting a community that exists as is. That there is more to a city than simply revenue collection. There is quality of life. Louisville has a high quality of life but that can so easily slip with mismanaged development plans. I grew up in the UK. I know about densification and the problems it brings. We don't want that here.



Danielle Lawrentz

Louisville, CO · May 15, 2015

I want to keep Louisville the way that makes it so special.



Heather Stupfel

Louisville, CO · May 15, 2015

[View all 10 supporters](#)

Change.org for decision makers

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether

you agree with their call to action, or ask them for more information. [Learn more.](#)

This notification was sent to [CityCouncil@LouisvilleCO.gov](mailto:CityCouncil@LouisvilleCO.gov), the address listed as the decision maker contact by the petition starter. If this is incorrect, please [post a response](#) to let the petition starter know.

Change.org · 548 Market St #29993, San Francisco, CA  
94104-5401, USA

## Carol Hanson

---

**From:** kingsley.lentz@comcast.net  
**Sent:** Friday, May 15, 2015 8:46 PM  
**To:** City Council  
**Subject:** our city

Louisville City Council,

After moving here from Conifer 23 years ago it was quite an adjustment to living among all the compact houses but I grew to love this town. However, ever since then I've witnessed continuous development throughout our city. And in the last several years the development seems to be growing exponentially to the point where almost every tract of land is being lost to over-development. To continue to build more apartment houses and condos detracts from the good reputation Louisville has celebrated nationally. If the planning commission truly wants to maintain it's small town character, I think it's way too late.

Thank you for considering my opinion.

Kingsley J. Lentz, Ph.D.  
532 Leader Circle

**Carol Hanson**

---

**From:** Michiko Christiansen <chikochrist@gmail.com>  
**Sent:** Saturday, May 16, 2015 7:10 PM  
**To:** City Council  
**Subject:** Keep it small

Dear Members of City Council,

I oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas and reduction in open space. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails will be greatly compromised if the results of the citizen's workshop are dismissed and the "Survey" option becomes the template for development.

Sincerely,  
M. Christiansen

## Carol Hanson

---

**From:** Ruthie Werner <ruthiewerner@gmail.com>  
**Sent:** Saturday, May 16, 2015 10:21 PM  
**To:** City Council  
**Subject:** Zoning

Dear Members of City Council,

I oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas and reduction in open space. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails will be greatly compromised if the results of the citizen's workshop are dismissed and the "Survey" option becomes the template for development.

Sincerely,

Ruthie werner  
Sent from my iPhone

## Carol Hanson

---

**From:** Brian Aivars Catlos <Brian.Catlos@Colorado.EDU>  
**Sent:** Sunday, May 17, 2015 1:47 AM  
**To:** City Council  
**Subject:** RE: McCaslin Re-zoning

Dear Members of City Council,

I oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas and reduction in open space. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails will be greatly compromised if the results of the citizen's workshop are dismissed and the "Survey" option becomes the template for development.

Sincerely,  
Dr. Brian Catlos &  
Dr. Nuria Silleras Fernandez  
890 S Palisade Ct.  
Louisville

## Carol Hanson

---

**From:** Joel Hayes <hayesjoel@gmail.com>  
**Sent:** Sunday, May 17, 2015 6:25 PM  
**To:** City Council  
**Subject:** south boulder road developement

Dear members of the Louisville City Council:

We write to express my strong opposition to the recommendations of city staff to add high density housing to the South Boulder Road corridor. We moved to this neighborhood because we love the small town lifestyle. We and our neighbors do not want to live in or near an urban corridor. We already see traffic problems on and near South Boulder Road due to increased developement, along with crowded schools, rec center, etc. And we do not want to run out the existing local businesses we utilize and rely on just to build more mult- family housing.

Please stop spending our current and future tax money to increase housing developement. Rather, please spend it on infrastructure to deal with the current development and flood related damage.

Thank you for your attention.

Joel Hayes  
Susan Johnson  
187 Harper St.  
Louisville CO

**Carol Hanson**

---

**From:** calvinhada@gmail.com on behalf of Calvin Hada <c.hada@comcast.net>  
**Sent:** Sunday, May 17, 2015 6:49 PM  
**To:** City Council  
**Subject:** South Boulder Road and McCaslin Re-zoning

Dear Members of City Council,

I oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails will be greatly compromised if the results of the citizen's workshop are dismissed. If the "Survey" option becomes the template for development, one must ask why the clear will of the people was dismissed without any cause given.

Best Regards,

Calvin Hada  
303 550-7852 cell

*906 S Palisade Ct  
Louisville, CO 80027  
Resident since 1997*

## Carol Hanson

---

**From:** jo emery <joemery32@gmail.com>  
**Sent:** Sunday, May 17, 2015 7:29 PM  
**To:** City Council  
**Subject:** Rezoning of land, S, Boulder Road & McCaslin

We strongly urge you to prohibit any new residential land development in subject area. McCaslin is already super-trafficly and backs up during snowy/icy conditions. Our Rec Center is overcrowded already--some senior classes cancelled during the summer months to allow youth activities; we don't need more people. NO MORE GROWTH IN LOUISVILLE! WE'RE NOT BOULDER. Roy and Jo Emery, 679 W. Aspen Way

## Carol Hanson

---

**From:** Gmail <sandra.mary.aris@gmail.com>  
**Sent:** Sunday, May 17, 2015 9:48 PM  
**To:** City Council  
**Subject:** Rezoning

Dear Members of City Council,

I oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas and reduction in open space. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails will be greatly compromised if the results of the citizen's workshop are dismissed and the "Survey" option becomes the template for development.

Sincerely,

Sandra Aris

**Carol Hanson**

---

**From:** Alex Bradley <louisvilleenrollmentwatch@gmail.com@mail75.atl11.rsgsv.net> on behalf of Alex Bradley <louisvilleenrollmentwatch@gmail.com>  
**Sent:** Sunday, May 17, 2015 10:00 PM  
**To:** City Council  
**Subject:** LSEW - South Boulder Road Small Area Plan and "Draft Plan" Update

LSEW - South Boulder Road Small Area Plan - City Council to review 3 plan options for the area at Tuesday's City Council Meeting and "Draft Plan" Update



Hello Everyone,

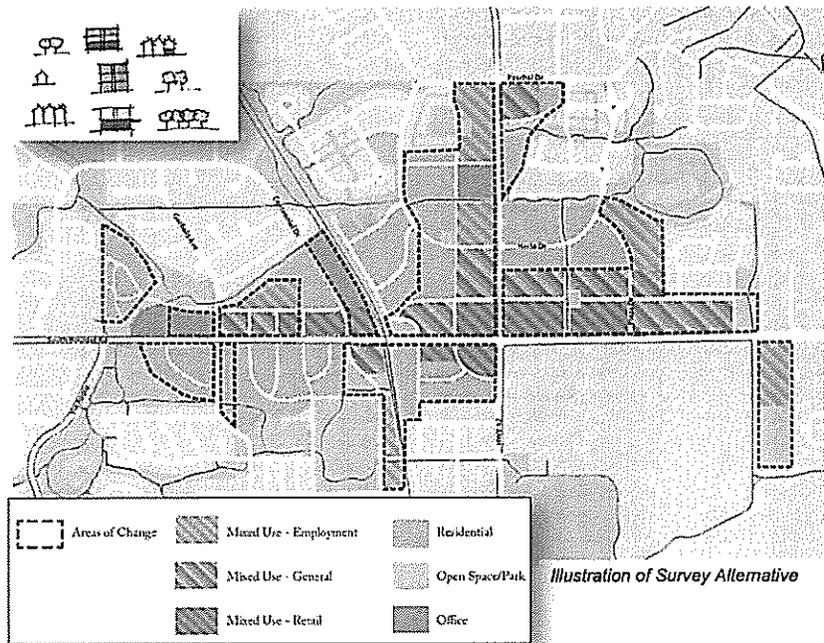
Two things to fill you in about:

1) The City Council is reviewing 3 plan options for the South Boulder Road Small Area Plan at the City Council meeting this Tuesday, May 19th, at 7 pm at City Hall. **2 of the 3 options allow MORE high-density residential in the area that would feed into LES/CoalCreek/LMS/Monarch.** The Citizen's Action Council put out a petition asking the City Council not to change the zoning for the area to allow the additional high-density housing. **More information below as well as a link to the petition. PLEASE sign if you agree with it and pass the link along!**

2) I got a sneak peak at the "draft plan" from BVSD. I am hoping that the City Council and the BVSD School Board provide the BVSD staff feedback that they need to put more detail in the plan. The "plan" does not provide any of the specific information that the City Council had requested (What mitigation action would be taken and at what % capacity it would be triggered for LES). It is safe to say that I was extremely disappointed.

As always, please pass this email along to anyone that you think may be interested. Hope everyone enjoys the last two weeks of school! I'll keep posting through the summer as things come up.

Cheers,  
Alex Bradley



## MORE High-Density Housing in the South Boulder Road Area?

**PLEASE consider signing the CAC petition (Keep our Small Town Character: Stop Planning for More High Density Housing): [www.change.org](http://www.change.org)**

The City Council will be reviewing 3 planning options for the South Boulder Area Small Area Plan at the City Council Meeting - Tuesday, May 19th, 7 pm., City Hall. The point of the process is to come up with the overall plan for the South Boulder Road corridor (there is another one happening for McCaslin as well) that will define the zoning of the area and the overall look and feel for the future. This includes things like building heights and how close the buildings are to the street.

**2 of the 3 planning options being brought to the City Council have an increase in high-density housing and add high-density housing where there currently isn't any allowed!!!!** The plans call for a change in zoning for areas that are currently commercial to "mixed-use" (retail/residential, office/residential, retail/office). Areas that could change include (but aren't limited to):

- The King Soopers shopping area all the way to the border with Lafayette
- The undeveloped area at Steel Ranch on 42
- At the corner of 42 and Pascal by North End

- Village Square shopping center west of Alfalfas

My concern is that other developments that have been zoned mixed-use in town have ended up being almost entirely residential (DELO Phase 1 for example). If these areas were built out with more residential, it would push LES over the edge, most likely resulting in existing neighborhoods being redrawn out of LES. Another thing to note is that these high-density residential developments do not equate to affordability. In fact, the ones that have been built or are in process are crazy expensive (think +\$525K for a town home). Other issues includes infrastructure in town like roads, parks, the Rec Center etc.

On a non-enrollment side of things. I had a big discussion with one of the folks with the CAC. He explained the fiscal side as follows: "There has been a lot of chatter about the best way to increase Louisville's revenue base. The answer lies in our revenue structure. 39% of our revenue comes from "charges for services," i.e., the fees we spend for such things as water, sewer and rec center fees. Next comes sales tax at 25%. Far down the list is property taxes that make up 7%. It is projected that 40-50% of our sales tax comes from non-residents. That means to pay our bills we need around \$5 million dollars from outside the City. In addition to bringing in sales tax dollars, our commercial base provides additional revenues that exceed the cost of this base. To put it another way, the average household in Louisville does not pay enough in taxes and fees to cover the full costs of the services it consumes. Ergo, adding more residential units does strengthen our tax-base. In fact, our per capita revenue is decrease if we we do not get additional commercial revenues every time we build a residential unit. And all of this does not take into account the "costs" of crowding."

If you made it this far and want more information, [click here to take a look at the packet that is being presented to the City Council.](#)

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You are receiving this email because you asked to receive information regarding school enrollment issues in Louisville.

**Our mailing address is:**

Louisville Schools Enrollment Watch  
Caledonia Circle  
Louisville, CO 80027

[Add us to your address book](#)

**Our phone number is:**

303-709-9694

[unsubscribe from this list](#) [update subscription preferences](#)



## Carol Hanson

---

**From:** Kyle A. Pyuen <kap@bhgrlaw.com>  
**Sent:** Monday, May 18, 2015 7:45 AM  
**To:** City Council; 'citycouncil@louisvilleco.gov'; Jay Keany; Jeff Lipton; Malcolm Fleming; Susan Loo  
**Subject:** high density planning

For some reason the 2 council email addresses I have keep bouncing back as undeliverable. Anyways.

I have lived in Louisville for 8 years now, having moved from So. Boulder. Louisville was my 1<sup>st</sup> choice and I felt fortunate to have been able to buy and move into Louisville. If I was doing the same thing now I am pretty sure I would be looking elsewhere. While downtown remains charming and small townish – the suburbia spread that is happening to the north of town is disappointing and creating traffic headaches. What is also very alarming is the deaf ear the Council is taking to its citizens, the people who elected you. When that happens, trust is broken and new choices researched.

I hope you will reconsider your approach to the people and your plans for Louisville.

Sincerely,

Kyle Pyuen

---

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**Carol Hanson**

---

**From:** Funk, Bernard J <bernard.j.funk@key.com>  
**Sent:** Monday, May 18, 2015 8:59 AM  
**To:** City Council  
**Subject:** FW: High Density Apartment Housing

**From:** Funk, Bernard J  
**Sent:** Sunday, May 17, 2015 7:26 PM  
**To:** 'CityCouncil@LouisvilleCO.gov'  
**Subject:** High Density Housing

The majority of the residents in Louisville do not want any more High Density Apartment Housing.

Lets keep the small town atmosphere that prompted us to move to Louisville.

Plus, Louisville has been nationally recognized for just that and the many other of our country style features and also the great services available in Louisville.

We do not need to make the same mistakes that were made back “East”

Regards

**Barney Funk**

1104 Hillside Lane

Louisville, CO 80027

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**Carol Hanson**

---

**From:** Patricia Juhasz <pj.newyork@gmail.com>  
**Sent:** Monday, May 18, 2015 9:05 AM  
**To:** City Council  
**Subject:** South Boulder Road and McCaslin

Dear Members of City Council,

I oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas and reduction in open space. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails will be greatly compromised if the results of the citizen's workshop are dismissed and the "Survey" option becomes the template for development.

Sincerely,  
Louisville Homeowner  
Patricia Juhasz  
914 South Palisade Ct  
Louisville CO 80027

**Carol Hanson**

---

**From:** 2mikeross@gmail.com on behalf of Mike Ross <michael.j.ross@colorado.edu>  
**Sent:** Monday, May 18, 2015 11:11 AM  
**To:** City Council  
**Subject:** Rezoning and Development

Dear Members of City Council,

I oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas and reduction in open space. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails will be greatly compromised if the results of the citizen's workshop are dismissed and the "Survey" option becomes the template for development.

Sincerely,  
Mike Ross

--

Mike Ross, Ph.D.  
888 S. Palisade Ct.  
Louisville, CO 80027

## Carol Hanson

---

**From:** sherry sommer <hellosberry2@yahoo.com>  
**Sent:** Monday, May 18, 2015 12:55 PM  
**To:** City Council  
**Subject:** South Boulder Road and McCaslin Small Area Plans

Dear Members of City Council,

We oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails city wide will be greatly compromised if the results of the citizen's workshop are dismissed in the case of South Boulder Road and the "Survey" option becomes the template for development.

Sincerely,

Sherry Sommer  
Dr. Henrik Sommer  
910 South Palisade Ct  
Louisville CO 80027

**Carol Hanson**

---

**From:** Natalie Ross <natalie.ross@gmail.com>  
**Sent:** Monday, May 18, 2015 3:58 PM  
**To:** City Council  
**Subject:** south boulder road

Dear Members of City Council,

I oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas and reduction in open space. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails will be greatly compromised if the results of the citizen's workshop are dismissed and the "Survey" option becomes the template for development.

