



## **JOINT STUDY SESSION**

### **CITY OF LOUISVILLE CITY COUNCIL & BOULDER COUNTY COMMISSIONERS**

**WEDNESDAY, MAY 27, 2015  
7:30 – 9:00 A.M.**

**Louisville Public Library  
1<sup>st</sup> Floor Conference Room  
951 Spruce Street  
Louisville, CO 80027**

#### **Discussion Items**

- 1) Sustainability Update
- 2) Flood Recovery
- 3) IGA Updates
- 4) Eco Pass Committee Update
- 5) Boulder County Transportation Tax Update
- 6) Louisville Urban Renewal Update
- 7) Other Issues

**SUBJECT: JOINT STUDY SESSION – CITY OF LOUISVILLE CITY COUNCIL  
AND BOULDER COUNTY COMMISSIONERS**

**DATE: MAY 27, 2015**

**PRESENTED BY: LOUISVILLE CITY COUNCIL & BOULDER COUNTY  
COMMISSIONERS**

**SUMMARY:**

Please find attached a number of resources related to the agenda items, including the most current information on the Boulder County transportation tax, and materials related to the most recent urban renewal considerations regarding the former Sam’s Club building in Louisville.

**RECOMMENDATION:**

Discussion

**ATTACHMENT(S):**

1. Boulder County Transportation Tax
2. Urban Renewal Information

Boulder County Transportation  
2015 Update on the  
Countywide Sales Tax Projects

George Gerstle  
Director, Boulder County Transportation  
April 1, 2015

**Agenda**

- Overview of 3/17 Memo
- Summary of 2014 Work Completed
- 2015 Projects
- Long term Phasing Plan
- Comments on to-date

# March 17 Memo



Transportation Department  
 2000 Arapahoe Avenue, Suite 200 • Boulder, Colorado 80502 • 703.441.3000 • Fax: 703.441.4750  
 Bldg. Address: 110 South F Street, Colorado Springs • www.bouldercounty.gov

TO: Boag  
 FROM: Geug  
 DATE: March  
 RE: 2014  
 Boulder County  
 Countywide Tax  
 Budget Issue

This report focuses on the current and future projects that are provided in an overview.

Table 1 lists the projects that are being proposed. Total tax revenue is being proposed in the report.

City Revenue Court

TABLE 1  
 Summary of Proposed  
 Transportation Sales Tax Programming

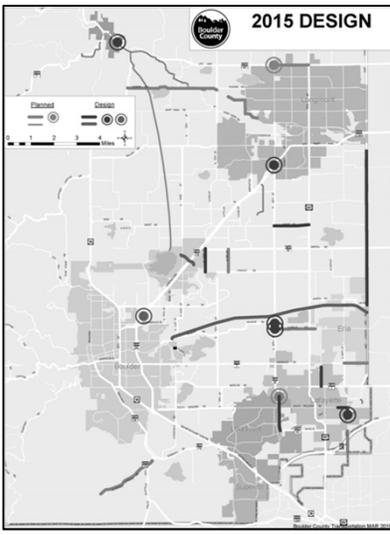
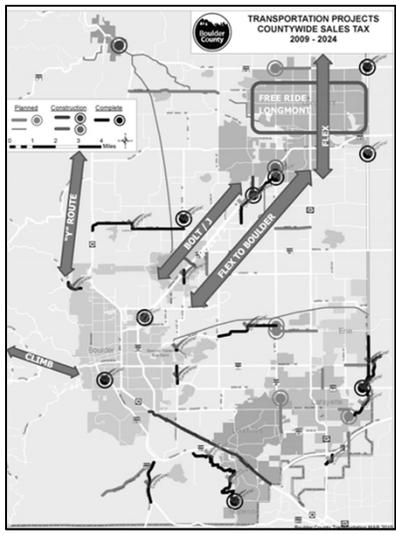
REGIONAL TRAILS	Countywide Sales Tax Funding		Other Funds Available to Local**
	2013 Expenditures	2014 Proposed	
<b>CONSTRUCTION</b>			
LOBO Trail - SBM Connection	\$ 78,000	\$ 895,000	\$ 421,000
LOBO Trail - 4 Mile Overpass	\$ 4,000	\$ 30,000	\$ -
Trail Facilities/Projects	\$ 69,000	\$ 45,000	\$ -
<b>DESIGN</b>			
SB Van Overway Trail Design	\$ 10,000	\$ 200,000	\$ 520,000
USP Trail Master Plan	\$ -	\$ 170,000	\$ -
Administration	\$ 50,000	\$ 100,000	\$ -
<b>TOTAL REGIONAL TRAILS</b>	<b>\$ 220,000</b>	<b>\$ 1,840,000</b>	<b>\$ 941,000</b>

TABLE 2  
 BOULDER COUNTY CIP - 2007 Sales Tax  
 CURRENT FINANCING PLAN

CURRENT ROADHOLDER SAFETY PROJECTS	ESTIMATED YEARLY				CURRENT STATUS
	2014	2015	2016	2017	
1 SB 110 Shoulder - SB 110 to Superior					Completed
2 SB 110 Shoulder - SB 110 to Luffness*					Completed
3 Luffness Road - 1/2 Mile to SB 110					Completed
4 SB 110 Shoulder - South of Arapahoe					Completed
5 SB 110 Shoulder - South of Arapahoe					Completed
6 SB 110 County Line Road Int.					Completed
7 Arapahoe Shoulder - SB 110 (2017 Calendar)**					Completed
8 SB 110 Shoulder to SB 110					Completed
9 SB 110 Shoulder - Phase 1*					Completed
10 1/2 Mile St. Intersection Construction*					Completed
11 County Line Shoulder - South of Arapahoe					Completed
12 Drive - 4th Street to Oak Ridge Road					Completed
13 Drive - 4th Street to Oak Ridge Road					Completed
14 Drive - 4th Street to Oak Ridge Road					Completed
15 Drive - 4th Street to Oak Ridge Road					Completed
16 Drive - 4th Street to Oak Ridge Road					Completed
17 Drive - 4th Street to Oak Ridge Road					Completed
18 Drive - 4th Street to Oak Ridge Road					Completed
19 Drive - 4th Street to Oak Ridge Road					Completed
20 Drive - 4th Street to Oak Ridge Road					Completed
21 Drive - 4th Street to Oak Ridge Road					Completed
22 Drive - 4th Street to Oak Ridge Road					Completed
23 Drive - 4th Street to Oak Ridge Road					Completed
24 Drive - 4th Street to Oak Ridge Road					Completed
25 Drive - 4th Street to Oak Ridge Road					Completed
26 Drive - 4th Street to Oak Ridge Road					Completed
27 Drive - 4th Street to Oak Ridge Road					Completed
28 Drive - 4th Street to Oak Ridge Road					Completed
29 Drive - 4th Street to Oak Ridge Road					Completed
30 Drive - 4th Street to Oak Ridge Road					Completed
31 Drive - 4th Street to Oak Ridge Road					Completed
32 Drive - 4th Street to Oak Ridge Road					Completed
33 Drive - 4th Street to Oak Ridge Road					Completed
34 Drive - 4th Street to Oak Ridge Road					Completed
35 Drive - 4th Street to Oak Ridge Road					Completed
36 Drive - 4th Street to Oak Ridge Road					Completed
37 Drive - 4th Street to Oak Ridge Road					Completed
38 Drive - 4th Street to Oak Ridge Road					Completed
39 Drive - 4th Street to Oak Ridge Road					Completed
40 Drive - 4th Street to Oak Ridge Road					Completed
41 Drive - 4th Street to Oak Ridge Road					Completed
42 Drive - 4th Street to Oak Ridge Road					Completed
43 Drive - 4th Street to Oak Ridge Road					Completed
44 Drive - 4th Street to Oak Ridge Road					Completed
45 Drive - 4th Street to Oak Ridge Road					Completed
46 Drive - 4th Street to Oak Ridge Road					Completed
47 Drive - 4th Street to Oak Ridge Road					Completed
48 Drive - 4th Street to Oak Ridge Road					Completed
49 Drive - 4th Street to Oak Ridge Road					Completed
50 Drive - 4th Street to Oak Ridge Road					Completed
51 Drive - 4th Street to Oak Ridge Road					Completed
52 Drive - 4th Street to Oak Ridge Road					Completed
53 Drive - 4th Street to Oak Ridge Road					Completed
54 Drive - 4th Street to Oak Ridge Road					Completed
55 Drive - 4th Street to Oak Ridge Road					Completed
56 Drive - 4th Street to Oak Ridge Road					Completed
57 Drive - 4th Street to Oak Ridge Road					Completed
58 Drive - 4th Street to Oak Ridge Road					Completed
59 Drive - 4th Street to Oak Ridge Road					Completed
60 Drive - 4th Street to Oak Ridge Road					Completed
61 Drive - 4th Street to Oak Ridge Road					Completed
62 Drive - 4th Street to Oak Ridge Road					Completed
63 Drive - 4th Street to Oak Ridge Road					Completed
64 Drive - 4th Street to Oak Ridge Road					Completed
65 Drive - 4th Street to Oak Ridge Road					Completed
66 Drive - 4th Street to Oak Ridge Road					Completed
67 Drive - 4th Street to Oak Ridge Road					Completed
68 Drive - 4th Street to Oak Ridge Road					Completed
69 Drive - 4th Street to Oak Ridge Road					Completed
70 Drive - 4th Street to Oak Ridge Road					Completed
71 Drive - 4th Street to Oak Ridge Road					Completed
72 Drive - 4th Street to Oak Ridge Road					Completed
73 Drive - 4th Street to Oak Ridge Road					Completed
74 Drive - 4th Street to Oak Ridge Road					Completed
75 Drive - 4th Street to Oak Ridge Road					Completed
76 Drive - 4th Street to Oak Ridge Road					Completed
77 Drive - 4th Street to Oak Ridge Road					Completed
78 Drive - 4th Street to Oak Ridge Road					Completed
79 Drive - 4th Street to Oak Ridge Road					Completed
80 Drive - 4th Street to Oak Ridge Road					Completed
81 Drive - 4th Street to Oak Ridge Road					Completed
82 Drive - 4th Street to Oak Ridge Road					Completed
83 Drive - 4th Street to Oak Ridge Road					Completed
84 Drive - 4th Street to Oak Ridge Road					Completed
85 Drive - 4th Street to Oak Ridge Road					Completed
86 Drive - 4th Street to Oak Ridge Road					Completed
87 Drive - 4th Street to Oak Ridge Road					Completed
88 Drive - 4th Street to Oak Ridge Road					Completed
89 Drive - 4th Street to Oak Ridge Road					Completed
90 Drive - 4th Street to Oak Ridge Road					Completed
91 Drive - 4th Street to Oak Ridge Road					Completed
92 Drive - 4th Street to Oak Ridge Road					Completed
93 Drive - 4th Street to Oak Ridge Road					Completed
94 Drive - 4th Street to Oak Ridge Road					Completed
95 Drive - 4th Street to Oak Ridge Road					Completed
96 Drive - 4th Street to Oak Ridge Road					Completed
97 Drive - 4th Street to Oak Ridge Road					Completed
98 Drive - 4th Street to Oak Ridge Road					Completed
99 Drive - 4th Street to Oak Ridge Road					Completed
100 Drive - 4th Street to Oak Ridge Road					Completed