Sincerely,  
Natalie Ross

## Carol Hanson

---

**From:** Steve Mountjoy <smount@terapath.com>  
**Sent:** Tuesday, May 19, 2015 2:02 PM  
**To:** City Council  
**Subject:** Citizen Input on City Council Decisions

Dear Members of City Council,

I am writing to inform you of my preferences for future development in Louisville. I have been a resident here for almost 20 years and know Louisville well. I do not wish to see its core values and physical development radically changed, as some are suggesting.

I think the one error we can make is to follow the direction of "increased density." It is this approach that has doomed so many communities from California to the east coast. And once it is done it cannot be (or virtually never is) undone.

I oppose rezoning areas along South Boulder Road and McCaslin to include a greater amount of high density mixed use areas and reduction in open space. The quality of life for all those who live in Louisville is being threatened by rapid development and population increase along South Boulder Corridor. The quality of our downtown, parks, rec center, library, roads, schools, and open space trails will be greatly compromised if the results of the citizen's workshop are dismissed and the "Survey" option becomes the template for development.

Sincerely,  
Stephen C. Mountjoy, Ph.D.  
1868 Kalel Ln.  
Louisville, CO

# **The Highway 42 Revitalization Area Framework Plan**

**City of Louisville, Colorado**

**Civitas, Inc.**

**Fehr and Peers**

**Matrix Design Group**

**Szymanski / Ray**

**Acknowledgements**

The consultant team wishes to thank the citizens of the City of Louisville, the City staff and the Highway 42 Working Group for their efforts in the planning of the Highway 42 Revitalization Area. The following people were instrumental in the collaborative planning efforts for the area.

Honorable Tom Davidson, Mayor  
Don Brown, City Council  
Debra Kalish, Planning Commission  
Bill McDermott, Planning Commission  
William Simmons, City Manager  
Paul Wood, Planning Director  
Ken Johnstone, Principal Planner  
Heather Balser, Assistant City Manager for Intergovernmental Relations  
Tom Phare, Public Works Director  
Craig Kitzman, Assistant City Engineer

**Client:**

City of Louisville  
Ken Johnstone, Principal Planner

**Consultant Team:**

Civitas Inc., Urban Design  
Szymanski / Ray, Development Feasibility and Implementation  
Fehr and Peers, Transportation  
Matrix Design Group, Drainage and Cost Modeling

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## 1. Introduction

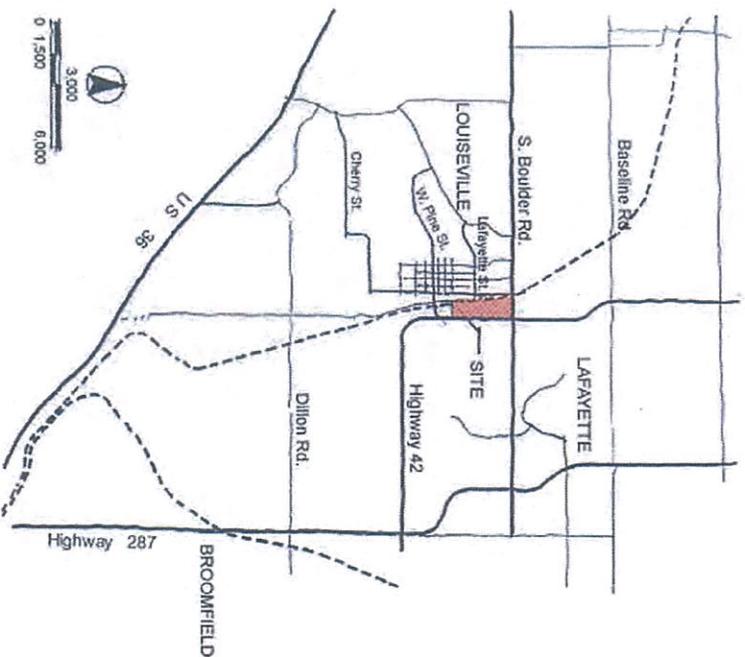
### Project Summary

The Highway 42 Revitalization Area Framework Plan (previously the Highway 42 Corridor Study) was initiated by City Council in 2000 to consider possible changes to the comprehensive plan for the area of town bordered by Highway 42 on the east, South Boulder Road on the north, the BNSF railroad on the west and Pine Street to the south. City Council initiated the project in order to help guide the future of the area. The Goals and Guiding Principles established through the course of the project are as follows:

- Strengthen and enhance adjacent residential neighborhoods.
- Complement and integrate the area with historic downtown Louisville.
- Capture the potential for high quality / mixed-use development.
- Recognize the access and support parking required for a potential commuter rail station within the revitalization area.

The consultant team of Civitas, Szymanski / Ray, Fehr and Peers, and Matrix Design Group in collaboration with the City began this effort in May of 2001, following a previous study by another group. Since then, the consultant team with the help of the Highway 42 Working Group, and through public open houses and workshops has developed this framework plan. The framework plan has developed into a set of recommendations regarding the redevelopment of the Highway 42 Revitalization Area. Recommendations include the following:

- Changes to existing and future land uses in the area.
- Recommendations for pedestrian and automobile connections to Historic Downtown Louisville.
- Changes to internal street alignments and other transportation improvements in the area.
- Pedestrian realm improvements.
- Public Open Space.
- Phase I Development Feasibility.
- Implementation Strategies.



**Why the City Initiated the Highway 42 Framework Planning Process**

1. Changes are inevitable within this area and the City of Louisville is committed to guiding those changes in order to achieve optimum uses, quality and image.
2. There is a growing opportunity and demand for higher quality uses. It is a City priority for this area to achieve its use, quality and image potentials considering:
  - Current and anticipated Highway 42 traffic
  - Proximity to Downtown Louisville
  - Local neighborhood needs
  - Potential Commuter rail
3. A coordinated sub-area framework plan will be substantially more effective than incremental, piecemeal changes.
4. Prepare a plan that recognizes the access and support parking required for a potential future commuter rail station within the revitalization area while maintaining the previous three goals.

**Goals and Guiding Principles for the preparation, adoption and implementation of the Highway 42 Revitalization Area Framework Plan**

1. Strengthen and enhance adjacent residential neighborhoods.
  - Future development of the area should acknowledge and be compatible with the surrounding residential neighborhoods, considering complementary uses, noise, truck and traffic impacts, pedestrian sidewalks, open space, buffering, and better neighborhood access and circulation.
  - The development of this area should enhance the vehicular access and safety from the existing residential neighborhoods to Highway 42.
  - The City has the opportunity to identify and manage any potential impacts of a possible future commuter rail station on the adjacent neighborhoods.
2. Complement and integrate the area with historic downtown Louisville.
  - Future development should complement and enhance , not competewith historic downtown Louisville.

**Public Workshop Process**

The following are the results of previous workshops.

**Past Public Workshops**

February 29, 2000 – Neighborhood Meeting – Louisville Arts Center

- Open House format.
- 30 persons attended (not including staff/consultant).
- Staff reviewed factors leading to the study (increasing traffic, planned road improvements, incompatible zoning/land uses, community gateway)
- Review of draft project scope of work.

November 16, 2000 – Public Workshop – City Council Chambers

- Approximately 20 persons attended (not including staff/consultant).
- Reviewed project purpose, scope and schedule.
- Discussion of opportunities and constraints for the site.
- Review and discussion of draft project goals and objectives (performance criteria).

February 1, 2001 – Public Workshop – Louisville Arts Center

- 48 persons attended (not including staff/consultant).
- Performance Criteria established at the November 16 meeting were reviewed.
- A summary of the market analysis was presented.
- A summary of transportation issues was provided by the consultant, including the potential for a commuter rail location in the study area.
- Several conceptual plans for the area were reviewed, including: 1) a market driven plan, 2) a residentially focused plan, and 3) a commercially focused plan.
- A visual preference exercise was performed to obtain attendees urban design character preferences.

April 5, 2001 – Public Workshop – Louisville Arts Center

- 50 persons attended (not including staff/consultant).
- Staff/Consultant presented plan for Status Quo and “Straw Man” alternative plan.
- At meeting conclusion, the city agreed to bring back more detailed plan(s) that addressed the questions about the potential rail station location(s).

April 18, 2002- Downtown Business Association and the Chamber of Commerce

- Reviewed project purpose, scope and schedule.
- New Consultant team of Civitas, Szymanski Ray presents commuter rail platform alternative locations.
- New Consultant Team takes comments on three illustrative development scenarios.
- New Consultant Team presents development feasibility and implementation ideas

May 8, 2002 Public Open House- City Public Library

- Reviewed project purpose, scope and schedule.
- New Consultant team of Civitas, Szymanski Ray presents commuter rail platform alternative locations.
- New Consultant Team takes comments on three illustrative development scenarios.
- New Consultant Team presents development feasibility and implementation ideas

July 15, 2002 -Working Group Meeting – City Public Library

- Highway 42 Working group picks Alternative B as the preferred Development Scenario (A refined version of this concept is presented in this document.
- Consultant Team conducts Fatal Flaws Analysis- Fehr and Peers and Matrix Design Group are added to the consultant team.

November 26, 2002 -Working Group Meeting- City Public Library

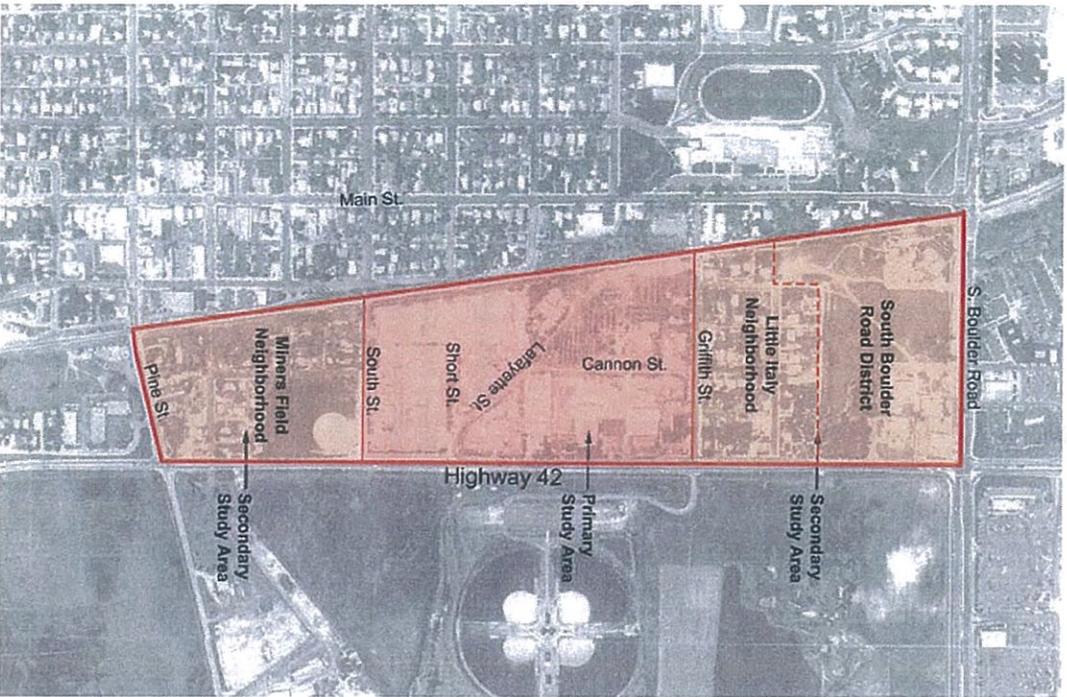
- Alternative B is refined based on drainage needs and transportation Analysis.
- Phase I Program elements are refined to include two retail anchors at approximately 15,000 sf each vs. a 45,000 sf specialty grocery store.
- Current block and street configuration for the preferred plan is chosen. The preferred signalized intersection location is chosen at Short Street due to the results of Highway 42 Progression Analysis and neighborhood traffic concerns.
- South Street underpass is deferred to a later phase based on development feasibility studies.
- Working Group recommends comments be received on the preferred plan at a joint City Council and Planning Commission Study Session.

February 20, 2003 –Joint City Council and Planning Commission Study Session--  
Blue Parrot Restaurant

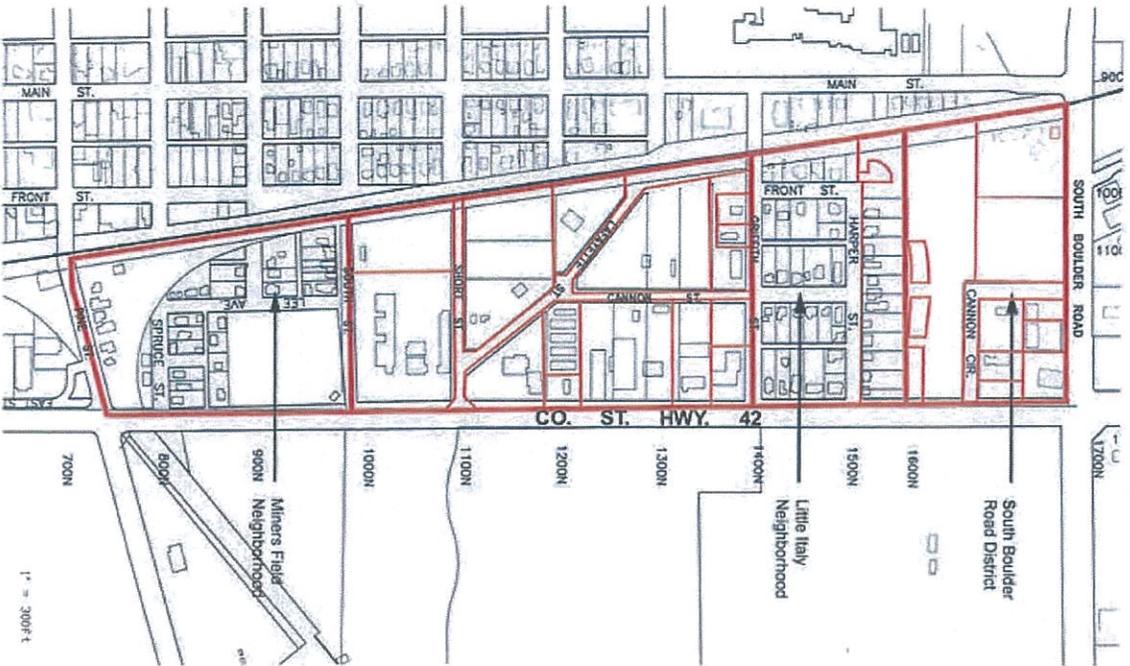
- City staff and consultant team presented a summary of Alternative B Preferred Plan.
- City Council and Planning Commission members expressed general support for the concepts presented and directed that the project be forwarded for consideration as a Comprehensive Plan Amendment.

May 1, 2003 – Public Open House - City Public Library

- City staff and consultant team presented summary of Public Comments received from previous meeting and changes made to the plan to address the comments.
- City staff and consultant team discussed next step actions for implementing the plan including Zoning and Design Standards and Guidelines.
- Open house for community review.



## II. Project Area Overview



**Property Ownership**

The Highway 42 Revitalization Area is comprised of over 20 major property owners (not including single family detached residential lot owners) that are underutilized or vacant. The properties are pivotal to the creation of a potential transit oriented, mixed use community adjacent to Historic Downtown Louisville.

**Core**

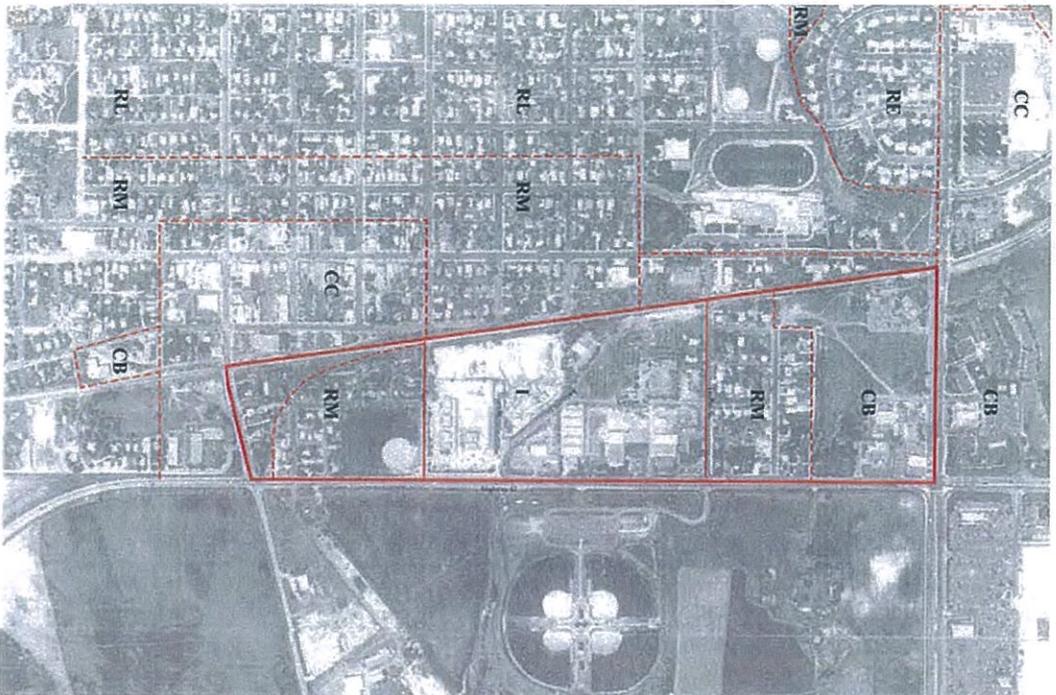
There are 9 property owners within the core that is defined by the area south of Griffith Street, north of South Street, east of the Burlington Northern Railroad, and west of Highway 42.

**South Boulder Road**

North of the core area along South Boulder Road, there are several major property owners as well as over 25 individual residential lots in the Little Italy neighborhood. With the exception of the single family lots, many of these properties are vacant or underutilized. The properties along South Boulder Road, with their access and visibility, have the potential to provide the city with redevelopment that can secure a long term tax base. Because the Little Italy neighborhood's zoning is consistent with the preferred plan, there is no intention of forcing change within the neighborhood.

**Miner's Field Neighborhood**

In addition to the existing single family detached residential neighborhood to the north known as Little Italy, a mature residential neighborhood with a mix of rental and owner occupied single family detached homes exists south of the core area. As with the Little Italy neighborhood, there is no intention to make policy recommendations for change within the Miner's Field neighborhood.



### Existing Zoning and Land Uses

#### Industrial – I

The Core area of the Highway 42 Revitalization Area is zoned Industrial. This area is characterized by older and to some extent underutilized industrial uses. Currently, these uses include civic space for the Boulder County Paramedics, warehousing for a moving and storage company, flex office / light manufacturing spaces, a landscape contractor's nursery, a firing range, an auto body shop and a concrete batch plant.

The Louisville Rod and Gun Club currently utilizes a building eligible for historic designation. It's location sits north of South Street and east of the Burlington Northern and Santa Fe railroad. Its style makes it suitable to potentially be incorporated into the proposed RTD commuter railway platform as an adjacent non-residential building. A photograph of the building is included in the Existing Conditions section of this document.

#### Commercial Business- CB

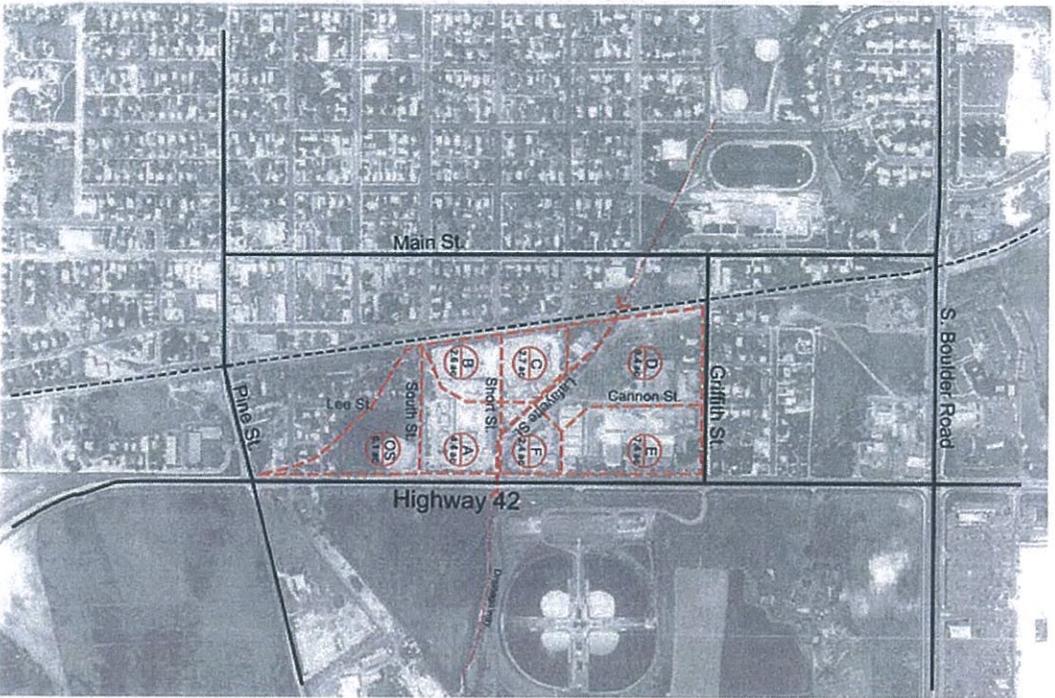
To the North is an area zoned Commercial Business. The district is comprised of service retail as well as automobile oriented uses. A portion of the land adjacent to the Little Italy residential neighborhood is currently vacant.

#### Residential Moderate Density- RM

There are two residential areas within the Highway 42 Revitalization area. Both are zoned Residential Medium Density. The RM district allows for multifamily development at duplex or town home densities (approximately 12 du/ac). The residential area to the north (Little Italy) is comprised of primarily owner occupied single-family detached homes. The residential area to the south (The Miner's Field neighborhood) is a mix of rental and owner occupied single-family detached homes.

#### Commercial Community- CC, Old Town Overlay District

To the west beyond the Burlington Northern and Santa Fe Railroad lies the historic downtown Louisville. Historic Downtown Louisville is zoned Commercial Community. The district is provides a restricted range of retail sales and services including opportunities for a limited variety of comparative shoppers' goods. In addition to the CC zoning, Historic Downtown Louisville residential areas are also governed by the Old Town Overlay District. The overlay district establishes the Old Town as an area where existing character is to be maintained.

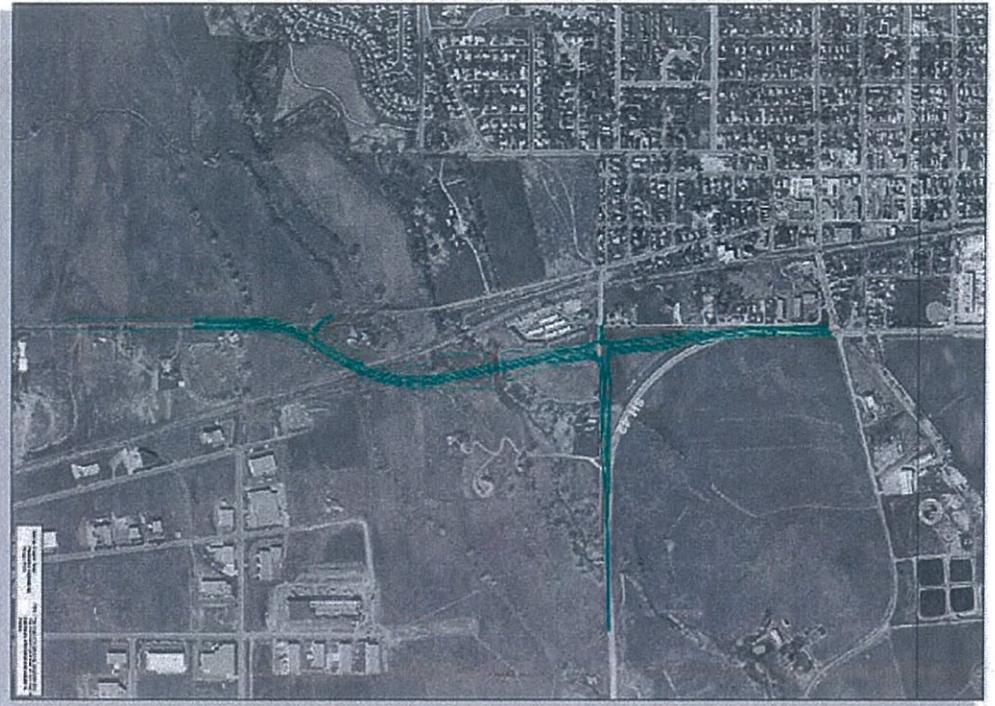


**Topography and Drainage**

The site is flat with drainage running generally from northwest to southeast. Additional drainage from upstream properties passes through the site to a county open space system to the east. A Drainage Master Plan is included in the appendix of this document for further details.

**Utilities**

There are existing utilities within the existing Lafayette Street r.o.w. alignment as well as the Lee Street alignment. Electrical and phone transmission lines run to the east and parallel to the Burlington Northern and Santa Fe Railroad.

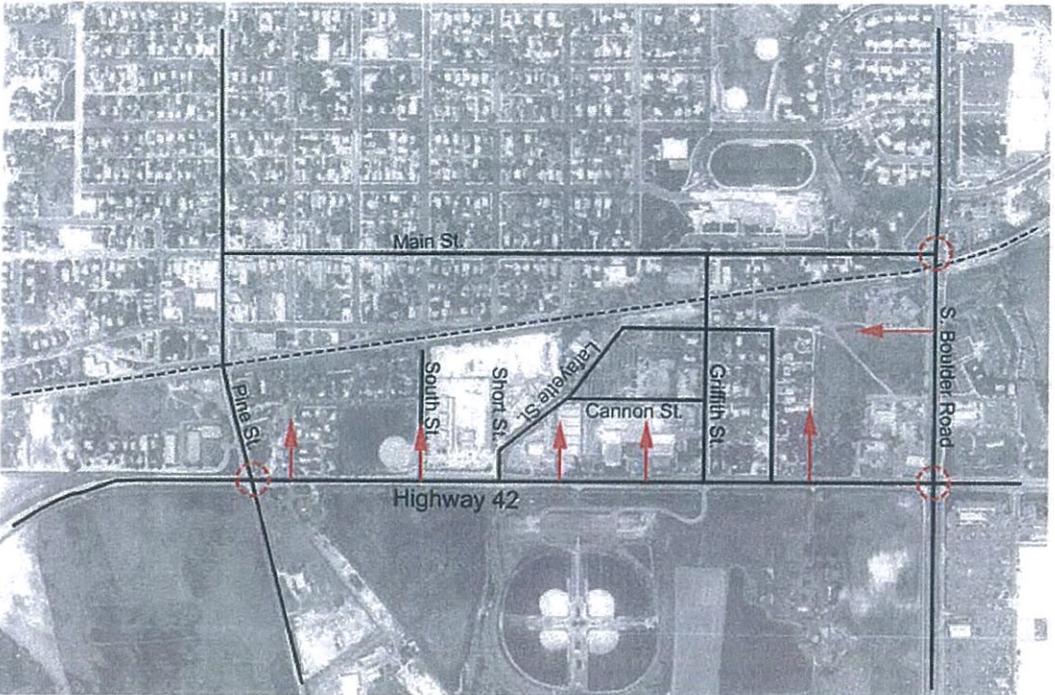


### Regional Circulation and Access

The opening of the US 36 / 96<sup>th</sup> Street interchange in 1996 added regional traffic to the area. Traffic from Interlocken and Flatiron Crossings Mall further exacerbate the impact of regional traffic cutting through Louisville. The Highway 42 /96<sup>th</sup> Street road improvements are meant to alleviate some of this traffic.

The selected route for Highway 42 will bypass the Front Street and Pine Street intersection and allow direct access between Highway 42 and US 36. The direct connection is anticipated to bring traffic along Highway 42 directly adjacent to the revitalization area, thus increasing the pressure to redevelop along the highway frontage.

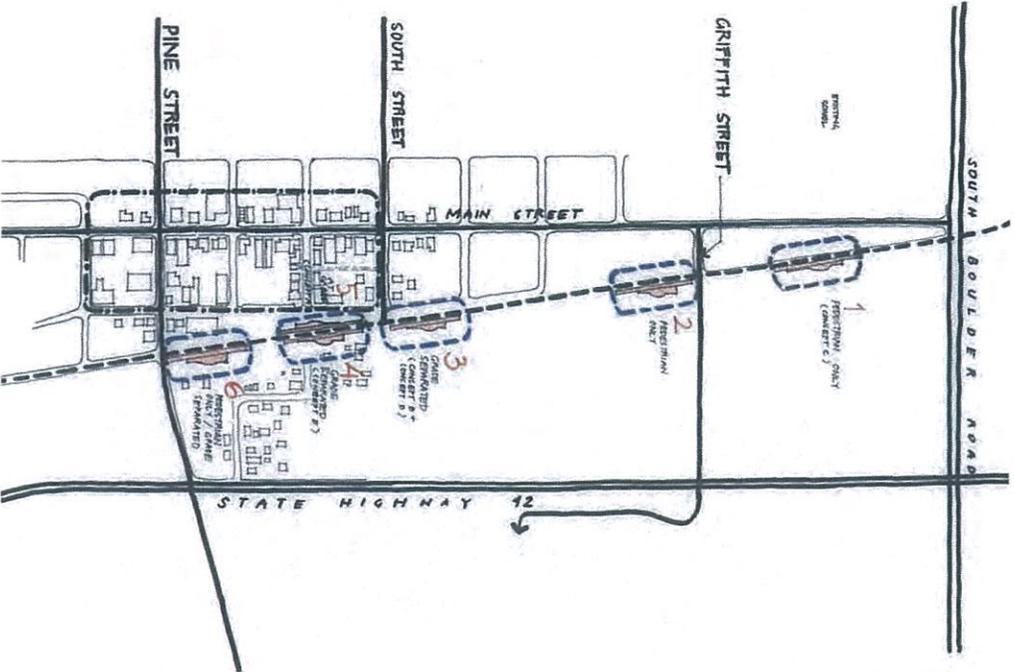
The future alignment of Highway 42 is expected to be constructed prior to any redevelopment of the Highway 42 Revitalization Area.