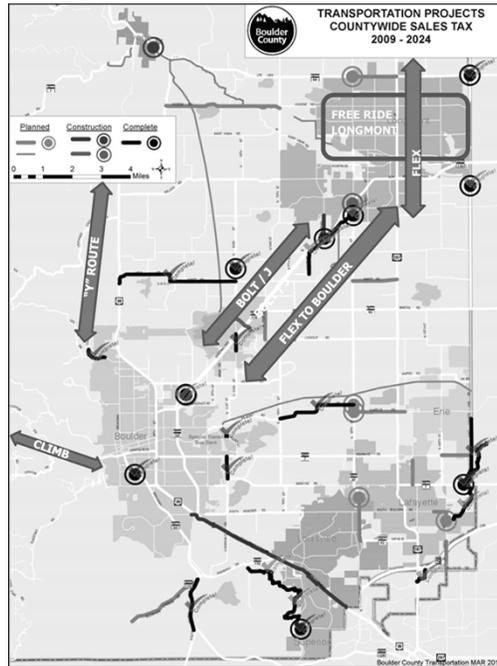
County Transportation March 2014 page 1 of 2

# Maps of Projects



### 2014 Projects:

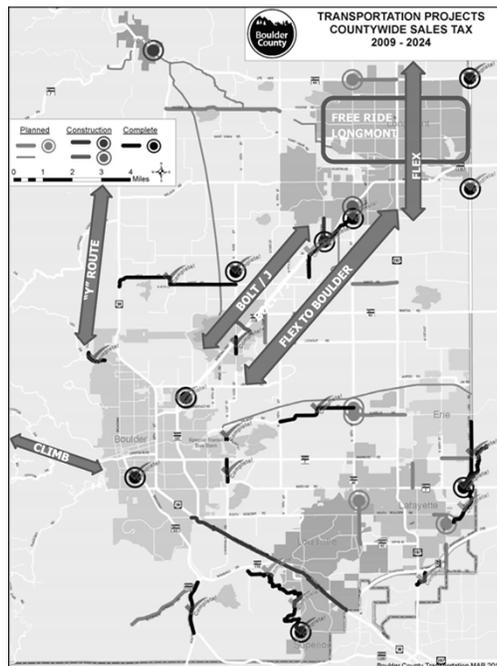
- Highway 93 Shoulders
- Hwy 66 / East County Line Road Intersection
- Hwy 119 / Airport Road Underpass and Shoulders
- Continued Transit support.
- TDM activities



### 2015 Projects

#### Partnerships:

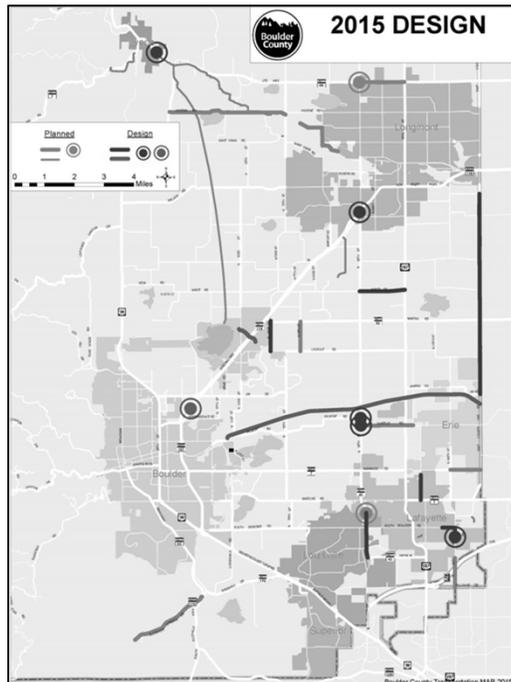
- US36 Bikeway
- Hwy 119 Underpass / South of Hover
- US36 / Stone Canyon
- 120<sup>th</sup> Street Bridge over Coal Creek
- McCaslin / Coalton



## 2015 Projects

### Design:

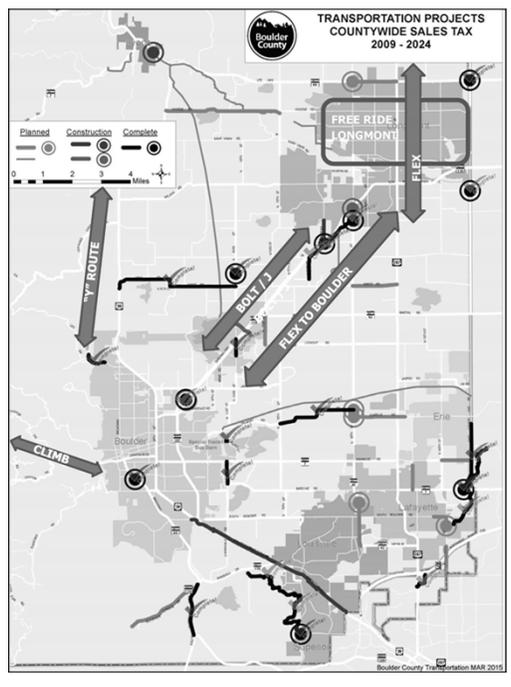
- 95<sup>th</sup> Street Intersections
- South Boulder Road / 120<sup>th</sup> Street.
- 71<sup>st</sup> Street Shoulders and Multi-use path
- ECL Master Plan
- Niwot Road Shoulders – 95<sup>th</sup> to US287



## 2015 Projects

### Transit / TDM

- Continued Transit Support: Bolt, Climb, "Y"
- Expanded FLEX service from Fort Collins to Longmont and Boulder
- Longmont Free Ride
- Countywide Eco Pass



# 2015 Projects

## Regional Trails

- Work with RR on IBM Connector and Four-Mile Underpass
- Trailhead facilities at Lefthand Grange Park
- Start up UP Rail Trail master plan
- Start design for new LOBO trail connection along Williams Fork Trail Road.

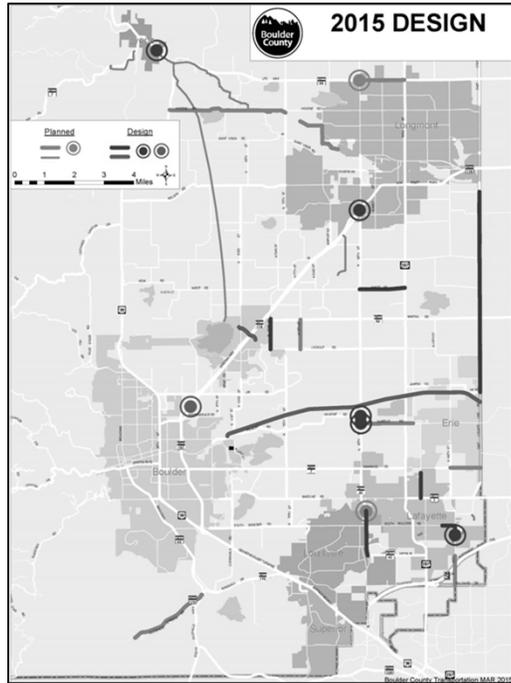


TABLE 1  
Summary of Proposed  
Transportation Sales Tax Programing  
2014 / 2015

SHOULDER / INT. PROJECTS	Countywide Sales Tax Funding		Other Funds Fed/State & Local *
	2014 Expenditures	2015 Proposed	2015
<b>CONSTRUCTION</b>			
Highway 93 / Community Ditch Underpass	\$ 2,570,000	\$ -	\$ -
Highway 66 / East County Line Road (Longmont)	\$ 120,000	\$ -	\$ -
Valmont Shoulders (Env. Clearances)	\$ 20,000	\$ -	\$ -
Highway 119 Underpass – Airport Rd (Longmont)	\$ 950,000	\$ 210,000	\$ -
US36 Bikeway / Davidson Mesa Underpass (CDOT/Louisville)	\$ -	\$ 1,400,000	\$ -
Highway 119 Underpass – S. of Hover (Longmont)	\$ -	\$ 625,000	\$ 1,600,000
Stone Canyon/ US 36 Intersection(Lyons)	\$ -	\$ 840,000	\$ -
120 <sup>th</sup> Street Bridge over Coal Creek (Lafayette 2016)	\$ -	\$ 250,000	\$ 1,000,000
McCasin/ Coalton Intersection- Phase 2 (Superior)	\$ -	\$ 120,000	\$ -
<b>DESIGN</b>			
95 <sup>th</sup> Street Intersections- Isabelle/Valmont	\$ 30,000	\$ 100,000	\$ -
South Boulder Rd / 120 <sup>th</sup> St. (Lafayette)	\$ 50,000	\$ 260,000	\$ 260,000
71st Street Shoulders & Pathway (Boulder)	\$ 40,000	\$ 320,000	\$ -
East County Line Road Master Plan (Longmont to Erie)	\$ -	\$ 140,000	\$ -
Niwot Road Shoulders	\$ -	\$ 115,000	\$ -
<b>TOTAL ROADWAY</b>	<b>\$ 3,780,000</b>	<b>\$ 4,380,000</b>	<b>\$ 2,860,000</b>

	Countywide Sales Tax Funding		Other Funds Fed/State & Local *
	2014 Expenditures	2015 Proposed	2015
<b>TRANSIT / TDM SERVICES</b>			
BOLT Transit Service/ Final Mile (Longmont)	\$ 50,000	\$ 250,000	\$ -
Countywide Stop Improvements	\$ 10,000	\$ 75,000	\$ 130,000
Transit Ed. & Pass Support (CTEPS) (Longmont/Boulder)	\$ 80,000	\$ 80,000	\$ 230,000
"Y" Route to Lyons / EcoPass/ Shuttle	\$ 70,000	\$ 85,000	\$ 35,000
Longmont Free Ride Program (Longmont)	\$ 45,000	\$ 80,000	\$ 64,000
FLEX Transit Service (Ft Collins to Longmont and Boulder)	\$ 30,000	\$ 160,000	\$ 384,000
<b>TOTAL TRANSIT</b>	<b>\$ 285,000</b>	<b>\$ 730,000</b>	<b>\$ 843,000</b>

## Regional Trail Projects

REGIONAL TRAILS			
<b>CONSTRUCTION</b>			
Rock Creek Trail – Eastern Link (Erie)	\$ 30,000	\$ -	\$ -
LOBO Trail – IBM Connection	\$ 40,000	\$ 955,000	\$ 431,000
LOBO Trail – 4 Mile Creek Underpass	\$ -	\$ 520,000	\$ -
Trail Facilities / Repairs	\$ 5,000	\$ 50,000	\$ -
<b>DESIGN</b>			
UP Rail Trail Master Plan	\$ -	\$ 180,000	\$ -
Williams Fork Trail Connection	\$ -	\$ 120,000	\$ -
<b>TOTAL REGIONAL TRAILS</b>	<b>\$ 75,000</b>	<b>\$ 1,825,000</b>	<b>\$ 431,000</b>