**Site Circulation and Access**

The site is bounded by highways and arterials on three sides; South Boulder Road to the North, Highway 42 to the East and Pine Street to the South. Griffith Street, a collector roadway penetrates the site from Highway 42 and connects to Main Street via an at grade crossing with the Burlington Northern and Santa Fe Railroad. Griffith Street is currently a full movement unsignalized intersection. Existing access to the Louisville Sports Fields is at the intersection of Griffith and Highway 42. South Street allows three quarter movements (right in right out, left in, left out). South Street also allows access to the Miner's Field residential neighborhood. Additionally, South Street allows pull in (90 degree) parking for Miner's Field. Numerous right in right out curb cuts exist along Highway 42 to serve individual industrial businesses. Of those, Lafayette Street (on the Short Street alignment) penetrates the site to connect to Cannon Street. Cannon Street intersects Griffith Street. Lafayette Street and Cannon Street are unpaved.

Although bounded on three sides by highly trafficked roadways, the Highway 42 Revitalization Area Core is relatively isolated from the City of Louisville community.



**RTD Commuter Rail Station Location and Evaluation Criteria**

Consistent with the goals and guiding principles for the project, all of the locations considered for a potential future commuter rail station were adjacent to Downtown Louisville. Other locations to the south of Pine Street or north of South Boulder Road were not considered. The City views the potential for a commuter rail station in this general area as an opportunity to enhance the existing downtown commercial and residential districts as well as an opportunity to assist in strengthening and revitalizing the study area into a healthy, mixed use environment. A downtown rail station location was also identified in the US 36 Corridor Major Investment Study in 2002.

Six platform locations were evaluated. With the exception of location 5, all locations are east of the BNSF Railroad.

1. North of Griffith Street
2. South of Griffith Street
3. North of South Street
4. South of South Street
5. South of South Street west of the BNSF Railroad
6. North of Pine Street

The six platform locations comply with RTD standards for diesel locomotive commuter technology. Each platform was evaluated against four criteria:

Map Number	Potential Station Location	Evaluation Criteria				Cumulative Score
		1. Impact on Adjacent Residential Neighborhoods	2. Potential Benefit to Historic Downtown Louisville	3. Access and Parking Potential for Station	4. Potential for Complementary Development	
1	NEC of Griffith & RR	Poor = 0	Poor = 0	Fair = 1	Fair = 1	2
2	SEC of Griffith & RR	Good = 2	Poor = 0	Fair = 1	Good = 2	5
3	NEC of South Street & RR	Good = 2	Good = 2	Good = 2	Good = 2	8
4	SEC of South Street & RR	Poor = 0	Good = 2	Fair = 1	Fair = 1	4
5	SWC of South Street & RR (adjacent to downtown)	Excellent = 3	Excellent = 3	Poor = 0	Poor = 0	6
6	NEC of Pine Street & RR	Poor = 0	Poor = 0	Poor = 0	Poor = 0	0

**1. Impact on Adjacent Residential Neighborhoods.**

While any redevelopment of the core area will create pressure for redevelopment of adjacent sites, the City is sensitive to not force change on adjacent residential neighborhoods. The locations likely to increase pressure to redevelop in existing residential neighborhoods received lower scores. Conversely, the sites less likely to pressure redevelopment of adjacent residential neighborhoods received higher scores.

Locations 1, 4 and 6 cause immediate pressure to redevelop existing residential neighborhoods. Locations 2 and 3 offer good potential for redevelopment of only underutilized industrial properties. Platform location 5 offers the best potential by containing redevelopment west of the BNSF railroad.

**2. Potential Benefit to Historic Downtown Louisville**

Redevelopment of the site should become an integral part of Historic Downtown Louisville. The potential commuter rail platform at locations 3, 4, and 5 have the best opportunity for connecting the site to Historic Downtown due to their proximity. Locations 1 and 2, by virtue of their relatively remote locations are less likely to benefit historic downtown.

**3. Access and Parking Potential for Station**

Access to the commuter rail station and park and ride need to be direct. Parking locations generally should be within a five to ten minute walk from the rail platform. Although locations 4 and 5 are closest to Historic Downtown Louisville, they do not offer good adjacent parking locations without the

immediate redevelopment of adjacent residential neighborhoods. Limited access reduces the score for location 6. Location 1 allows only right in / right out access from South Boulder Road, however its parking potential is limited. Location 2 allows access from Griffith Street, but its access is directly adjacent to an existing residential community. Location 4 is accessed via a right in / right out at South Street. It's access is also directly adjacent to a residential community. Location 5 adversely affects traffic circulation in Historic Downtown Louisville. **Location 6 is accessed from an already congested Pine Street.**

The best alternative, platform location 3 allows easy access for both park and ride users and RTD buses from a proposed signalized location at Short Street. Its parking location can be directly adjacent to the commuter rail platform.

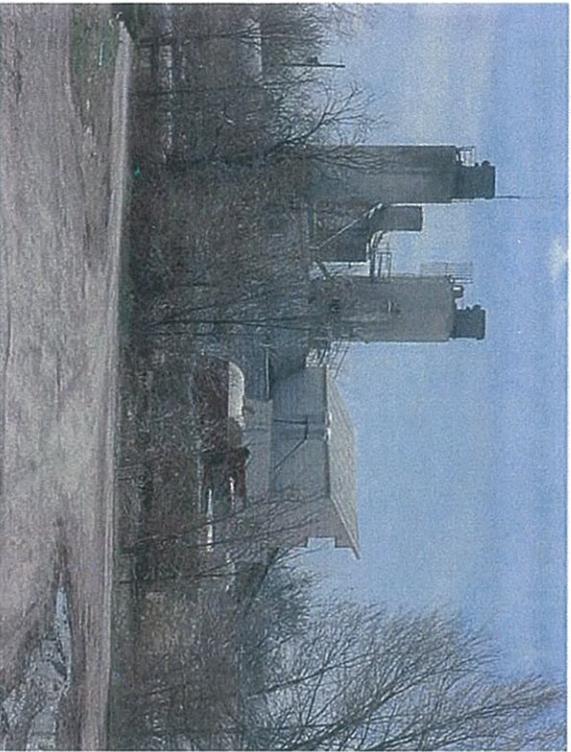
#### **4. Potential for Complementary Development**

A higher density mixed use development around transit locations encourages complementary uses to locate near one another. It's configuration allows uses to take advantage of their proximity to one another. The ability to develop such a configuration immediately around a transit node will improve chances for the community's success as a transit village.

Platform location one allows for a development with a concentrated mix of uses on vacant or underutilized industrial property. However it cannot provide the potential full spectrum of uses within a quarter mile walk because it is limited by the decision not to force change within the Little Italy neighborhood. Locations 2 and 3 both encourage the redevelopment of the underutilized industrial area. Location 4 can affect the redevelopment of the same area, however it also increases pressure on the redevelopment of the Miners Field neighborhood. Locations 5 and 6 have less effect on the redevelopment of the industrial area.

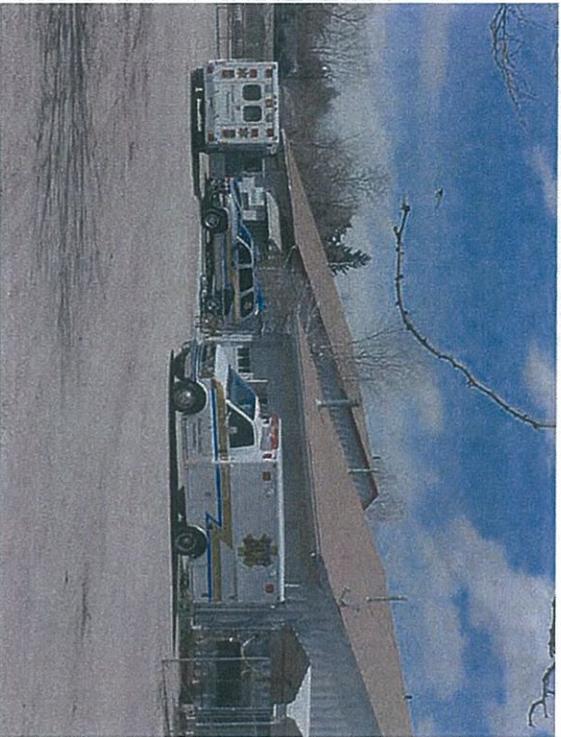
#### **Proposed Rail Station Location**

Based on the matrix and justification above, the most beneficial location for a future commuter rail platform is located east of the Burlington Northern and Santa Fe railway line and north of South Street. The preferred plan builds its urban design elements around platform location 3 in the hopes of commuter rail anchoring the redevelopment of the area. However, the plan can be successful as a logical extension of the historic downtown should the commuter rail not materialize.

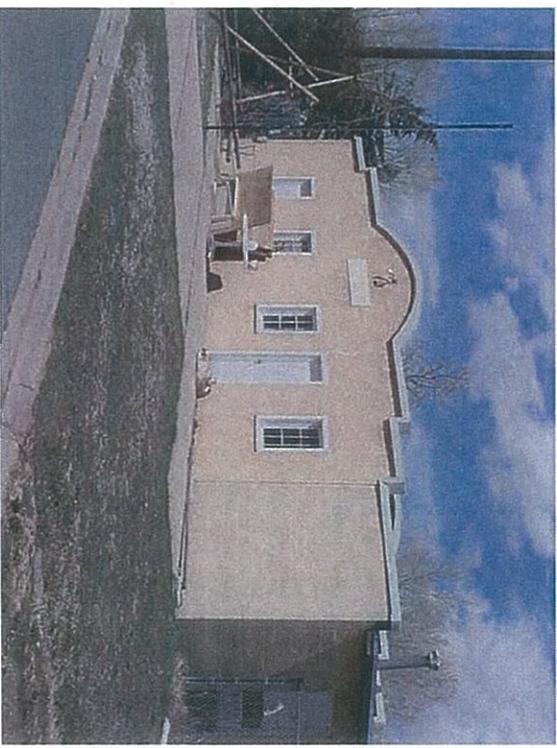


**A concrete batch plant occupies a major portion of the Highway 42 Revitalization Area Core**

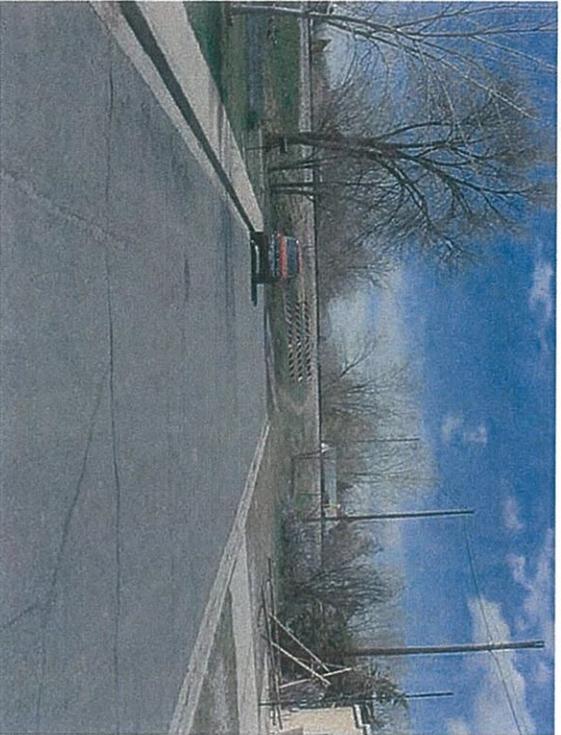
### **Existing Conditions**



**Boulder County Paramedics Facility at Highway 42 and South Street**



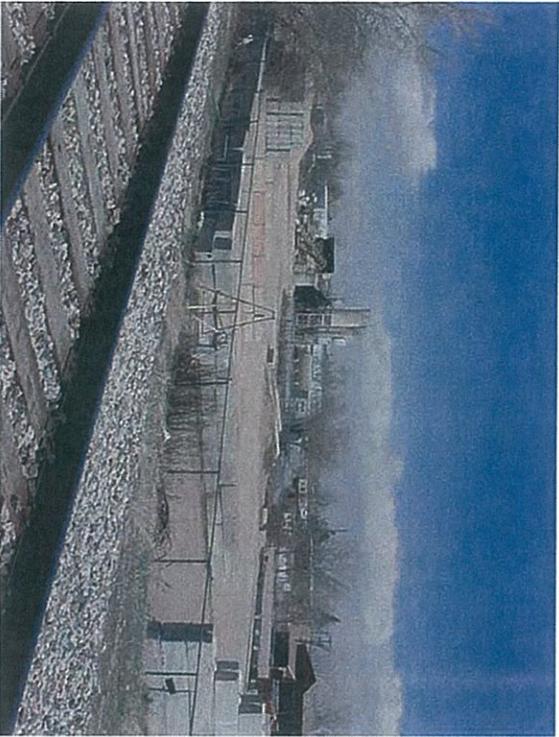
**Structure historically used by the Louisville Rod and Gun Club along South Street eligible for historic designation**



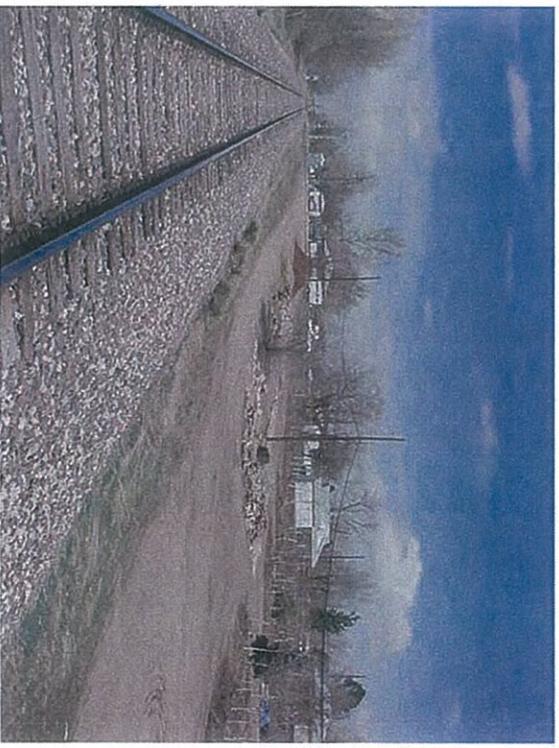
**South Street looking west towards Historic Downtown  
Louisville**



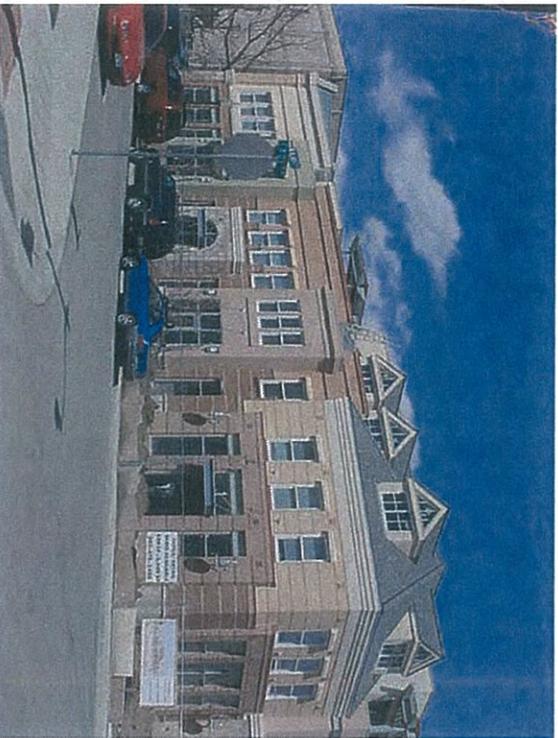
**A residential street within the Miner's field neighborhood**



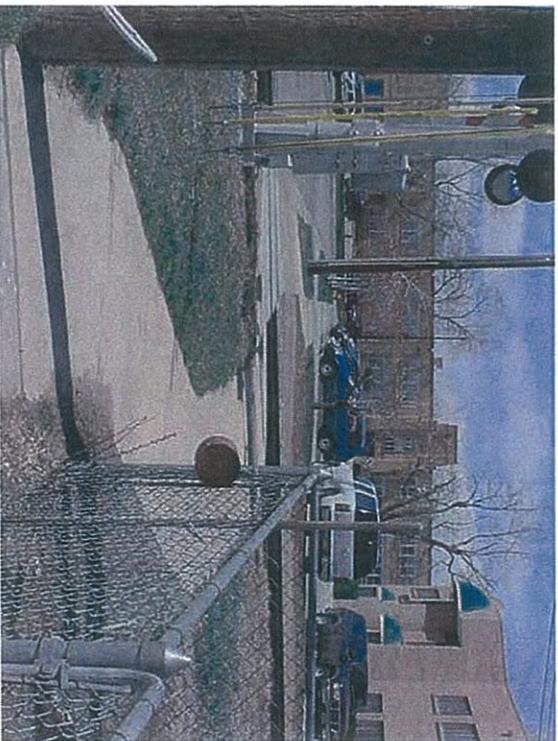
**A view of the site intended for an RTD commuter rail platform and park-n-Ride**



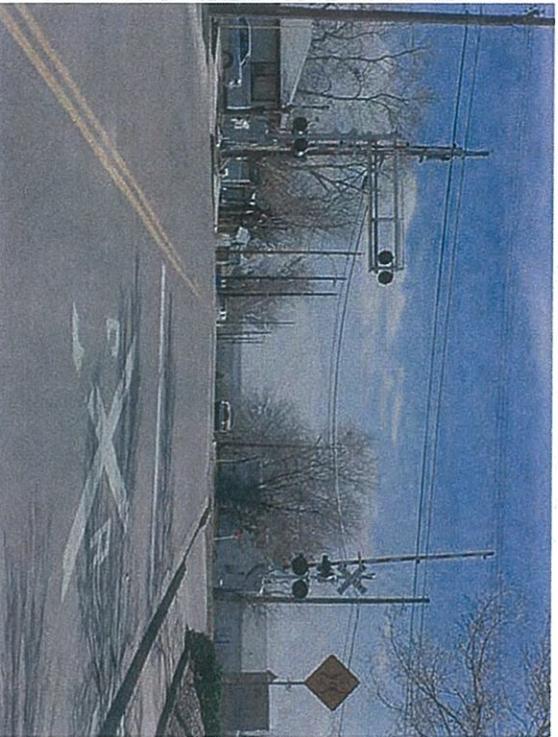
**A nursery occupies the site east of the Burlington Northern and Santa Fe Railroad and South of Griffith Street**



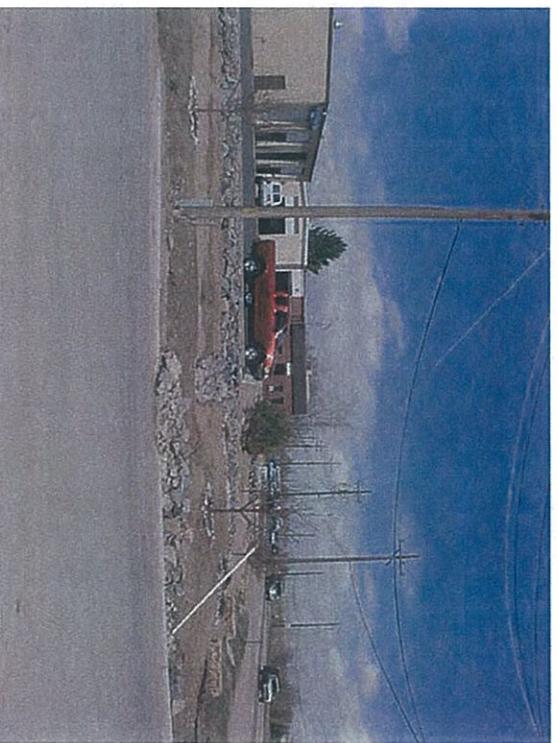
**New construction along Front Street in downtown Louisville. The massing and scale is indicative of downtown Louisville buildings. Similar building massing and scale is expected in the Highway 42 Revitalization Area Core.**



**At grade pedestrian railway crossing on Griffith Street**



**At grade street crossing at Griffith Street**



**Typical Highway 42 frontage**



### III. The Framework Plan



**Preferred Land Use Plan**

Without a clear vision to guide its re-development, the Highway 42 Revitalization Area is at risk of becoming just another nondescript automobile-oriented, retail corridor. If the area were allowed to succumb to the path of least resistance, its edges might become a development of single story single use retail structures surrounded by parking. Tenant signage would be a jumble of clutter littering the highway's edges. Open spaces unplanned and leftover merely to satisfy municipal requirements. Its uses and configuration unattractive and unfriendly to pedestrians.

Without proper planning, a commuter rail platform within the site is unlikely. With the existing multiple property ownership structure, a properly coordinated planning effort is necessary in order to obtain a park-n-Ride for up to 400 vehicles, as well as the platform itself. After that point, the remainder of the site may be redeveloped via incremental private rezonings or as a part of a city led urban renewal effort. Both alternative development scenarios should adhere to the vision elaborated within this document, and to a yet to be prepared urban design and architectural standards and guidelines. No matter which way the area redevelops, coordination among property owners will be the key in realizing the city's vision for the Highway 42 Revitalization Area.

As a first step, the city should make every effort to secure a commuter rail stop along the proposed Denver Boulder line. The location for the commuter rail line should be directly east of the BNSF railroad and north of South Street based on the evaluation of potential commuter rail platform locations.

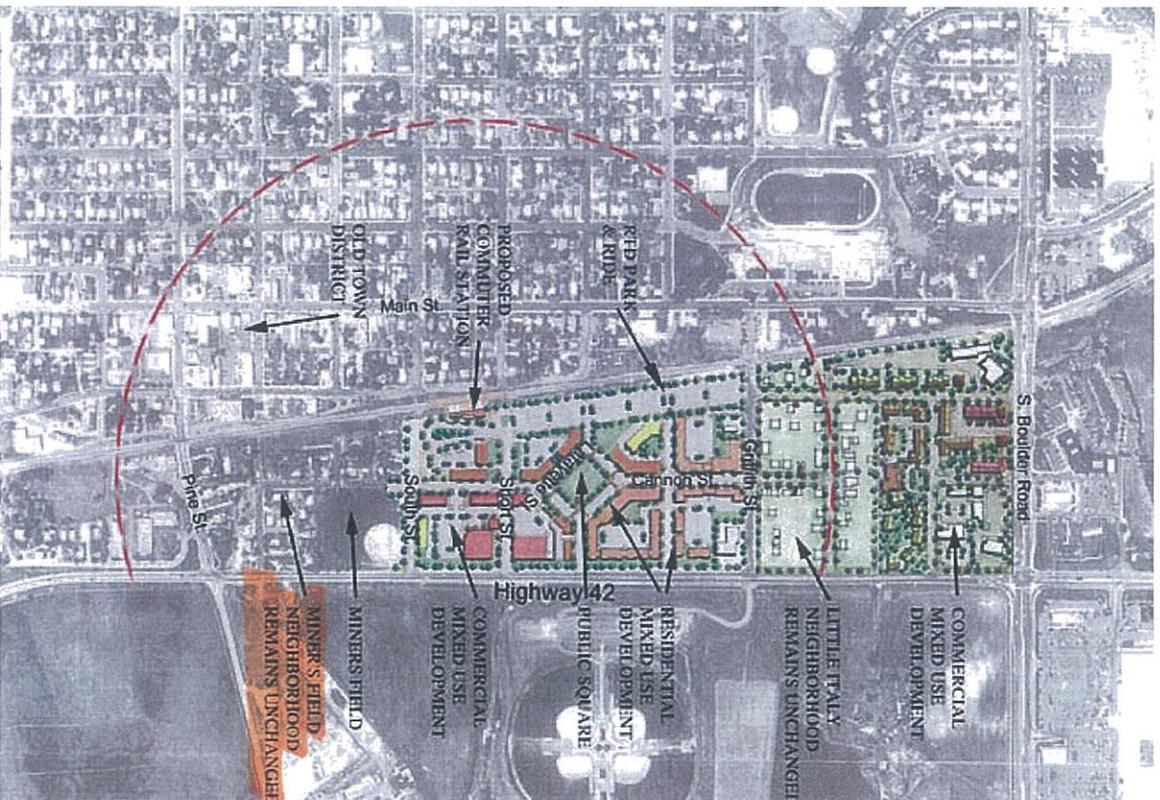
The commuter rail line is tied to the potential RTD FastTracks proposal. It's certainty is unclear. Nevertheless, the preferred alternative is still a viable and worthy plan for a mixed use development.

**Transit Oriented / Mixed-Use Development**

An alternative to the typical sprawl oriented developments seen in many communities is a transit oriented, mixed-use development adjacent to Historic Downtown Louisville. Transit may take the form of a park and ride and / or a commuter rail platform at the preferred location above.

A transit oriented mixed-use development in this location would enhance the Historic Downtown by allowing a higher density residential population within an easy quarter mile walking distance (five to ten minute walk as illustrated on the preferred plan by a 1320' radius from the possible commuter rail station).

# The Highway 42 Revitalization Area Comprehensive Plan Amendment



228 Jefferson St.

**Acknowledgements**

The Consultant Team wishes to thank the citizens of the City of Louisville, the City staff and the Highway 42 Working Group for their efforts in the planning of the Highway 42 Revitalization Area Comprehensive Plan Amendment. The following people were instrumental in the collaborative planning efforts for the area.

- Honorable Tom Davidson, Mayor
- Don Brown, City Council
- Debra Kalish, Planning Commission
- Bill McDermott, Planning Commission
- William Simmons, City Manager
- Paul Wood, Planning Director
- Ken Johnstone, Principal Planner
- Heather Balser, Assistant City Manager for Intergovernmental Relations
- Tom Phare, Public Works Director
- Craig Kitzman, Assistant City Engineer

**Client:**

City of Louisville Planning Department

**Consultant Team:**

- Civitas Inc., Urban Design
- Szymanski / Ray, Development Feasibility and Implementation
- Fehr and Peers, Transportation
- Matrix Design Group, Drainage and Cost Modeling

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District Subareas and Character

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- Park Square District

- South Boulder Road District

- RTD Commuter Rail Station and Park-n-Ride

### **III. Implementation Actions**

## 1. Introduction

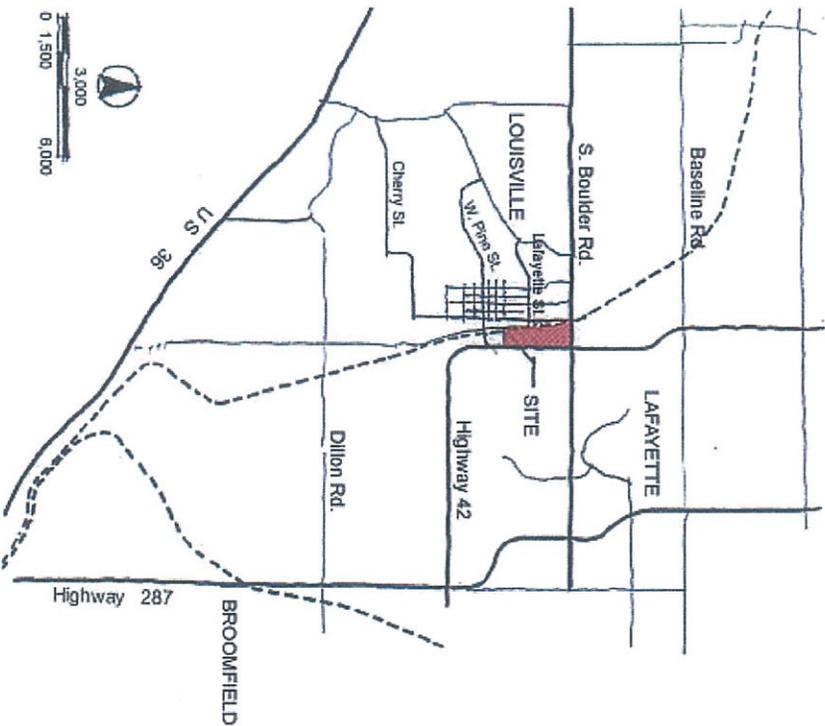
### Project Summary

The Highway 42 Revitalization Area Comprehensive Plan Amendment was initiated by City Council in 2000 to consider possible changes to the comprehensive plan for the area of town bordered by Highway 42 on the east, South Boulder Road on the north, the BNSF railroad on the west and Pine Street to the south. City Council initiated the project in order to help guide the future of the area. The Goals and Guiding Principles established through the course of the project are as follows:

- Strengthen and enhance adjacent residential neighborhoods.
- Complement and integrate the area with historic downtown Louisville.
- Capture the potential for high quality / mixed-use development.
- Recognize the access and support parking required for a potential commuter rail station within the revitalization area.

Prior to adoption of this Highway 42 Revitalization Area Comprehensive Plan Amendment, the City's Planning Commission and City Council reviewed and approved the Highway 42 Revitalization Area Framework Plan. The Framework Plan was adopted after much public input through a series of public meetings and workshops. The Framework Plan also includes technical analyses relative to traffic and transportation; grading and drainage; and development feasibility. The Framework Plan includes a more detailed discussion of the public workshop process, existing conditions analysis and the factors leading up to various recommendations within this Comprehensive Plan Amendment.

The Planning Commission adopted the Framework Plan on May 22, 2003, with Resolution No. 11, Series 2003. City Council adopted the Framework Plan on \_\_\_\_\_, with Resolution No. \_\_\_\_\_, Series 2003. The Framework Plan, not incorporated herein, serves as the basis for this Comprehensive Plan Amendment. The Framework Plan is available for review at the City Hall offices of the Planning Department.