# Expenses vs. Revenues

TOTAL SALES TAX PROJECTS	Countywide Sales Tax Funding		Other Funds Fed/State/Local *
	2014 Expenditures	2015 Proposed	2015
TOTAL ROADWAY	\$ 3,780,000	\$ 4,380,000	\$ 2,860,000
TOTAL TRANSIT	\$ 285,000	\$ 730,000	\$ 843,000
TOTAL REGIONAL TRAILS	\$ 75,000	\$ 1,825,000	\$ 431,000
ADMINISTRATION / PROJ. MGMT.	\$ 210,000	\$ 295,000	\$ -
<b>TOTAL TRANSPORTATION</b>	<b>\$ 4,350,000</b>	<b>\$ 7,230,000</b>	<b>\$ 4,134,000</b>
<b>SALES TAX REVENUES</b>			<b>2015 Anticipated</b>
2015 SALES TAX REVENUES		\$ 5,005,000	\$ 4,134,000
FUNDS CARRIED OVER FROM 2014*		\$ 7,496,000	\$ -
<b>TOTAL 2015 REVENUES</b>		<b>\$ 12,501,000</b>	<b>\$ 4,134,000</b>
<i>Estimated Carryover to 2016 Projects</i>		\$ 5,271,000	

# Future Projects

**TABLE 2 BOULDER COUNTY CIP - 2007 Sales Tax CURRENT PHASING PLAN**

CURRENT ROAD/SHOULDER SAFETY PROJECTS	ESTIMATED TIMELINE				CURRENT STATUS
	Pre-2015	2015	2016	2017-2024	
1 SH 119 Shoulders - SH 93 to Superior *	*****				Completed
2 SH 119 Bikerway @ SH 52 and Lefthand *	*****				Completed
3 Lookout Road - N. 75th to N. 95th Street	*****				Completed
4 N. 95th Street Shoulders - north of Arapahoe	*****				Completed
5 N. 92nd Street - Nelson to Reed and city parkway	*****				Completed
6 SH 7 / E. County Line Road Int. *	*****				Completed
7 Cotton Rd. Widening - 96th to 105th (2007 Extension) *	*****				Completed
8 N. 119th Street - Arapahoe to SH 7	*****				Completed
9 McCaslin / Coakley Intersection - Phase 1 *	*****				Completed
10 SH 119 / N. 63rd St. Intersection Construction *	*****				Completed
11 East County Line Shoulders - Austin to SH 7	*****				Completed
12 Line Hill Drive - 4th Street to Oak Stage Road	*****				Completed
13 Cherryvale Road Shoulders - Baseline to Arapahoe	*****				Completed
14 Prid Connection to City of Boulder Euclid Station *	*****				Completed
15 North 53rd Bridge over Lefthand Creek *	*****				Completed
16 Valmont Reconstruction - 75th to 95th	*****				Completed
17 Beauvais Road Shoulders - Fossilville Highway to N. 63rd	*****				Completed
18 SH 69 / East County Line Road Intersection *	*****				Completed
19 SH 69 Shoulders - SH 170 to SH 138 *	*****				Completed
20 SH 119 Pedestrian Underpass - Arapahoe Road	*****				Completed
21 US36 Bikerway *	*****				In Construction
22 Stone Canyon / US 36 Intersection Improvements	*****				In Design
23 SH 119 Pedestrian Underpass - Haver Road *	*****				In Design
24 120th Street Bridge over Coal Creek *	*****				In Design
25 Isabelle / Valmont Reconstruction - 95th St. Intx.	*****				In Design
26 111th Street Shoulders *	*****				In Design
27 71st Street - SH 52 to Lookout Road	*****				In Design
28 South Boulder Road Widening - Malory Drive to 120th *	*****				In Design
29 SH42 Improvements - Englewood Road to Baseline Rd *	*****				Pre-Engineering
30 15th Street Reconstruction (part of CRBP)	*****				In Design
<b>PROJECTS REQUIRING PLANNING / PRE-ENGINEERING</b>					
31 East County Line Road - Longmont to Hwy52	*****				Concept only
32 E. 120th Street - Lafayette to Dillon Rd.	*****				Concept only
33 70th Street - SH 52 to Lookout Road	*****				Concept only
34 Newart Road - 95th to US287	*****				Concept only
35 Arapahoe Rd. - N. 119th St. to E. County Line Rd	*****				Concept only
36 Regener Road Shoulders	*****				Concept only
37 Isabelle Road Reconstruction - 75th to 119th	*****				Concept only
38 SH119 Shoulders - (Stonewall Springs Drive)	*****				Concept only
39 75th Street - Plateau Road Intersection	*****				Concept only
<b>PROJECTS REQUIRING ACTION BY PROJECT PARTNER</b>					
40 SH 7 / N. 119th St. Intx *	*****				On hold
41 SH42 Pedestrian Underpass - S. of Paschal *	*****				Concept only
42 ECL Road Shoulders - SH42 to Jasper Rd. (no CL)	*****				Concept only
43 SH66 Improvements - Main to Hovet *	*****				Pre-Engineering
44 Prid Connection to Gardsmead Station	*****				Concept only
45 SH119 Lanes - 5th Avenue to Broadway (Lyons)	*****				Concept only

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**TABLE 2 BOULDER COUNTY CIP - 2007 Sales Tax CURRENT PHASING PLAN**

TRANSIT PROJECTS	ESTIMATED TIMELINE				CURRENT STATUS
	Pre-2015	2015	2016	2017-2024	
1 JUMP to Erie / LYNX Service *	*****				Completed
2 Special Transit Bus Barn *	*****				Completed
3 Transit ITS *	*****				Completed
4 Front Mile Stop Improvements	*****				Completed
5 ROLL 7 / Bicyclo *	*****				In Operation
6 Courtyard Pass Support Program	*****				In Operation
7 "R" Bikes	*****				In Operation
8 "FLEX" Longmont-to-North Front Range	*****				In Operation
9 Longmont Free-Ride Program	*****				In Operation
10 "E" Bikes	*****				Concept only
<b>TRAIL PROJECTS (based on 2003 Regional Trails Prioritization)</b>					
1 Rock Creek Trail - US287 to Dillon *	*****				Completed
2 El Vain Greenway - ECL Underpass	*****				Completed
3 Coal Creek Trail - Mayhoffer to Marshall Mesa *	*****				Completed
4 Rock Creek Trail - Mayhoffer to Coakley *	*****				Completed
5 LOBO Trail - Four Mile SH 119 Connection *	*****				Completed
6 LOBO Trail - 95th Street Bridge Construction *	*****				Completed
7 LOBO Trail - SH 60 to 95th *	*****				Completed
8 Coal Creek - Rock Creek Trail - 120th to Flagg Park	*****				Completed
9 Coal Creek Trail - Flagg Park to Erie *	*****				Completed
10 LOBO Trail - 68th Connector *	*****				In Design
11 Union Pacific Rail Trail - Master Plan	*****				Concept only
12 LOBO Trail - Williams Fork Connector	*****				In Design
13 LOBO Trail - Four Mile RR Underpass	*****				In Design
14 Coal Creek Trail - McCaslin Link *	*****				In Design
15 Redwood Trail (County Road 330) *	*****				Pre-Engineering
16 Union Pacific Rail Trail - Design and Construction	*****				Concept only
17 El Vain Greenway - Golden Ponds to 81st - phase 1 *	*****				On hold
18 El Vain Greenway - Golden Ponds to 81st - remainder	*****				Concept only
19 El Vain Greenway - 81st to Fessler Canal Trail	*****				Concept only
20 Lyons to Boulder Trail - Trail Master Plan	*****				TBD
21 Lyons to Boulder Trail - Design and Construction	*****				TBD

\* Project relies on matching funds from local agency / state or federal.  
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# Future Projects

TABLE 2 BOULDER COUNTY CIP - 2007 Sales Tax CURRENT PHASING PLAN						
CURRENT ROAD/SHOULDER SAFETY PROJECTS	ESTIMATED TIMELINE					CURRENT STATUS
	Pre-2015	2015	2016	2017-2019	2020-2024	
1 SH 170 Shoulders - SH 93 to Superior *	*****					Completed
2 SH 119 Bikeways @ SH 52 and Lefthand *	*****					Completed
3 Lookout Road - N. 75th to N. 95th Street	*****					Completed
4 N. 95th Street Shoulders - north of Arapahoe	*****					Completed
5 N. 63rd Street - Nelson to Niwot and city portion	*****					Completed
6 SH 7 / E. County Line Road Intx. *	*****					Completed
7 Dillon Rd. Widening - 96th to 104th (2007 Extension) *	*****					Completed
8 N. 119th Street - Arapahoe to SH 7	*****					Completed
9 McCaslin / Coalton Intersection - Phase 1 *	*****					Completed
10 SH 119 / N. 63rd St. Intersection Construction *	*****					Completed
11 East County Line Shoulders - Austin to SH 7	*****					Completed
12 Lee Hill Drive - 4th Street to Okde Stage Road	*****					Completed
13 Cherryvale Road Shoulders - Baseline to Arapahoe	*****					Completed
14 Ped Connection to City of Boulder Euclid Station *	*****					Completed
15 North 63rd Bridge over Lethand Creek *	*****					Completed
16 Valmont Reconstruction - 75th to 95th	*****					Completed
17 Neva/Niwot Shoulders - Foothills Highway to N. 63rd	*****					Completed
18 SH66 / East County Line Road Intersection *	*****					Completed
19 SH 93 Shoulders - SH 170 to SH 128 *	*****					Completed
20 SH119 Pedestrian Underpass - Airport Road *	*****					In Construction
21 US36 Bikeway *	*****	*****				In Construction
22 Stone Canyon / US 36 Intersection Improvements	*****					In Design
23 SH119 Pedestrian Underpass -Hover Road *	*****	*****				In Design
24 120th Street Bridge over Coal Creek *	*****		*****			In Design
25 Isabelle / Valmont Reconstruction - 95th St. Intx.	*****			*****		In Design
26 111th Street Shoulders *	*****			*****		In Design
27 71st Street - SH 52 to Lookout Road	*****			*****		In Design
28 South Boulder Road Widening - Mallory Drive to 120th *	*****			*****		In Design
29 SH42 Improvements - Empire Road to Baseline Rd *	*****			*****	*****	Pre-Engineering
30 95th Street Reconstruction (part of CRRP)	*****			*****		In Design