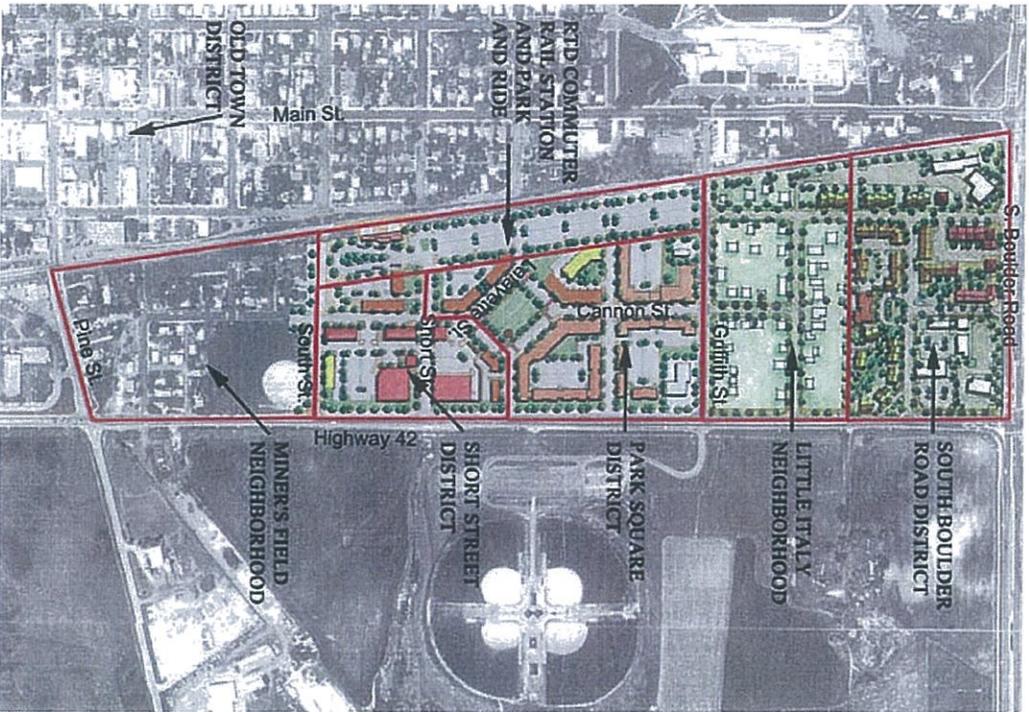
**Why the City initiated the Highway 42 Revitalization Area Planning Process**

1. Changes are inevitable within this area and the City of Louisville is committed to guiding those changes in order to achieve optimum uses, quality and image.
2. There is a growing opportunity and demand for higher quality uses. It is a City priority for this area to achieve its use, quality and image potentials considering:
  - Current and anticipated Highway 42 traffic
  - Proximity to Downtown Louisville
  - Local neighborhood needs
  - Potential Commuter rail
3. A coordinated sub-area framework plan will be substantially more effective than incremental, piecemeal changes.

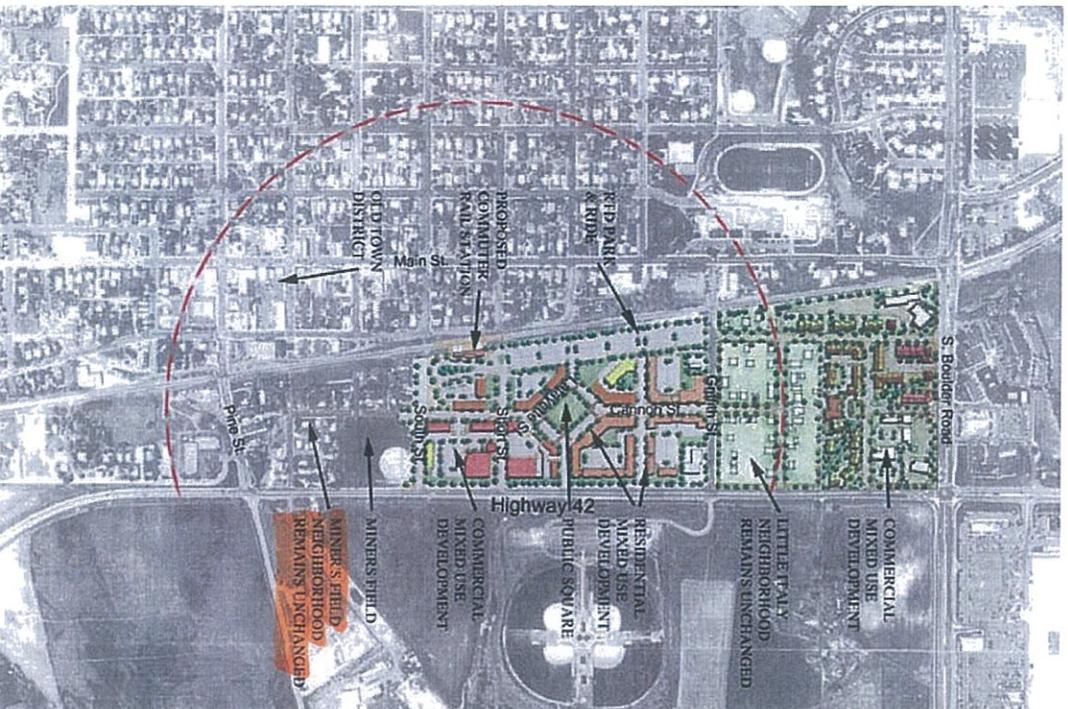
**Goals and Guiding Principles for the preparation, adoption and implementation of the Highway 42 Revitalization Area Comprehensive Plan Amendment.**

1. Strengthen and enhance adjacent residential neighborhoods.
  - Future development of the area should acknowledge and be compatible with the surrounding residential neighborhoods, considering complementary uses, noise, truck and traffic impacts, pedestrian sidewalks, open space, buffering, and better neighborhood access and circulation.
  - The development of this area should enhance the vehicular access and safety from the existing residential neighborhoods to Highway 42.
  - The City has the opportunity to identify and manage any potential impacts of a possible future commuter rail station on the adjacent neighborhoods.
2. Complement and integrate the area with historic downtown Louisville.
  - Future development should complement and enhance , not compete with historic downtown Louisville.

- Uses, vehicular access and pedestrian connections between this sub-area and the downtown should support the future of the downtown.
- 3. Capture the potential for high quality / mixed-use development.
  - **Future development and uses should serve the adjacent neighborhoods,** the residents of all of Louisville and should also enhance the City's long-term tax base.
- 4. Prepare a plan that recognizes the access and support parking required for a potential future commuter rail station within the revitalization area while maintaining the previous three goals.



## II. The Framework Plan



**Preferred Land Use Plan**

Without a clear vision to guide its re-development, the Highway 42 Revitalization Area is at risk of becoming just another nondescript automobile-oriented, retail corridor. If the area were to develop in this fashion, its edges might become a development of single story, single use retail structures surrounded by parking with individual tenant signage lining Highway 42. Open spaces unplanned and leftover merely to satisfy municipal requirements. Its uses and configuration unattractive and unfriendly to pedestrians.

Without proper planning, a commuter rail platform within the site is unlikely. A properly coordinated planning effort is necessary in order to obtain a park-n-Ride for up to 400 vehicles, as well as the platform itself. The area may redevelop via incremental efforts, however, it is the intent that the Highway 42 Revitalization Area adhere to the vision elaborated within this document. As the area redevelops, coordination among property owners will be the key in realizing the city's vision for the Highway 42 Revitalization Area. As a first step, the city should make every effort to secure a commuter rail stop along the proposed Denver Boulder commuter rail line. The location for the commuter rail station should be directly east of the BNSF railroad and north of South Street based on the evaluation of potential commuter rail platform locations.

The commuter rail line and station location are tied to the US 36 Environmental Impact Statement and the RTD FastTracks proposal. Its certainty is unclear. Nevertheless, the preferred alternative is still a viable and worthy plan for a mixed use development.

**Transit Oriented / Mixed-Use Development**

An alternative to the typical sprawl oriented developments seen in many communities is a transit oriented, mixed-use development. A transit oriented mixed-use development in this location would enhance the historic downtown by allowing a higher density residential population within an easy quarter mile walking distance (five to ten minute walk as illustrated on the preferred plan by a 1320' radius from the possible commuter rail station). The result would be a greater downtown residential population utilizing historic downtown's civic elements that include a diverse range of uses along Main Street as amenities. Likewise, the Highway 42 Revitalization Area can offer the completion of

Louisville's downtown core by allowing a high quality and vibrant mix of land use elements that are currently limited within the existing downtown. These elements include moderate to high density multifamily residential, moderate density townhomes and livework units, small scale office, service and restaurant retail, and smaller scale anchor retail stores. Planned civic and public open space elements should also be included within the new community.

To secure the vision of the Highway 42 Revitalization Area as an urban place, planning is needed within various urban design elements. Diagrams of recommendations for some of these elements can be found in subsequent pages.

**Access**

In addition to various right in / right out and three quarter movement access locations, a signalized intersection is needed at Short Street. This location becomes the new development's front door and allows RTD, commercial, and residential traffic to efficiently enter and exit the area. The signalized intersection should find an indirect connection to a future South Street underpass.

A progression analysis indicates that a signalized location at Short Street meets CDOT's Highway 42 criteria. The CDOT access plan for Highway 42 will need to be amended per the preferred access locations.

**Connection to Downtown and Louisville Sports Complex**

The preferred plan calls for a below grade vehicular crossing of the Burlington Northern and Santa Fe Railroad at South Street. Development feasibility does not allow this connection in early phases of development. However, a pedestrian connection at South Street or other location is critical to integrate the new development to downtown. A pedestrian connection across the tracks allows for the connection of a pedestrian corridor through the revitalization area to a proposed signalized intersection at Short Street and Highway 42. The pedestrian corridor should continue east to terminate at the Louisville Sports Complex. The roadway access to the sports complex should be moved to the Short St. signalized intersection alignment.

**Interconnected and Human Scaled Streets and Pedestrian Networks**

In order to realize a synergistic mix of uses within the site, clear pedestrian and automobile links and safe pedestrian movements within the revitalization area are essential. Connections to and from neighboring residential and commercial

areas should also be provided to create a unified mixed-use development.

The following objectives should be considered in the design of the revitalization area's streets and pedestrian networks:

- Make walking comfortable and safe. Buildings adjacent to sidewalks should provide a wide variety of uses for the pedestrian to be entertained within walking distance from one another
- Align streets with desired lines of travel. A grid network or modified grid network of streets should be developed within the revitalization area.
- Provide street crossings in-line with desired lines of travel.
- Provide equitable access to all user groups.
- Provide adequate lighting for all pedestrian activities.
- Provide walkways and sidewalks to all areas within the revitalization area.
- Shorter and more frequent street and block systems.
- Provide clear pedestrian access to all transit facilities.
- Maximize vehicular access between the revitalization site and Highway 42.
- Maximize on-street car parking.
- Identify opportunities for shared parking between various land uses.
- Design streets for lower speeds. Reduce street scale. Consider the shared use of local and private streets for both automobile and pedestrian uses.
- Define places within the public ROW through both hardscape and softscape treatments.
- Design generous public walkways and sidewalks.
- Provide high quality streetscapes with a hierarchy of street trees, light standards, and treelawns (in residential areas).

A diagram of critical pedestrian connections is found on page 8.

**Recognizable Public Spaces**

Along with the public sidewalk system, other public spaces should enhance the image of the redevelopment area. Public spaces should come in a variety of shapes and sizes and accommodate open meeting places. Open meeting places in the form of pocket parks and courtyards should be scattered throughout the new development. Courtyards and other public meeting places should act as focal points of the community.

The most important public space should be placed at the center of the new community as shown on the plan. In this plan it is a public square. It should be accessible to all districts within the revitalization area. It should also be generous in size and offer the flexibility to hold small scale community events. It is envisioned that larger scale community events such as public performances, markets and art exhibits will be held in historic downtown Louisville.

### **Architectural Variety and Rich Mix of Uses**

A variety of attractive buildings, from commercial to residential and everything in between should be provided within the new development. Develop for-sale and for-rent housing types such as multifamily apartments, co-housing, townhomes, and livework units. Small scale offices, service retail and restaurants should also be a part of the mix.

Buildings should define streets. They should be built along street edges and have authenticity in architectural style and detailing. Where possible, buildings should have a vertical mix of uses. Shops at the ground floor with offices and or apartments above will increase the vitality of the Highway 42 Revitalization Area.

### **Integration of Existing Neighborhoods**

This document does not propose any change within the existing residential neighborhoods. Redevelopment along the edges of adjacent areas should be designed to meet the existing neighborhoods potential while respecting its existing configuration. Interconnected and human scaled streets should reach out to the existing neighborhoods to allow accessibility and identity as a cohesive mixed-use development.

### **Transit**

The Highway 42 Revitalization Area should be designed to accommodate all forms of transit, including the potential for a commuter rail station, RTD park-n-Ride, and existing and future local bus transit routes. Design must take into account access, roadway design and pedestrian accessibility, and parking configuration.

Access must be direct and efficient. Roadway design must allow bus accessibility, but not go so far as to compromise the pedestrian scale of streets. Parking configuration should allow direct access to all transit elements. It should be elongated in shape, within a five minute walk from both a proposed commuter rail platform location and a regional bus staging area. Parking areas should provide attractive buffers to adjacent properties to mitigate their impact.

Historically bus staging operations have occurred along Front Street within the historic downtown. The plan should remain flexible to the possibility of maintaining bus operations there.

### **Discouraged Uses and Structures**

- Development character is an important aspect of the plan. The following uses, activities and character types are highly discouraged.
- Isolated, single story buildings in vast seas of asphalt.
  - Large buildings with solid blank walls.
  - Significant separation of land uses.
  - Commercial service areas facing adjoining residential uses.

### **Land Use Districts**

Sub-districts define preferred land uses and neighborhood character within the revitalization area. There are three primary Land Use Districts recommended within the Highway 42 Revitalization Area. A discussion of how these land use strategies may be realized is included in the Implementation section of this document. Illustrative plans for the Short Street District, Park Square District, South Boulder Road District, and the Transit Support District are included in subsequent sections of this document. Land use classifications that may be applied to the districts are defined below.

- **Commercial Mixed Use (Short Street District, South Boulder Road District)**

These areas are predominantly used for small scale retailing and office activities as well as mid sized retail uses that can be well integrated into a street environment. The commercial and retail need to serve the needs of the Highway 42 Revitalization community as well as immediately surrounding neighborhoods. The configuration of the uses within this district should encourage transit ridership, promote alternative modes of transportation such as walking and biking, and provide links to pedestrian ways, corridors and open spaces. The orientation of buildings should promote streets, rather than parking. The district should promote and allow those who wish to live and work in the same neighborhood to do so. Allowable uses should include office, small and medium scale retail, restaurants, live-work, as well as appropriate passive recreation amenities accessible to the entire neighborhood. Outdoor cafes and other activities within the public realm are highly encouraged. Residential uses such as live-work and moderate to high density residential uses should also be allowed.

- **Residential Mixed Use (Park Square District)**

The Residential Mixed Use District is an area predominantly residential in nature. The configuration of uses should cater to the needs of transit commuters. This includes moderate to high density residential, live/work, and limited employment generating uses such as office, convenience and specialty retail. With the exception of office, other non-residential uses should remain primarily on the ground floor of buildings. The design and orientation of new buildings should be pedestrian and street oriented. Special streetscape improvements should be considered to make rich and enjoyable spaces. This district should be characterized by both a vertical and horizontal mix of uses in multi-story buildings. Outdoor cafes and other activities within the public realm are highly encouraged. On-street parking, zero-lot line conditions, generous sidewalks, street trees, other outdoor activity areas such as public squares and plazas are characteristic of this district. Residential densities should average in the range of 15-30 du/ac. While all development projects should be carefully reviewed, greater densities should be allowed if they meet the vision and intent of the Plan.

- **Transit Support (RTD Commuter Rail Station and Park and Ride)**

Predominantly a site for transit support, the district will contain a mix of land uses, including but not limited to single and multiple RTD park and ride building structures, retail services, restaurants, surface parking and other similar ancillary uses. The Transit Support District may develop in the future into a commercial and/or residential mixed-use district. Such redevelopment of the initial transit support project will likely include both surface and structured parking facilities.