# Future Projects

TABLE 2 BOULDER COUNTY CIP - 2007 Sales Tax CURRENT PHASING PLAN						
PROJECTS REQUIRING PLANNING / PRE-ENGINEERING	ESTIMATED TIMELINE					CURRENT STATUS
	Pre-2015	2015	2016	2017-2019	2020-2024	
31 East County Line Road - Longmont to Hwy52				*****		Concept only
32 S. 120th Street - Lafayette to Dillon Rd.				*****		Concept only
33 79th Street - SH 52 to Lookout Road				*	*****	Concept only
34 Niwot Road - 95th to US287					*****	Concept only
35 Arapahoe Rd. - N. 119th St. to E. County Line Rd					*****	Concept only
36 Hygiene Road Shoulders					*****	Concept only
37 Isabelle Road Reconstruction - 75th to 119th					*****	Concept only
38 SH170 Shoulders - (Eldorado Springs Drive)					*****	Concept only
39 75th Street - Plateau Road Intersection					*****	Concept only
<b>PROJECTS REQUIRING ACTION BY PROJECT PARTNER</b>						
40 SH 7 / N. 119th St. Intx. *				*****		On Hold
41 SH42 Pedestrian Underpass - S. of Paschal *				*****		Concept only
42 ECL Road Shoulders - SH52 to Jasper Rd. (no OL)				*****	*****	Concept only
43 SH66 Improvements - Main to Hover *				*	*****	Pre-Engineering
44 Ped Connection to Gunbarrel Station *					*****	Concept only
45 SH7 Bike Lanes - 5th Avenue to Broadway (Lyons)					*****	Concept only

Boulder County Transportation

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# Future Projects

	ESTIMATED TIMELINE					CURRENT STATUS
	Pre-2015	2015	2016	2017-2019	2020-2024	
<b>TRANSIT PROJECTS</b>						
1 JUMP to Erie / LYNX Service *	*****					Completed
2 Special Transit Bus Barn *	*****					Completed
3 Transit ITS *	*****					Completed
4 Final Mile Stop Improvements	*****	*****				In Operation
5 BOLT / J Buy-Up *	*****	*****	*****	*****	*****	In Operation
6 Countwide Pass Support Program	*****	*****	*****	*****	*****	In Operation
7 "Y" Route	*****	*****	*****	*****	*****	In Operation
8 "FLEX" Longmont-to-North Front Range	*****	*****	*****	*****	*****	In Operation
9 Longmont Free-Ride Program	*****	*****	*****	*****	*****	In Operation
10 "L" Route	*****	*****	*****	*****	*****	Concept only
<b>TRAIL PROJECTS (based on 2003 Regional Trails Prioritization)</b>						
1 Rock Creek Trail - US287 to Dillon *	*****					Completed
2 St Vrain Greenway - ECL Underpass *	*****					Completed
3 Coal Creek Trail - Mayhoffer to Marshall Mesa *	*****					Completed
4 Rock Creek Trail - Mayhoffer to Coalton *	*****					Completed
5 LOBO Trail - Four Mile SH119 Connection *	*****					Completed
6 LOBO Trail - 95th Street Bridge Construction *	*****					Completed
7 LOBO Trail - 83rd to 95th *	*****					Completed
8 Coal Creek Rock Creek Trail - 120th to Flagg Park	*****					Completed
9 Coal Creek Trail - Flagg Park to Erie *	*****					Completed
10 LOBO Trail - IBM Connector *	*****					In Design
11 Union Pacific Rail Trail - Master Plan	*****	*****				Concept only
12 LOBO Trail - Williams Fork Connector	*****	*****				In Design
13 LOBO Trail - Four Mile RR Underpass	*****	*****				In Design
14 Coal Creek Trail - McCaslin Link	*****			*****	*****	Pre-Engineering
15 Nederland Trails (County Road 130) *	*****			*****	*****	Pre-Engineering
16 Union Pacific Rail Trail - Design and Construction	*****	*****				Concept only
17 St. Vrain Greenway - Golden Ponds to 61st - phase I *	*****	*****				On Hold
18 St. Vrain Greenway - Golden Ponds to 61st - remainder	*****	*****				Concept only
19 St. Vrain Greenway - 61st to Feeder Canal Trail	*****	*****				Concept only
20 Lyons to Boulder Trail - Trail Master Plan	*****	*****				TBD
21 Lyons to Boulder Trail - Design and Construction	*****	*****				TBD

## Feedback on Memo

- **City of Louisville is ready to accelerate two projects into 2015.**
  - Highway 42 / South Street Intersection Construction
  - Highway 42 / South of Pascal Underpass (Design)

## **Feedback on Memo**

- **Request for financial update on Sales Tax to-date.**
  - How much has been spent?
  - How much collected?
  - What are current projections?



# Transportation Department

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Mailing Address: P.O. Box 471 • Boulder, Colorado 80306 • [www.bouldercounty.org](http://www.bouldercounty.org)

TO: Boulder / Broomfield Counties Consortium of Cities Board

FROM: George Gerstle, Transportation Director

DATE: March 17, 2015

RE: **2015 Update on Countywide Transportation Sales Tax**

Boulder County Transportation is providing this report as an annual update on the Countywide Transportation Sales Tax, as required in the ballot language in the 2007 Ballot Issue. This report focuses on the projects completed to-date; those currently underway; and those planned for construction and/or design in 2015. It also provides an overview of the current schedule for projects through 2025.

## **Transportation Sales Tax Overview**

The current Boulder County Countywide Transportation Sales Tax was approved by voters in 2007 and is an extension of a 2001 ballot issue that implements a one-tenth-of-one percent sales tax for transportation improvements. The ballot issue funds a specific list of projects that includes roadway and bikeway improvements; intersection projects; transit projects; pedestrian access projects; and improvements to regional trails (see attached *Boulder County CIP -2007 Sales Tax*).

Projects are primarily located in the unincorporated County. However, several improvements within the incorporated towns were included as they were deemed to have a “countywide” benefit to the multimodal system.

## **Summary**

Boulder County’s progress in 2014 on the implementation of the list of projects funded by the Countywide Transportation Sales Tax was slowed by considerable work on recovery efforts from damage incurred by the 2013 Flood. However, several significant projects were completed including:

- Construction of the Airport Road underpass on the Diagonal Highway.
- Completion of the Highway 66 / East County Line Road Intersection by CDOT in partnership with the City of Longmont. Countywide Sales Tax funds were used to fund the addition of bicycle shoulders through the intersection.
- Highway 93 Shoulders / Community Ditch Underpass project completed by CDOT south of the city of Boulder.
- Travel Demand Management programs including an expanded EcoPass

program that includes BVSD staff and faculty; an enhanced Bus-then-Bike program in Longmont and Boulder; and the first ever fare-free program Free Ride Longmont, in partnership with the City of Longmont.

*Table 1 - Summary of Proposed Transportation Sales Tax Programming 2014 / 2015*, lists the completed work in 2014 along with proposed project work for 2015. Funding from project partners, state funds, and federal funds are also listed. Total cost for the 2015 projects is just under \$5.2 million out of the Road/ Transit Sales Tax Fund and \$1.9 million out of the Trails Fund. An additional \$4.1 million is being contributed by the project partners either as part of the County project or in partnership with the County.

### **Progress Report**

2015 marks the sixth year of the 14-year Sales Tax approved by the voters in 2007, with funding available starting in 2009. Table 2 (attached) lists forty-five road and shoulder safety projects; ten transit programs; and twenty-one regional trails efforts that are eligible to receive sales tax funding. To date, Boulder County, along with its project partners has completed nineteen of the roadway projects with an additional eleven currently under construction, under design, or in the planning stage of implementation. Nine of the proposed transit projects are in operation. Nine regional trails projects have been completed with seven more currently in design or planning.

Since 2009, County Transportation has worked with our partners to implement the following:

- Three State Highway bikeways (SH170 Shoulders, SH119 Bikeway, and the SH93 Shoulders). The US36 Bikeway is currently under construction.
- Over 16 miles of County road shoulders and two bridge replacements over Lefthand Creek (Lookout Road, North 95<sup>th</sup> Street, North 63<sup>rd</sup> Street; 119<sup>th</sup> Street; East County Line Road south of Erie; Lee Hill; Cherryvale; Valmont; and Neva/Niwot).
- Three state intersection projects (SH7 / East County Line Road, SH119 / 63<sup>rd</sup> Street, and SH66/East County Line Rd. intersection (with Longmont). The US36/ Stone Canyon intersection (Lyons) will be completed this year.
- Three partnership projects with regional significance and multimodal benefit (Coalton/McCaslin Roundabout with Superior; Dillon Road Shoulders with Louisville; and Broadway/Euclid Transit improvements with Boulder).
- Over twelve miles of new Regional Trail connections (Rock Creek/Coal Creek Trail; St Vrain Greenway Trail; Longmont-to-Boulder Trail systems).
- Funding support for four regional transit services (BOLT/J; JUMP; “Y”; and FLEX, as well as the pilot LYNX transit service between Superior and Louisville.
- Partnership funding for Special Transit/ Via Service Center.

- On-going Transit Education and Pass Support programs including support for Mountain Transit Services (Nederland/Lyons Community Pass, CLIMB and Longmont Free-Ride, expansion of the Boulder Valley School District Staff/Faculty Ecopass program with the City of Boulder and the BVSD.

### **Summary of 2014 Sales Tax Projects**

In 2014, the County spent just under \$3.8 million in countywide sales tax funds on design and construction of road shoulder and bicycle safety projects; approximately \$285,000 in sales tax funding for transit services and programs; \$75,000 on regional trails; and \$210,000 (4.3%) on program planning and administration.

### **Implementation Strategy**

For the next ten years of sales tax planning and implementation, staff is recommending focus on the following implementation strategies.

#### **1. Complete ongoing projects**

- IBM Connector Trail (CDOT, BNSF and Boulder)

#### **2. Fulfill Funding Partnerships** to leverage the sales tax funds and increase countywide benefits. Current partnership projects include:

- BOLT Transit Service Enhancement (RTD, Longmont, Boulder)
- Countywide Bus Stop improvements (CDOT, local cities / towns)
- 95<sup>th</sup> Street Intersections – Isabelle and Valmont (CDOT)
- Lyons Main street Enhancement Project (CDOT, Lyons)
- 111<sup>th</sup> Street Widening (Lafayette)
- SH119 / South of Hover Pedestrian Underpass (Longmont, CDOT)
- US36 Bikeway (CDOT, HPTE, RTD, US36 Corridor Communities)
- 71<sup>st</sup> Street Shoulders and Multi-use Path (City of Boulder)
- 120<sup>th</sup> Street Bridge over Coal Creek (City of Lafayette / UDFCD)
- East Lafayette Multimodal connections (South Boulder Road and 120<sup>th</sup> Street)
- LOBO Trail - Williams Fork Trail pathway connection.
- State Highway 42 pending partner funding. (Louisville)

#### **3. Update costs, scope and preliminary planning options of remaining larger/complex road projects** through Master Planning that includes preliminary survey, design, project scoping and coordination with program partners. These projects include:

- 95<sup>th</sup> Street Reconstruction – Longmont to Lafayette. Part of the County Road Resurfacing Program (CRRP).
- East County Line Shoulders – Longmont to Erie (Longmont, Erie, Weld County)
- South Boulder Road / 120<sup>th</sup> Street (Lafayette)
- Union Pacific Rail Trail – Erie to Boulder (Boulder, Erie, RTD)
- SH66 Improvements – Main to Hover (City of Longmont)

**4. Schedule remaining roadway projects** to maximize effectiveness, coordinate with roadway resurfacing needs and leverage funding. The typical planning, right-of-way acquisition and design timeline for these projects is four years. So primary engineering should begin on the following projects between now and 2018:

- Hygiene Road – US36 to 75<sup>th</sup> Street
- Arapahoe Road - 119<sup>th</sup> to East County Line Road
- Highway 170 to Eldorado Springs (CDOT)
- Isabelle Road – 95<sup>th</sup> to 109<sup>th</sup>
- Niwot Road – 95<sup>th</sup> to US287
- 75<sup>th</sup>/Plateau Intersection

Enacting these strategies will enable the Transportation Department to efficiently implement the final two-thirds of our program, maintain financial viability of the sales tax program by being able to respond to revenue and cost variations, and implement the projects identified in the approved ballot measure.

### **2015 Sales Tax Projects (Proposed)**

For 2015, Boulder County plans to continue on the following partnerships, programs and projects:

#### ***Roadway / Bike Shoulder Projects***

- ***US36 / Stone Canyon Intersection Improvements.*** Partnership with the Town of Lyons to signalize the intersection and provide a safe pedestrian crossing of the US Highway. Sales Tax funds for the intersection are being used to match federal funding of the *Lyons Streetscape Enhancement* project. This project has been delayed by recent flooding but will move forward in 2014 with construction planned for the end of the year or in early 2015.
- ***State Highway 119 / South of Hover Underpass - Longmont.*** Boulder County continues work with the City of Longmont on design of the pedestrian and bicycle underpass at the western entrance to Longmont. This underpass will improve countywide bicycle and pedestrian access as well as improve safety for transit users at this dangerous transit stop.
- ***McCaslin / Coalton Intersection – Superior.*** Improvements to the Coalton / McCaslin intersection was the first project completed as part of the 2007 Sales Tax extension. As a result, the Town of Superior agreed to wait until year five (2015) for the final reimbursement of the county share of the intersection.

#### ***Roadway / Bike Shoulder Design***

- ***State Highway 42 Improvements – Louisville.*** The *Highway 42 Master Plan* completed by the City of Louisville in 2013, identifies concept plans for several projects listed in the Countywide Sales Tax list of projects. Boulder County will be working with the city to identify which of these projects may

move forward in collaboration with the city and CDOT.

- **South Boulder Road Widening – Lafayette.** Boulder County and the City of Lafayette have developed a master plan for the widening of South Boulder Road directly west of 120<sup>th</sup> Street, including a replacement of the 120<sup>th</sup> Street Bridge over Coal Creek, new road shoulders and a multi-use pedestrian path along the entirety of the corridor. The County and the City have partnered with the Urban Drainage and Flood Control (UDFCD) to replace the 120<sup>th</sup> Street Bridge over Coal Creek 2016. The City received Federal funding for the multi-use path segment of the South Boulder Road widening and will be constructing that facility in 2018 along with a portion of the planned roadway improvements.
- **95<sup>th</sup> Street Intersections – Valmont and Isabelle.** The two offset intersections on 95<sup>th</sup> Street has the highest accident rate of any Boulder County intersection and serves traffic traveling between the Town of Erie and City of Boulder, and between Longmont and Lafayette and lacks bicycle facilities despite serving as a regional bicycle corridor. On-going design process includes working with County residents and property owners in the area. Construction is scheduled for 2016.
- **71<sup>st</sup> Street Shoulders and Multiuse Path.** Boulder County completed preliminary plans for the 71<sup>st</sup> Street Shoulders project in 2014 in order to develop a TIP project submission to DRCOG. The federal funds will be used to add a multi-use path to 1 mile of the corridor and provide improved access between Lookout Road in the City of Boulder and the LOBO Trail that transverse the unincorporated county. Construction of both the path and associated roadway is scheduled for 2018.

### **Transit / TDM Projects**

For 2015, Boulder County is proposing continuation of its support for transit services by providing increased service along three select transit routes - the **BOLT, FLEX,** and the **“Y”**. A large portion of the 2015 funding for these routes will be covered by federal grants awarded to the County for increased service on the FLEX (Ft Collins to Boulder) and “Y” (Lyons to Boulder). Boulder County has received DRCOG funding for 2016 to support additional services on the “L” route connecting Longmont to Denver.

Work continues on the **Countywide Transit Education and Pass Support (CTEPS)** program that has now expanded to cover community passes for the Town of Lyons, Gold Hill, Boulder Valley School District (thirty schools) and individual neighborhoods and employers in the County. Support from the sale tax for the pilot Longmont Free Fare Transit (with Longmont) program will continue through 2016.

Along with supporting transit services and providing education and encouragement for employees and residents to use transit, Boulder County has received funding to improve over **twenty transit stop improvements** throughout the county through a state transit grant that includes improvements to stops both in the unincorporated and incorporated areas.

## **Regional Trails Projects**

After a five-year run of accelerated implementation of the regional trails system, Boulder County is preparing for the next phase of regional trail implementation.

- **IBM Connector Trail.** This final planned section of the *Longmont-to-Boulder (LoBo) Trail* has been waiting for the BNSF Railroad to construct a new bridge crossing of Dry Creek #2. The new bridge is scheduled for this year, at which point Boulder County will construct a trail underpass beneath both the railroad and State Highway 119. Once constructed the trail will offer an off-street connection from the Boulder Reservoir to the LoBo trail connecting users from Gunbarrel, Niwot, and Longmont.
- **Four Mile Creek Underpass.** Along with IBM, Boulder County is working with the BNSF on a similar underpass at Four Mile Creek just north of the City of Boulder. Funding for this project is available in 2015, in the event the railroad is able to construct this underpass at the same time as the other structure.
- **Regional Trail Facilities and Repairs.** Ongoing repairs to the county sections of regional trails along with a new restroom facility at Lefthand Grange Park.
- **Longmont to Boulder Trail - Williams Fork Trail on-street pathway connector.** The current alignment for the LOBO Trail through Gunbarrel has a gap between Lookout Road and Twin Lakes Trail system that requires trail users to travel on-street. Boulder County has sought alternatives to this connection for many years and are now working to develop a ten-foot wide multi-use path along Williams Fork Trail to connect Twin Lakes Trail with the sidewalk system within the incorporated areas. Funding from the CDOT Transportation Alternatives Program has been approved, and will be matched from Sales Tax funds and contributions from the City of Boulder.
- **St Vrain Greenway Trail – Golden Ponds to Pella Crossing.** Plans to connect the City of Longmont’s Golden Ponds to the County trail network at Pella Crossing have been delayed by the significant flood damage in that area. Damage to the Greenway Trail is significant enough that construction of this segment is unlikely for a number of years. As a result, Boulder County is working with the city of Longmont to identify potential ways to move forward with the Great Outdoors Colorado grant secured for construction of that trail segment.
- **Union Pacific Rail Trail – Boulder to Erie.** Boulder County intends to start a master planning process for this potential trail connection in 2015. This effort must be coordinated closely with RTD, who owns the corridor ROW.

## **2015 Revenues**

Total proposed 2015 expenditures of \$7.1 million on Sales Tax projects is offset by a combination of anticipated revenues from 2015 sales tax receipts; state and federal grants; and unspent revenue from 2014 projects.

## **Sales Tax Program Phasing Plan**

The attached **Table 2** shows the anticipated project schedule for the projects listed in the 2007 Ballot issue along with an estimated timeline for construction.

Changes since last year include:

- Moving **US36 Bikeway** from the Trails fund to the roadway / bikeway program as per direction of the Consortium.
- Add the **Longmont Free Ride Program** to the phasing plan to track progress of the new pass program.
- Add the **reconstruction of 95<sup>th</sup> Street** between Lafayette and Longmont to the phasing plan. This work is proposed to be funded as part of the “County Road Resurfacing (CRRP)” line item from the 2007 Ballot. The purpose of that funding was to maintain the surface conditions of the County’s primary existing multimodal facilities.

95<sup>th</sup> Street would be the first such facility to receive funding from this program. It is the largest and longest north-south arterial owned by the County. Bikeable shoulders have been added to the road over time, However the entire County section of road needs to be rebuilt from the ground up to improve the long-term life road and maintain this critical multimodal connection between Superior, Louisville, Lafayette, Longmont and all points in between.

Reconstruction of the roadway is scheduled for 2017 upon the completion of Xcel Energy’s gas pipeline installation.

**TABLE 1  
Summary of Proposed  
Transportation Sales Tax Programing  
2014 / 2015**

SHOULDER / INT. PROJECTS	Countywide Sales Tax Funding		Other Funds Fed/State & Local *
	2014 Expenditures	2015 Proposed	2015
<b>CONSTRUCTION</b>			
Highway 93 / Community Ditch Underpass	\$ 2,570,000	\$ -	\$ -
Highway 66 / East County Line Road (Longmont)	\$ 120,000	\$ -	\$ -
Valmont Shoulders (Env. Clearances)	\$ 20,000	\$ -	\$ -
Highway 119 Underpass – Airport Rd (Longmont)	\$ 950,000	\$ 210,000	\$ -
US36 Bikeway / Davidson Mesa Underpass (CDOT/Louisville)	\$ -	\$ 1,400,000	\$ -
Highway 119 Underpass – S. of Hover (Longmont)	\$ -	\$ 625,000	\$ 1,600,000
Stone Canyon/ US 36 Intersection(Lyons)	\$ -	\$ 840,000	\$ -
120 <sup>th</sup> Street Bridge over Coal Creek (Lafayette 2016)	\$ -	\$ 250,000	\$ 1,000,000
McCasin/ Coalton Intersection- Phase 2 (Superior)	\$ -	\$ 120,000	\$ -
<b>DESIGN</b>			
95 <sup>th</sup> Street Intersections- Isabelle/Valmont	\$ 30,000	\$ 100,000	\$ -
South Boulder Rd / 120 <sup>th</sup> St. (Lafayette)	\$ 50,000	\$ 260,000	\$ 260,000
71st Street Shoulders & Pathway (Boulder)	\$ 40,000	\$ 320,000	\$ -
East County Line Road Master Plan (Longmont to Erie)	\$ -	\$ 140,000	\$ -
Niwot Road Shoulders	\$ -	\$ 115,000	\$ -
<b>TOTAL ROADWAY</b>	<b>\$ 3,780,000</b>	<b>\$ 4,380,000</b>	<b>\$ 2,860,000</b>