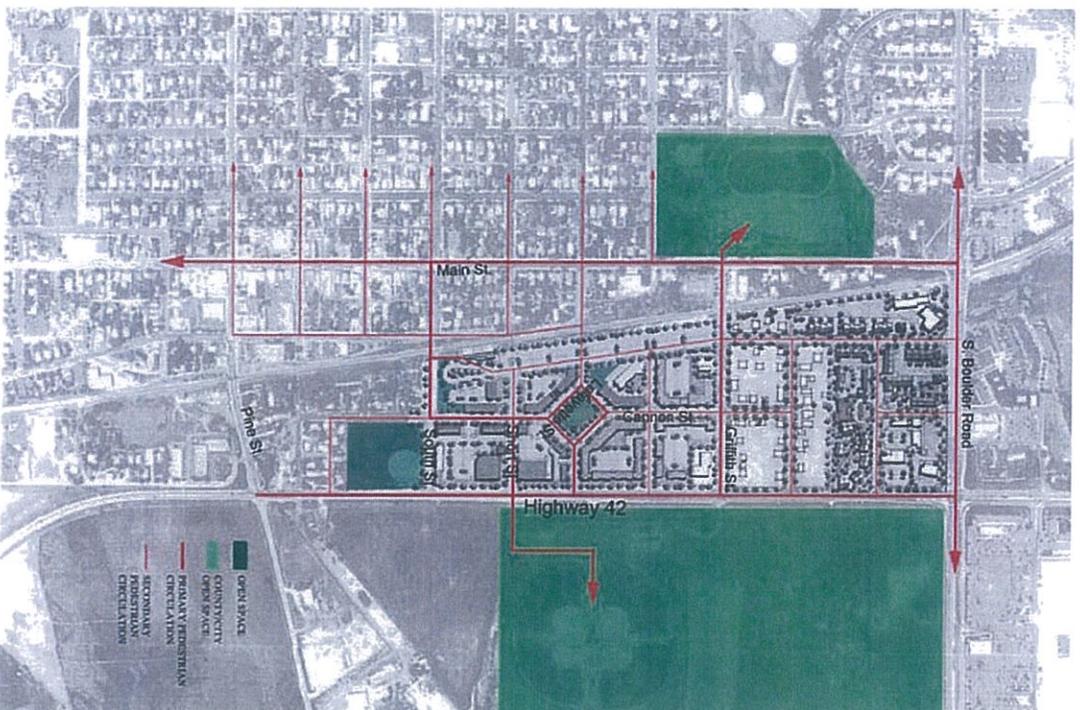
- **Residential**

This plan does not recommend any land use changes to the Little Italy and Miners Field neighborhoods. It is recommended that any future redevelopment within these neighborhoods be coordinated with the ongoing efforts within the larger Highway 42 Revitalization Area.

- **Highway 42 Buffer Zone**

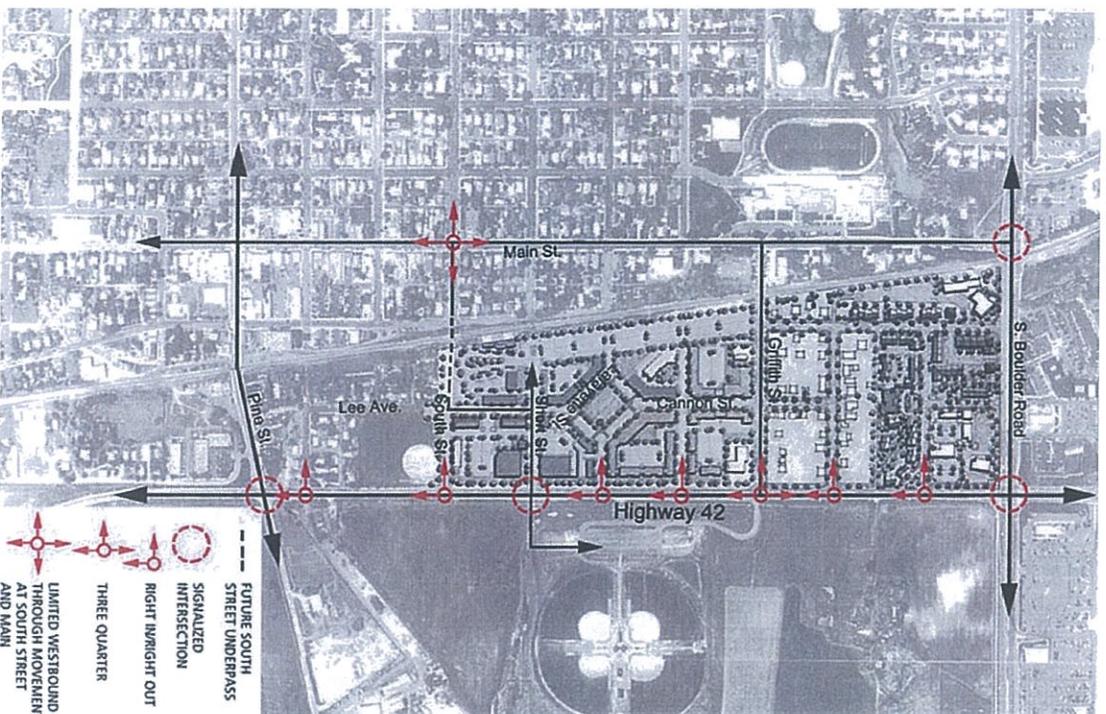
The Highway 42 buffer zone transcends all the land use classifications and districts proposed above. It is the area adjacent to Highway 42. The image of Highway 42 is intended to convey a cohesive and aesthetically pleasing environment.

The area adjacent to Highway 42 conveys the image of the proposed redevelopment as well as the image of the Louisville community. As such, the Highway 42 buffer zone should be landscaped to mitigate the impacts of parking and other conditions that adversely affect the city's image.



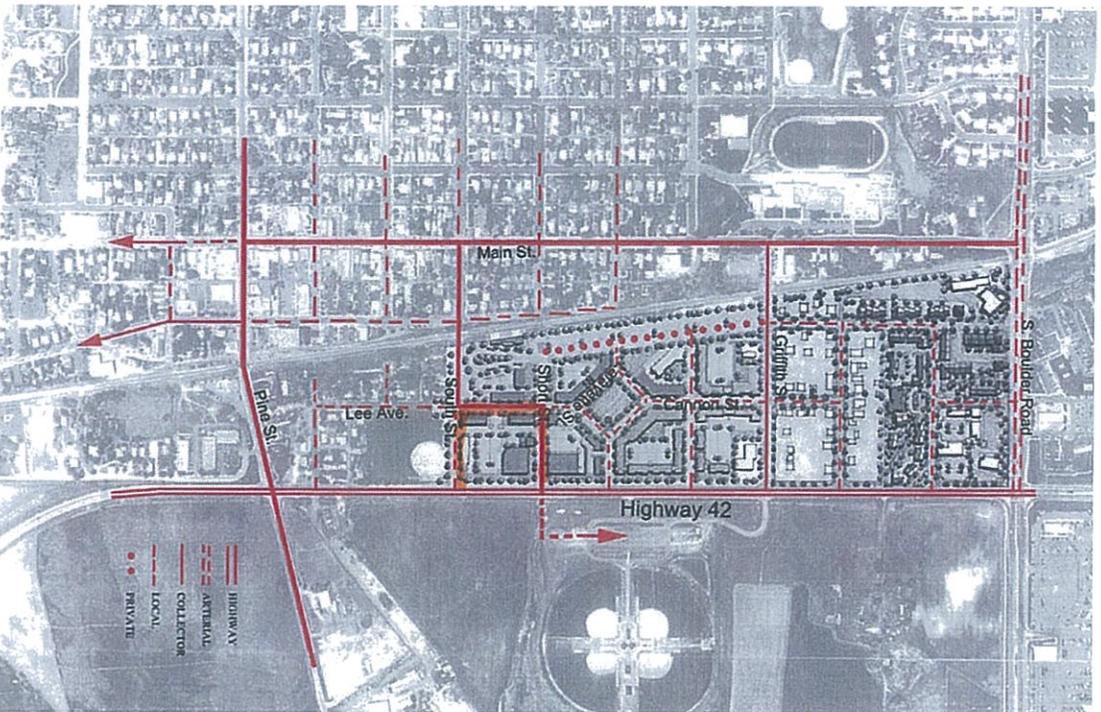
**Proposed Pedestrian Circulation, Corridors, Parks and Open Spaces**

- Pedestrian connection at South Street or another location is critical in phase I to link new development with the existing downtown. All efforts should be made for below grade connections.
- Pedestrian connection through the revitalization area offers the potential to link historic downtown to the Louisville complex.
- Streetscapes offer pedestrian connectivity through generous sidewalks.
- Parks and Open Spaces are accessible to the community through pedestrian systems.
- A public open space such as the public square is the center of the community.



**Proposed Transportation and Access**

- Existing signalized intersection at South Boulder Road and Highway 42, South Boulder Road and Main Street, and Pine Street and Highway 42.
- Proposed signalized intersection at Highway 42 and Short Street.
- Proposed relocation of Louisville Sports Complex access drive to Short Street signal location.
- Direct access to RTD park-n-Ride and potential commuter rail station via Short Street.
- Proposed South Street below grade connection across BNSF railroad tracks.
- Indirect connection of Highway 42 Revitalization Area to historic downtown Louisville via Short Street, Lee Avenue, South Street underpass to Main Street.
- Westbound traffic at South and Main restricted to eliminate the potential need for signalization.
- Indirect connection of site from South Boulder Road.



### Conceptual Street Alignments

- Modified grid network.
- Future connection to historic downtown Louisville: South Street to Lee Avenue to Short Street collector system to connect to historic downtown Louisville via underpass.
- Future disconnection of Front Street to accommodate South Street underpass.
- Indirect connection of site to South Boulder Road.
- All streets are pedestrian corridors with sidewalk and street tree system.

**Subarea Districts and Character**

**Short Street District**

The plan recommendation for land use within the Short Street District is Commercial Mixed-Use. The District is intended to be a gateway into the Highway 42 Revitalization Area. As a gateway, it should enhance the image of the revitalization area as well as the City of Louisville's historic downtown area. Particularly important is the intersection of Highway 42 and Short Street. The landscape in this area should convey a formal combination of soft and hard landscape features.

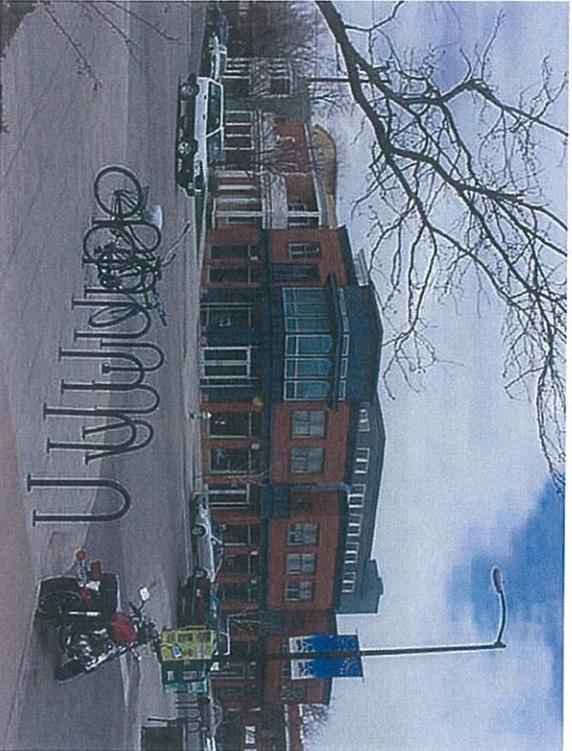
It's envisioned that the Short Street District will have an urban character with a vibrant mix of uses. It should be composed of service-oriented retail, restaurants, small scale office, and livework uses. Office and residential apartments over ground floor retail should be developed in sufficient quantities as market economics allow.

Buildings should define the internal street edges (Short Street, Lee Avenue, Cannon Street). Ample parking should be available on-street with the remainder of parking needed for businesses and residents behind buildings and / or tucked underneath. All effort should be made to conceal large parking areas with liner buildings and landscape. Buildings should be tall enough to create a sense of enclosure and urban character. Ample sidewalks and street tree canopies should allow pedestrians to stroll comfortably along streets. Wherever possible, on-street parking should provide the pedestrian with a sense of protection from automobile traffic passing by. Sidewalks should be faced with shops at the ground floor with offices and apartments above wherever possible. Pedestrian elements such as street trees, furniture, and bicycle parking accommodations should be provided in key locations. A vibrant mix of uses will increase the vitality of the neighborhood. Rich architectural style and detailing should be prominent elements of building design.

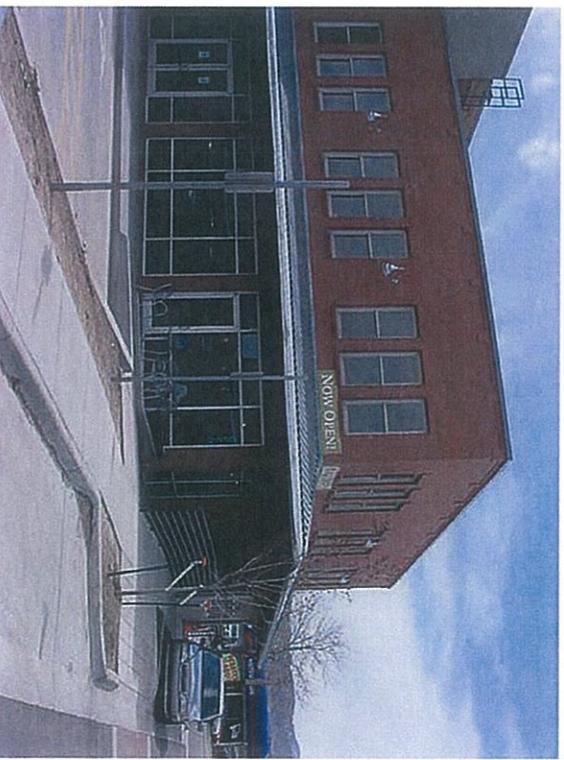
The plan proposes a future grade separated connection of South Street to the historic downtown core. As such, Short Street should provide an indirect connection to South Street. In the early stages of development a pedestrian connection from the Short Street District to historic downtown should be completed.



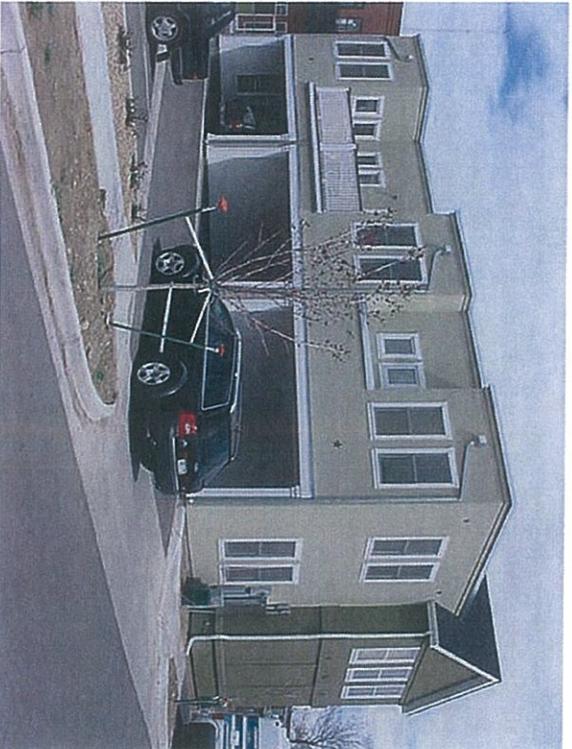
**SHORT STREET DISTRICT**



**Pedestrian and bicycle amenities within the ROW on Pearl Street in Boulder, Co. A mixed use project composed of office above ground floor retail, and a residential component on a local street is viewed in the background. Envision this development defining a corner along Short Street.**



**A larger commercial tenant anchors the corner of a new mixed-use development in Boulder. The view offered is of the rear parking area.**



**An office, live/work building lines the back of a parking lot in the Steelyards mixed use development in Boulder.**



**A mixed use development utilizes tuck under parking.**



**PARK SQUARE DISTRICT**

**Park Square District**

Park Square District is the heart of the Highway 42 Revitalization Area. The framework plan recommendation for land use within the district is residential mixed use. Ground floor retail and live/work is highly encouraged on the ground floors of buildings. However, the predominant land use should be multifamily residential.

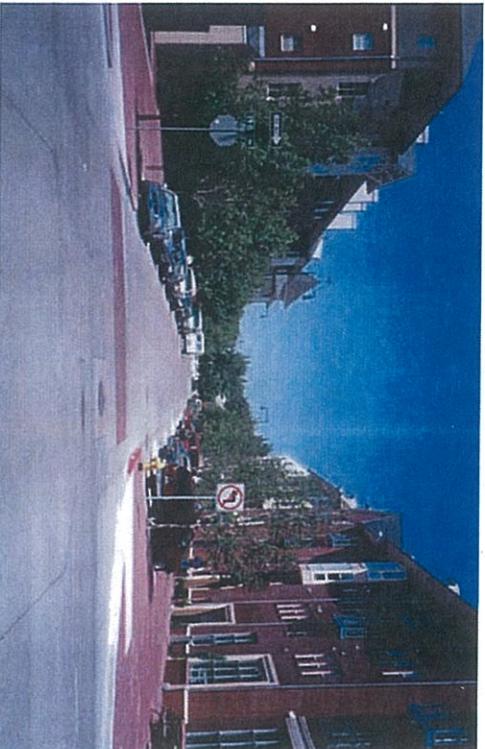
It is here that the majority of residents frequenting the shops on Main Street in historic downtown Louisville, or the shops of its own retail streets will live. The moderate to high densities within this district will make its residents good candidates for transit use. Properly designed pedestrian corridors and connections to the RTD park and ride and possible commuter rail platform are critical to its success.

The district's identity will ultimately be associated with a public square. Hence, the public square's configuration and program elements should be carefully designed. Flexible programming elements should allow for various users within the revitalization area as well as the surrounding communities. Direct accessibility to all users of the Highway 42 Revitalization Area is integral to the design of the district.

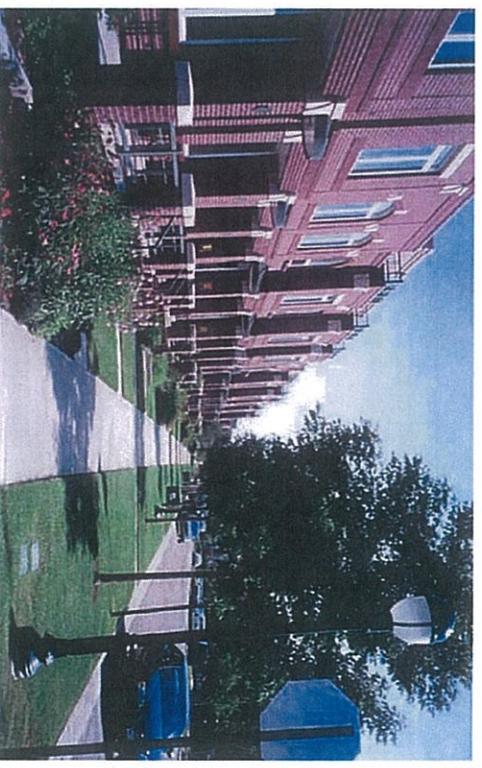
The buildings within this district should primarily be multi-story structures. In its center, residential densities should reach upwards of 30 units per acre. Private open space should be aggregated into useable pocket parks and gardens. Balconies and outdoor areas should be designed for a majority of its residential units. Ground floor retail, office, live/work, and civic uses are highly encouraged around the public square. Although structures should be multi-story, they should be sensitive to the historic downtown and adjacent neighborhoods. Buildings should be limited to three or four stories in height, however, buildings of greater height may be appropriate in some locations. Buildings should define the street, providing interest in massing, scale and details. Parking should be a combination of on-street parking and parking behind buildings and or tucked underneath.

Sidewalks and other pedestrian corridors should be generous in width. Street trees, lighting, and street furnishings should be developed in key locations. In primarily residential areas, care should be taken to differentiate private, semi-private, and public outdoor spaces.

Traffic calming devices such as skinny streets, on street parking, sidewalk bumpouts, and changes in roadway texture should be utilized.



Multifamily streetscape on a local roadway in Denver. The fifth story living space is accommodated within the roofs of buildings. Sidewalk bumpouts, differentiated pedestrian crossings, and on-street parking help to calm traffic.



There is a clear differentiation of private, semi-private, and public space within this streetscape.



Ground floor retail and live/work units such as these are highly encouraged within the Park Square District.



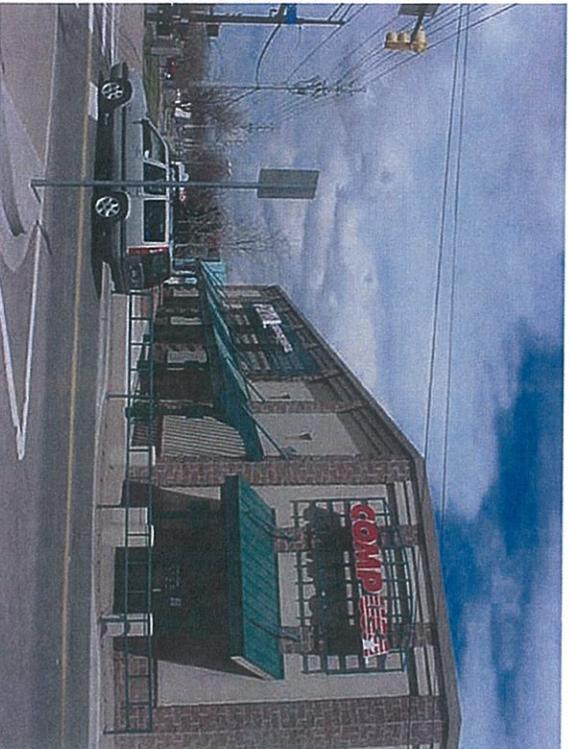
**SOUTH BOULDER ROAD DISTRICT**

**South Boulder Road District**

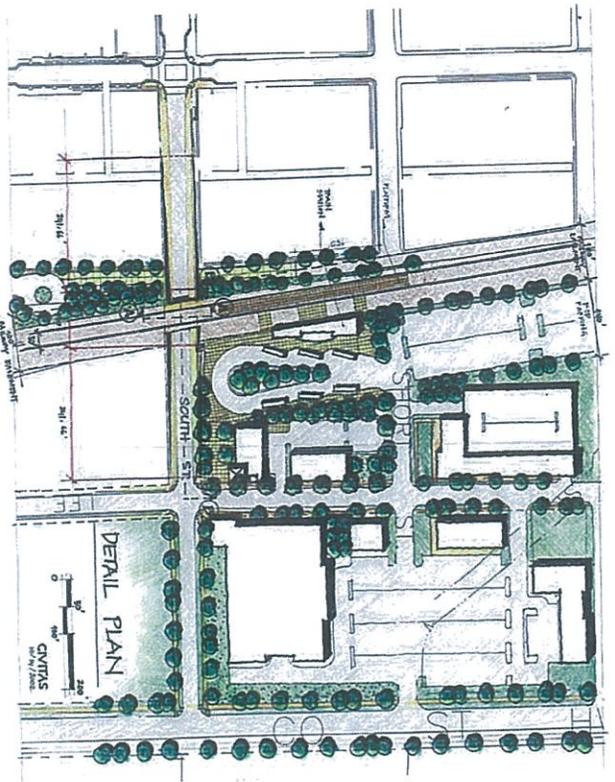
The recommendation for land use within the South Boulder Road District is Commercial Mixed Use. While classified with the same land use as Short Street District, South Boulder Road District will likely take on a different character. A vertical mix of uses is highly encouraged. But with its South Boulder Road frontage, and remote relationship to historic downtown, this district is likely to redevelop with a greater emphasis on horizontal mixed use.

This district is appropriate for small scale commercial footprints. Because the district is largely underutilized, there are opportunities for larger footprint commercial uses as well. Careful planning and design of larger users is critical to maintain compatibility with the Little Italy neighborhood to the south. Multifamily residential uses are also appropriate. Residential uses should buffer the Little Italy neighborhood from commercial developments along South Boulder Road. Commercial uses within this district are likely to have greater parking and traffic impacts. Landscape buffering requirements will be crucial to protect existing residential uses.

Street networks should be direct and efficient within commercial areas. However connections to the greater Highway 42 Revitalization Area should remain indirect to avoid cut-through traffic. New development within this district should be of the highest quality.



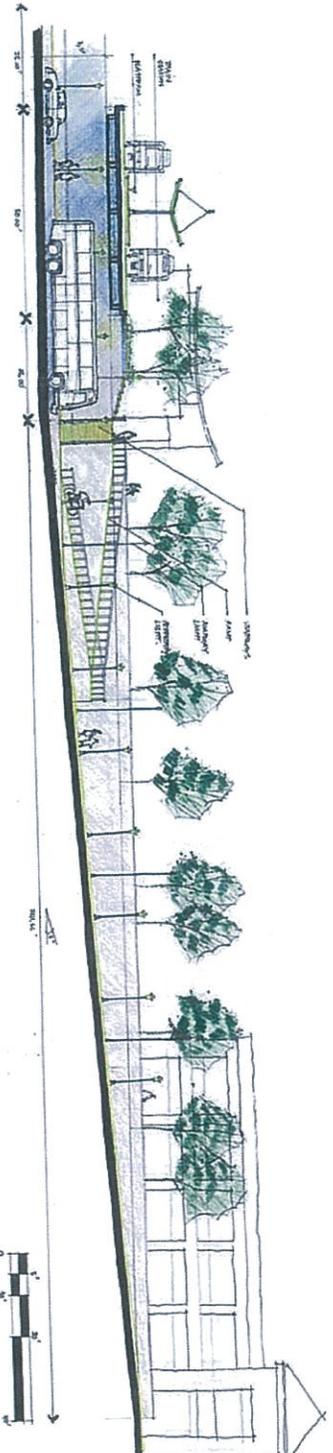
**A larger footprint retail store lines an arterial street in the City of Boulder. These types of uses, when carefully designed are appropriate for the South Boulder Road District.**



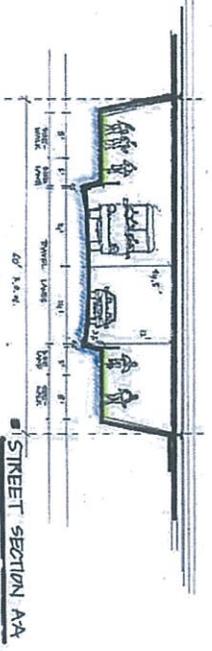
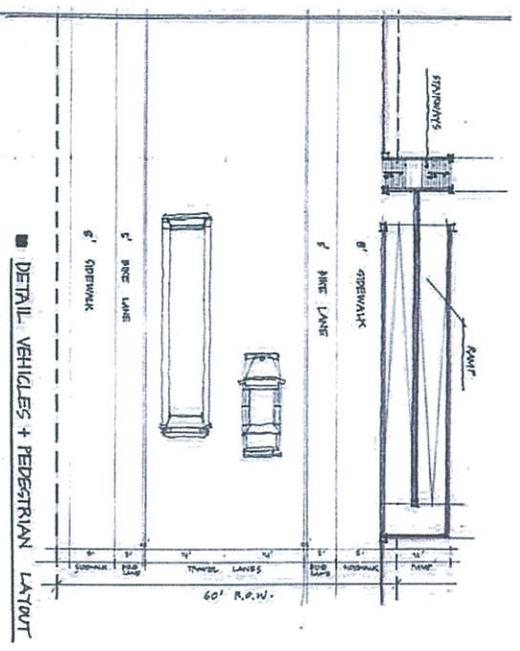
Conceptual Transit Plaza

**RTD Commuter Rail Station and Park-n-Ride**

The land use recommendation for this district is Transit Support. The district will contain a mix of uses, including but not limited to park-n-ride building structures, retail and restaurant services, surface parking and other similar ancillary uses. The Transit Support District may redevelop in the future into a commercial and/or residential mixed-use district. Such redevelopment of the district will likely include both surface and structured parking facilities.



Illustrative section of proposed South Street underpass east of the BNSF Railroad



Conceptual plan and section of South Street Underpass.



A residential development adjacent to light rail in Five Points, Denver. Indicative of possible redevelopment of the RTD park-n-Ride in the future. This photo meets criteria for residential mixed-use land use classification.

### ***III. Implementation***

### **Implementation Policies**

The City seeks to implement the vision for The Highway 42 Revitalization Area in a manner consistent with the following established Goals and Guiding Principles.

#### **Strengthen and enhance adjacent residential neighborhoods.**

The plan recognizes the existing residential areas and supports and enhances this continued residential character. Additional residential units are proposed for the area, which will complement and strengthen the residential neighborhood character.

No land use changes are being proposed with this plan for the adjacent residential neighborhoods. Any redevelopment that might occur in Little Italy on the Miner's Field neighborhoods will be consistent with the existing residential land use.

The addition of commercial service and commercial retail uses in the area will provide additional convenience services to the existing neighborhoods.

The internal street system and the location of the proposed traffic signal on Highway 42 will provide ready north/south access for residents in both the northern and southern neighborhoods.

#### **Complement and integrate the area with historic downtown Louisville.**

Proposed land uses include significant areas of medium density attached residential housing (approximately 350 units). These units serve as a complement to the existing downtown mixed commercial district in the form of an expanded market.

Multiple pedestrian and / or vehicular connections between the Highway 42 Revitalization Area and the Downtown Core are planned and their implementation will be actively pursued.

The potential future commuter rail station location will serve as a focal point providing a strong connection between the historic downtown and the Highway 42 Revitalization Area.

#### **Capture the potential for high quality / mixed-use development.**

The area serves as a gateway to Louisville's downtown and will project the community's image to tens of thousands of motorists, daily. The City will ensure that the new development and redevelopment in the area are of the highest quality and are complementary to the City's historic character.

#### **Prepare a plan that recognizes the access and support parking required for a potential commuter rail station within the revitalization area while maintaining the previous three goals.**

The City shall assist and collaborate with the RTD on their acquisition and development of a commuter rail station and associated parking as depicted in the Plan. In the event commuter rail is not pursued by RTD or other agencies, a similar configuration shall be considered as the basis for a community park-n-Ride facility.

#### **Regulatory Implementation**

Successful implementation of the plan will require a series of regulatory actions, public infrastructure investments, and private sector development activity. To realize the vision of the Plan, various Louisville ordinances and regulations will need to be modified.

#### **Zoning**

One or more new zone districts which allow the mix of land uses and density described in the plan may need to be created. The zoning changes should allow for a mixture of medium density residential, with commingled commercial uses. Some commercial establishments may require greater buffering and/or separation from residences. Such uses would be defined in the zoning ordinance modifications.

#### **Design Criteria**

Additional design criteria may be necessary to achieve the desired urban design and architectural character depicted and described in the Plan. The criteria should address various elements of design, including but not limited to, setbacks, landscaping, architectural quality and materials, signage, lighting, and buffering.