	Countywide Sales Tax Funding		Other Funds Fed/State & Local *
	2014 Expenditures	2015 Proposed	2015
<b>TRANSIT / TDM SERVICES</b>			
BOLT Transit Service/ Final Mile (Longmont)	\$ 50,000	\$ 250,000	\$ -
Countywide Stop Improvements	\$ 10,000	\$ 75,000	\$ 130,000
Transit Ed. & Pass Support (CTEPS) (Longmont/Boulder)	\$ 80,000	\$ 80,000	\$ 230,000
“Y” Route to Lyons / EcoPass/ Shuttle	\$ 70,000	\$ 85,000	\$ 35,000
Longmont Free Ride Program (Longmont)	\$ 45,000	\$ 80,000	\$ 64,000
FLEX Transit Service (Ft Collins to Longmont and Boulder)	\$ 30,000	\$ 160,000	\$ 384,000
<b>TOTAL TRANSIT</b>	<b>\$ 285,000</b>	<b>\$ 730,000</b>	<b>\$ 843,000</b>

<b>REGIONAL TRAILS</b>			
<b>CONSTRUCTION</b>			
Rock Creek Trail – Eastern Link (Erie)	\$ 30,000	\$ -	\$ -
LOBO Trail – IBM Connection	\$ 40,000	\$ 955,000	\$ 431,000
LOBO Trail – 4 Mile Creek Underpass	\$ -	\$ 520,000	\$ -
Trail Facilities / Repairs	\$ 5,000	\$ 50,000	\$ -
<b>DESIGN</b>			
UP Rail Trail Master Plan	\$ -	\$ 180,000	\$ -
Williams Fork Trail Connection	\$ -	\$ 120,000	\$ -
<b>TOTAL REGIONAL TRAILS</b>	<b>\$ 75,000</b>	<b>\$ 1,825,000</b>	<b>\$ 431,000</b>

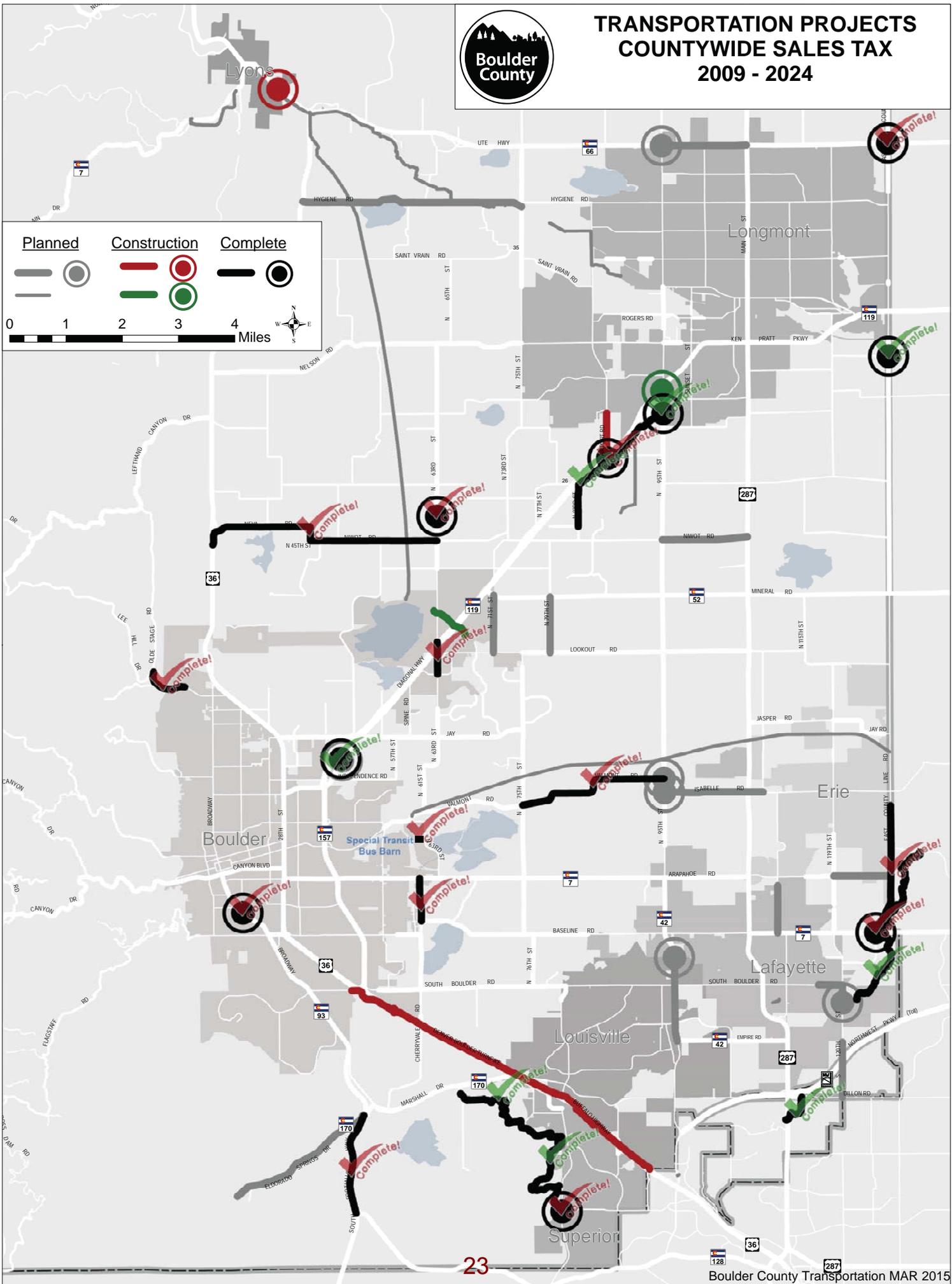
TOTAL SALES TAX PROJECTS	Countywide Sales Tax Funding		Other Funds Fed/State/ Local *
	2014 Expenditures	2015 Proposed	2015
TOTAL ROADWAY	\$ 3,780,000	\$ 4,380,000	\$ 2,860,000
TOTAL TRANSIT	\$ 285,000	\$ 730,000	\$ 843,000
TOTAL REGIONAL TRAILS	\$ 75,000	\$ 1,825,000	\$ 431,000
ADMINISTRATION / PROJ. MGMT.	\$ 210,000	\$ 295,000	\$ -
<b>TOTAL TRANSPORTATION</b>	<b>\$ 4,350,000</b>	<b>\$ 7,230,000</b>	<b>\$ 4,134,000</b>
<b>SALES TAX REVENUES</b>			
		<b>2015 Anticipated</b>	<b>Other Funds</b>
2015 SALES TAX REVENUES		\$ 5,005,000	\$ 4,134,000
FUNDS CARRIED OVER FROM 2014*		\$ 7,496,000	\$ -
<b>TOTAL 2015 REVENUES</b>		<b>\$ 12,501,000</b>	<b>\$ 4,134,000</b>
<i>Estimated Carryover to 2016 Projects</i>		\$ 5,271,000	



# TRANSPORTATION PROJECTS COUNTYWIDE SALES TAX 2009 - 2024

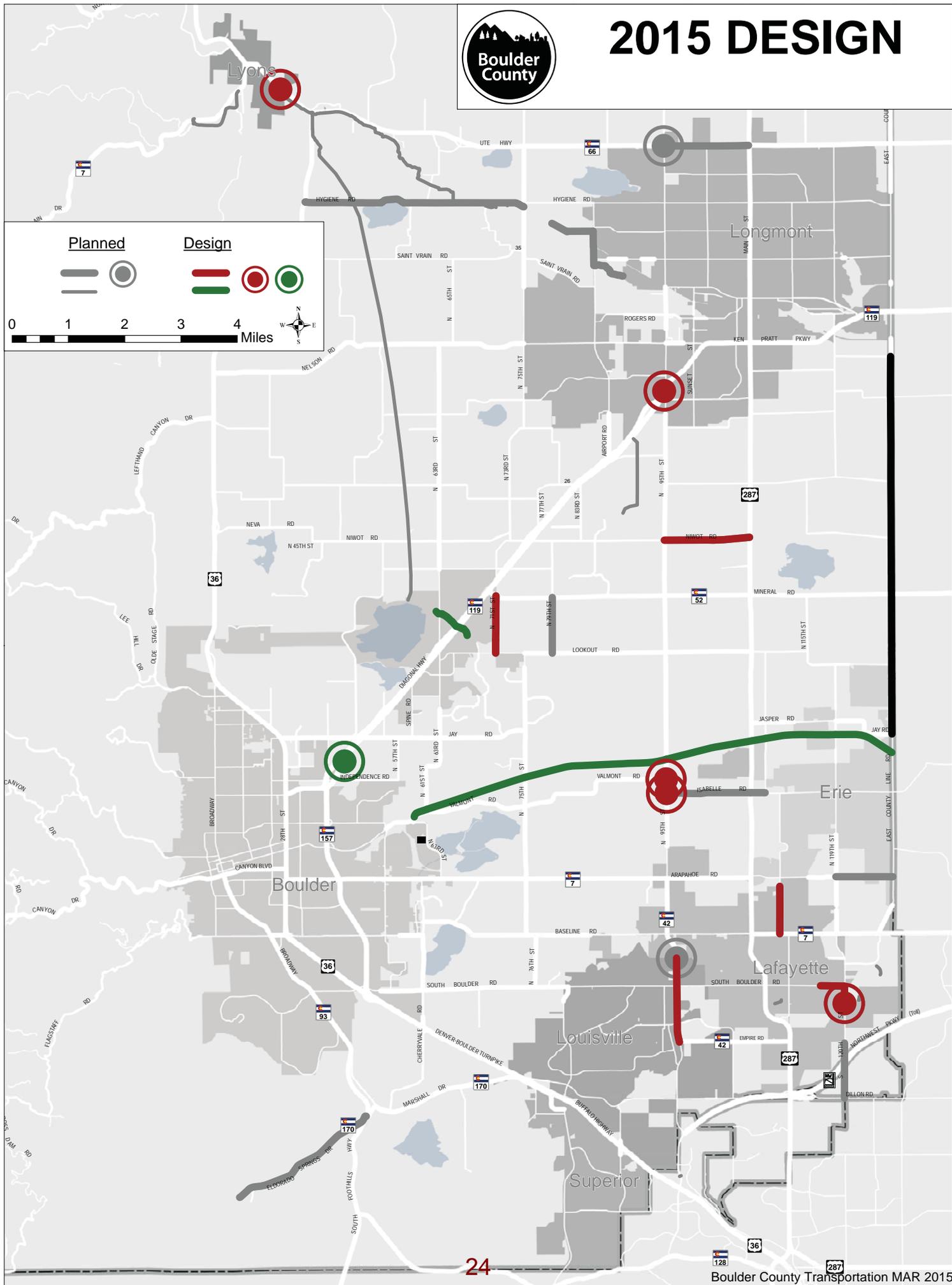
Planned	Construction	Complete

0 1 2 3 4 Miles





# 2015 DESIGN



**TABLE 2**  
**BOULDER COUNTY CIP - 2007 Sales Tax**  
**CURRENT PHASING PLAN**

		ESTIMATED TIMELINE					CURRENT STATUS	
		Pre-2015	2015	2016	2017-2019	2020-2024		
<b>CURRENT ROAD/SHOULDER SAFETY PROJECTS</b>								
numbers are for reference only and do not reflect priority	1	SH 170 Shoulders - SH 93 to Superior *	*****					Completed
	2	SH 119 Bikeways @ SH 52 and Lefthand *	*****					Completed
	3	Lookout Road - N. 75th to N. 95th Street	*****					Completed
	4	N. 95th Street Shoulders - north of Arapahoe	*****					Completed
	5	N. 63rd Street - Nelson to Niwot and city portion	*****					Completed
	6	SH 7 / E. County Line Road Intx. *	*****					Completed
	7	Dillon Rd. Widening - 96th to 104th (2007 Extension) *	*****					Completed
	8	N. 119th Street - Arapahoe to SH 7	*****					Completed
	9	McCaslin / Coalton Intersection - Phase I *	*****					Completed
	10	SH 119 / N. 63rd St. Intersection Construction *	*****					Completed
	11	East County Line Shoulders - Austin to SH 7	*****					Completed
	12	Lee Hill Drive - 4th Street to Olde Stage Road	*****					Completed
	13	Cherryvale Road Shoulders - Baseline to Arapahoe	*****					Completed
	14	Ped Connection to City of Boulder Euclid Station *	*****					Completed
	15	North 63rd Bridge over Lefthand Creek *	*****					Completed
	16	Valmont Reconstruction - 75th to 95th	*****					Completed
	17	Neva/Niwot Shoulders - Foothills Highway to N. 63rd	*****					Completed
	18	SH66 / East County Line Road Intersection *	*****					Completed
	19	SH 93 Shoulders - SH 170 to SH 128 *	*****					Completed
	20	SH119 Pedestrian Underpass -Airport Road *	*****	*****				In Construction
	21	US36 Bikeway *	*****	*****				In Construction
	22	Stone Canyon / US 36 Intersection Improvements		*****				In Design
	23	SH119 Pedestrian Underpass -Hover Road *		*****				In Design
	24	120th Street Bridge over Coal Creek *			*****			In Design
	25	Isabelle / Valmont Reconstruction - 95th St. Intx.				*****		In Design
	26	111th Street Shoulders *				*****		In Design
	27	71st Street - SH 52 to Lookout Road				*****		In Design
	28	South Boulder Road Widening - Mallory Drive to 120th *				*****		In Design
	29	SH42 Improvements - Empire Road to Baseline Rd *				*****	*****	Pre-Engineering
	30	95th Street Reconstruction (part of CRRP)				*****		In Design
<b>PROJECTS REQUIRING PLANNING / PRE-ENGINEERING</b>								
31	East County Line Road - Longmont to Hwy52				*****		Concept only	
32	S. 120th Street - Lafayette to Dillon Rd.				*****		Concept only	
33	79th Street - SH 52 to Lookout Road				*	*****	Concept only	
34	Niwot Road - 95th to US287					*****	Concept only	
35	Arapahoe Rd. - N. 119th St. to E. County Line Rd					*****	Concept only	
36	Hygiene Road Shoulders					*****	Concept only	
37	Isabelle Road Reconstruction - 75th to 119th					*****	Concept only	
38	SH170 Shoulders - (Eldorado Springs Drive)					*****	Concept only	
39	75th Street - Plateau Road Intersection					*****	Concept only	
<b>PROJECTS REQUIRING ACTION BY PROJECT PARTNER</b>								
40	SH 7 / N. 119th St. Intx. *				*****		On Hold	
41	SH42 Pedestrian Underpass - S. of Paschal *				*****		Concept only	
42	ECL Road Shoulders - SH52 to Jasper Rd. (no OL)				*****	*****	Concept only	
43	SH66 Improvements - Main to Hover *				*	*****	Pre-Engineering	
44	Ped Connection to Gunbarrel Station *					*****	Concept only	
45	SH7 Bike Lanes - 5th Avenue to Broadway (Lyons)					*****	Concept only	

**TABLE 2**  
**BOULDER COUNTY CIP - 2007 Sales Tax**  
**CURRENT PHASING PLAN**

		ESTIMATED TIMELINE					CURRENT STATUS	
		Pre-2015	2015	2016	2017-2019	2020-2024		
<b>TRANSIT PROJECTS</b>								
numbers do not reflect priority	1	JUMP to Erie / LYNX Service *	*****					Completed
	2	Special Transit Bus Barn *	*****					Completed
	3	Transit ITS *	*****					Completed
	4	Final Mile Stop Improvements	*****					Completed
	5	BOLT / J Buy-Up *	*****	*****				In Operation
	6	Countwide Pass Support Program	*****	*****	*****	*****	*****	In Operation
	7	"Y" Route	*****	*****	*****	*****	*****	In Operation
	8	"FLEX" Longmont-to-North Front Range	*****	*****	*****	*****	*****	In Operation
	9	Longmont Free-Ride Program	*****	*****	*****			In Operation
	10	"L" Route			*****	*****	*****	Concept only
<b>TRAIL PROJECTS (based on 2003 Regional Trails Prioritization)</b>								
numbers are for reference only and do not reflect priority	1	Rock Creek Trail - US287 to Dillon *	*****					Completed
	2	St Vrain Greenway - ECL Underpass *	*****					Completed
	3	Coal Creek Trail - Mayhoffer to Marshall Mesa *	*****					Completed
	4	Rock Creek Trail - Mayhoffer to Coalton *	*****					Completed
	5	LOBO Trail - Four Mile SH119 Connection *	*****					Completed
	6	LOBO Trail - 95th Street Bridge Construction *	*****					Completed
	7	LOBO Trail - 83rd to 95th *	*****					Completed
	8	Coal Creek /Rock Creek Trail - 120th to Flagg Park	*****					Completed
	9	Coal Creek Trail - Flagg Park to Erie *	*****					Completed
	10	LOBO Trail - IBM Connector *		*****	*			In Design
	11	Union Pacific Rail Trail - Master Plan		*****	*****			Concept only
	12	LOBO Trail - Williams Fork Connector			*****			In Design
	13	LOBO Trail - Four Mile RR Underpass			*****			In Design
	14	Coal Creek Trail - McCaslin Link				*****	*****	Pre-Engineering
	15	Nederland Trails (County Road 130) *				*****	*****	Pre-Engineering
	16	Union Pacific Rail Trail - Design and Construction					*****	Concept only
	17	St. Vrain Greenway - Golden Ponds to 61st - phase I *					*****	On Hold
	18	St. Vrain Greenway - Golden Ponds to 61st - remainder					*****	Concept only
	19	St. Vrain Greenway - 61st to Feeder Canal Trail					*****	Concept only
	20	Lyons to Boulder Trail - Trail Master Plan					*****	TBD
	21	Lyons to Boulder Trail - Design and Construction					*****	TBD

\* Project relies on matching funds from local agency / state or federal.

**SUBJECT: DISCUSSION/DIRECTION/ACTION – PREPARATION OF AN  
URBAN RENEWAL PLAN FOR 550 S. MCCASLIN BOULEVARD**

**DATE: JANUARY 20, 2015**

**PRESENTED BY: AARON M. DEJONG**

**SUMMARY:**

City Staff requests direction from City Council to begin preparation of an Urban Renewal Plan for 550 S. McCaslin Boulevard, the former Sam’s Club property.

**BACKGROUND:**

550 S. McCaslin Boulevard, the former Sam’s Club property, has been mostly vacant since early 2010. Wal-Mart actively marketed the property for over 3 years with brokerage firms CBRE and SRS Realty. They were unsuccessful in finding a new owner for the building for a retail purpose. Centennial Valley Investment, LLC (Centennial Valley) and Seminole Land Holdings, LLC purchased the property in January 2014. The Louisville City Council on May 6, 2014, directed staff to commission a Conditions Survey. The Conditions Survey identified 4 blighting factors on the property. They are;

- 1) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
  - a. Lot configuration results in former Sam’s Club building being narrow and deep with respect to the front entrance, rather than shallow and wide
  - b. Building orientation makes it difficult to partition effectively; resulting spaces would be too narrow and deep for adequate retail layout
  - c. Other non-retail uses that might be compatible with a deep, narrow layout are prohibited
- 2) Deterioration of site or other improvements;
  - a. Facility is 127,000 square feet with a 600+ car parking lot, requiring significant upkeep expenses
  - b. Currently only used during a small portion of the time by a community church, which does not generate the revenue needed for full maintenance
  - c. Potholes, cracked parking curbs, and other signs of lower maintenance levels are evident
- 3) Defective or unusual conditions of title rendering the title nonmarketable;
  - a. Restrictive covenants put in place at time of development to limit competition between tenants and sharply limit entertainment uses
  - b. Most notable restriction is that no competing grocer to Albertson’s is allowed
  - c. More broad restrictions put in place during sale from Sam’s Club to current owners after the store closed; this includes no stores selling a range of merchandise “at a discount” allowed, which is the use the site was originally developed for, and additional restrictions on entertainment uses

- d. Viable tenants who would fully utilize the property would likely be prevented from doing so
- 4) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements.
  - a. Underutilized property
  - b. Parking lot sits mostly empty during normal business hours
  - c. Community Church uses property during only a small portion of the week

The City Council made a blight determination by approving Resolution No. 60, Series 2014 on October 7, 2014. Council did not give direction to begin preparation of an Urban Renewal Plan to address the blighting factors. The property owner, Centennial Valley Investments, LLC and the tenants, Low Cost Furniture and Ascent Church, consented to the blight determination.

**DISCUSSION:**

The blighting factors identified on the property continue to limit potential for redevelopment or re-tenanting the building. Staff proposes to develop an Urban Renewal Plan outlining the steps and actions necessary to address the identified blighting factors.

The main steps in the process outlined in the Colorado Revised Statutes to approve an Urban Renewal Plan are as follows:

1. The Planning Commission must review the Plan for recommendations as to its conformity with the Comprehensive Plan.
2. City submits the Plan to the County for their review. If the County's property tax levy will be utilized, the City must also submit an impact report to the County. A tax increment provision is an optional component of the plan.
3. All fee simple property owners and owners of businesses within the proposed plan area must be notified of the public hearing.
4. City Council must hold a public hearing on the Plan.

**FISCAL IMPACT:**

Staff believes the plan can be prepared internally with assistance from Malcolm Murray, the City's urban renewal attorney. Costs for this approach would amount to less than \$5,000 and there is currently funding available in the Economic Development budget for this purpose. However, if Council wants an outside consultant to prepare the Plan, staff estimates the cost to hire a consultant to prepare the Urban Renewal Plan could be as much as \$30,000. If Council want to pursue that approach, it will be necessary to approve a budget amendment to provide the additional funding.

**SUBJECT: D/D/A PREPARATION OF AN URBAN RENEWAL PLAN FOR 550 S.  
MCCASLIN**

**DATE: JANUARY 20, 2014**

**PAGE 3 OF 3**

**RECOMMENDATION:**

Staff recommends City Council direct staff to prepare an Urban Renewal Plan for consideration in accordance with the rules outlined in State of Colorado Statutes.

**ATTACHMENT(S):**

1. Staff Presentation
2. Conditions Survey prepared by Urban Revitalization Consulting

# 550 South McCaslin Boulevard Conditions Survey



**July 2014**  
**City of Louisville, Colorado**



Urban Revitalization Consulting

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## Section 1: Survey Overview

### Purpose

In order to maximize the potential for remedying conditions of blight and encourage reinvestment, the City of Louisville, Colorado has commissioned an independent conditions survey for a large commercial property located at 550 S McCaslin Boulevard, Louisville, Colorado, 80027.

This property was formerly occupied by a Sam's Club facility, but has remained vacant since the store's closing early in 2010, despite ongoing efforts to market the property to another tenant.

This survey will determine if the geographic area chosen for this project qualifies as "blighted" within the meaning of the Colorado Urban Renewal Law, and consequently, if there is a sufficient basis to adopt a new urban renewal plan that can more effectively stimulate focused redevelopment in this area.

### Methodology

The defined geographic area ("Survey Area") examined in this conditions inventory was determined by the City of Louisville, and lies entirely within Louisville's municipal boundaries. A map depicting the boundaries of the Survey Area is presented in **Section 4** of this report as **Exhibit 2: Survey Area Map**.

Data collection for conditions of blight (see **Sections 2** and **3** for what constitutes conditions of blight) was accomplished through several means. For those blight conditions that could be identified by visual observation and by the use of maps and aerial photography, the consultant conducted a field survey in June 2014. For those blight conditions that are not observable in the field (such as traffic data, crime statistics, etc.), blight condition data was obtained from specific City of Louisville departments during the same time period.

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## Section 2: Colorado Urban Renewal Statutes and Blighted Areas

In the Colorado Urban Renewal Law, Colo. Rev. Stat. § 31-25-101 et seq. (the “Urban Renewal Law”), the legislature has declared that an area of blight “constitutes a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state in general and municipalities thereof; that the existence of such areas contributes substantially to the spread of disease and crime, constitutes an economic and social liability, substantially impairs or arrests the sound growth of municipalities, retards the provision of housing accommodations, aggravates traffic problems and impairs or arrests the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of public policy and statewide concern....”

Under the Urban Renewal Law, the term “blighted area” describes an area with an array of urban problems, including health and social deficiencies, and physical deterioration. See Colo. Rev. Stat. § 31-25-103(2). Before remedial action can be taken, however, the Urban Renewal Law requires a finding by the appropriate governing body that an area such as the Survey Area constitutes a blighted area. Colo. Rev. Stat. §31-25-107(1).

The blight finding is a legislative determination by the municipality’s governing body that, as a result of the presence of factors enumerated in the definition of “blighted area,” the area is a detriment to the health and vitality of the community requiring the use of the municipality’s urban renewal powers to correct those conditions or prevent their spread. In some cases, the factors enumerated in the definition are symptoms of decay, and in some instances, these factors are the cause of the problems. The definition requires the governing body to examine the factors and determine whether these factors indicate a deterioration that threatens the community as a whole.

For purposes of the Survey, the definition of a blighted area is articulated in the Colorado Urban Renewal statute as follows:

*“Blighted area” means an area that, in its present condition and use and, by reason of the presence of at least **four** of the following factors, substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare:*

- a. Slum, deteriorated, or deteriorating structures;*
- b. Predominance of defective or inadequate street layout;*
- c. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
- d. Unsanitary or unsafe conditions;*
- e. Deterioration of site or other improvements;*
- f. Unusual topography or inadequate public improvements or utilities;*
- g. Defective or unusual conditions of title rendering the title non-marketable;*
- h. The existence of conditions that endanger life or property by fire or other causes;*
- i. Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities;*
- j. Environmental contamination of buildings or property; or*
- k.5. The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements”*

In addition, paragraph (l.) states, *“if there is no objection by the property owner or owners and the tenant or tenants of such owner or owners, if any, to the inclusion of such property in an urban renewal area, ‘blighted area’ also means an area that, in its present condition and use and, by reason of the presence of any **one** of the factors specified in paragraphs (a) to (k.5) of this subsection....”*

The statute also states a separate requirement for the number of blight factors that must be present if private property is to be acquired by eminent domain. At § 31-25-105.5(5), paragraph (a.) states, *“Blighted area’ shall have the same meaning as set forth in section 31-25-103 (2); except that, for purposes of this section only, ‘blighted area’ means an area that, in its present condition and use and, by reason of the presence of at least **five** of the factors specified in section 31-25-103 (2)(a) to (2)(l)....”*

Thus, the state statutes require, depending on the circumstances, that a minimum of either **one, four, or five** blight factors be present for an area to be considered a “blighted area.”

A couple principles have been developed by Colorado courts to guide the determination of whether an area constitutes a blighted area under the Urban Renewal Law. First, the absence of widespread violation of building and health codes does not, by itself, preclude a finding of blight. According to the courts, “the definition of ‘blighted area’ contained in [the Urban Renewal Law] is broad and encompasses not only those areas containing properties so dilapidated as to justify condemnation as nuisances, but also envisions the prevention of deterioration.”

Second, the presence of one well-maintained building does not defeat a determination that an area constitutes a blighted area. Normally, a determination of blight is based upon an area “taken as a whole,” and not on a building-by-building, parcel-by-parcel, or block-by-block basis.

Based upon the conditions identified in the Survey Area, this report makes a recommendation as to whether the Survey Area still qualifies as a blighted area, given the time that has passed since such a determination was first made. The actual determination itself remains the responsibility of the Louisville City Council.

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## Section 3: Conditions Indicative of the Presence of Blight

As discussed in **Section 2**, the Colorado Urban Renewal statute provides a list of 11 factors that, through their presence, may allow an area to be declared as blighted. This section elaborates on those 11 factors by describing some of the conditions that might be found within a Survey Area that would indicate the presence of those factors.

### **Slum, Deteriorated, or Deteriorating Structures:**

During the field reconnaissance of the Survey Area, the general condition and level of deterioration of a building is evaluated. This examination is limited to a visual inspection of the building's exterior condition and is not a detailed engineering or architectural analysis, nor does it include the building's interior. The intent is to document obvious indications of disrepair and deterioration to the exterior of a structure found within the Survey Area. Some of the exterior elements observed for signs of deterioration include:

- Primary elements (exterior walls, visible foundation, roof)
- Secondary elements (fascia/soffits, gutters/downspouts, windows/doors, façade finishes, loading docks, etc.)
- Ancillary structures (detached garages, storage buildings, etc.)

### **Predominance of Defective or Inadequate Street Layout:**

The presence of this factor is determined through a combination of both field observation as well as an analysis of the existing transportation network and vehicular and pedestrian circulation patterns in the Survey Area by persons with expertise in transportation planning and/or traffic engineering. These conditions include:

- Inadequate street or alley widths, cross-sections, or geometries
- Poor provisions or unsafe conditions for the flow of vehicular traffic
- Poor provisions or unsafe conditions for the flow of pedestrians
- Insufficient roadway capacity leading to unusual congestion of traffic
- Inadequate emergency vehicle access
- Poor vehicular/pedestrian access to buildings or sites

- Poor internal vehicular/pedestrian circulation
- Excessive curb cuts/driveways in commercial areas

These conditions can affect the adequacy or performance of the transportation system within the Survey Area, creating a street layout that is defective or inadequate.

### **Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness:**

This factor requires an analysis of the parcels within the Survey Area as to their potential and usefulness as developable sites. Conditions indicative of the presence of this factor include:

- Lots that are long, narrow, or irregularly shaped
- Lots that are inadequate in size
- Lots with configurations that result in stagnant, misused, or unused land
- Lots with billboards that have active leases, making redevelopment more difficult

This analysis considers the shape, orientation, and size of undeveloped parcels within the Survey Area and if these attributes would negatively impact the potential for development of the parcel. This evaluation is performed both through observation in the field and through an analysis of parcel boundary maps of the Survey Area.

### **Unsanitary or Unsafe Conditions:**

Conditions observed within the Survey Area that qualify under this blight factor include:

- Floodplains or flood prone areas
- Inadequate storm drainage systems/evidence of standing water
- Poor fire protection facilities
- Above average incidences of public safety responses
- Inadequate sanitation or water systems

- Existence of contaminants or hazardous conditions or materials
- High or unusual crime statistics
- Open trash dumpsters
- Severely cracked, sloped, or uneven surfaces for pedestrians
- Illegal dumping
- Vagrants/vandalism/graffiti/gang activity
- Open ditches, holes, or trenches in pedestrian areas

These represent situations in which the safety of individuals, especially pedestrians and children, may be compromised due to environmental and physical conditions considered to be unsanitary or unsafe.

### **Deterioration of Site or Other Improvements:**

The conditions that apply to this blight factor reflect the deterioration of various improvements made on a site other than building structures. These conditions may represent a lack of general maintenance at a site, the physical degradation of specific improvements, or an improvement that was poorly planned or constructed. Overall, the presence of these conditions can reduce a site's usefulness and desirability and negatively affect nearby properties.

- Neglected properties or evidence of general site maintenance problems
- Deteriorated signage or lighting
- Deteriorated fences, walls, or gates
- Deterioration of on-site parking surfaces, curb & gutter, or sidewalks
- Poorly maintained landscaping or overgrown vegetation
- Poor parking lot/driveway layout
- Unpaved parking lot on commercial properties

### **Unusual Topography or Inadequate Public Improvements or Utilities:**

The focus of this factor is on the presence of unusual topographical conditions that could make development prohibitive, such as steep slopes or poor load-bearing soils, as well as deficiencies in the public infrastructure system within the Survey Area that could include:

- Steep slopes / rock outcroppings / poor load-bearing soils
- Deteriorated public infrastructure (street/alley pavement, curb, gutter, sidewalks, street lighting, storm drainage systems)
- Lack of public infrastructure (same as above)
- Presence of overhead utilities or billboards
- Inadequate fire protection facilities/hydrants
- Inadequate sanitation or water systems

### **Defective or Unusual Conditions of Title Rendering the Title Non-Marketable:**

Certain properties can be difficult to market or redevelop if they have overly restrictive or prohibitive clauses in their deeds or titles, or if they involve an unusually complex or highly divided ownership arrangement. Examples include:

- Properties with covenants or other limiting clauses that significantly impair their ability to redevelop
- Properties with disputed or defective title
- Multiplicity of ownership making assemblages of land difficult or impossible

### **Existence of Conditions that Endanger Life or Property by Fire and Other Causes:**

A finding of blight within this factor can result from the presence of the following conditions, which include both the deterioration of physical improvements that can lead to dangerous situations as well as the inability for emergency personnel or equipment to provide services to a site:

- Buildings or sites inaccessible to fire and emergency vehicles
- Blocked/poorly maintained fire and emergency access routes/ frontages
- Insufficient fire and emergency vehicle turning radii
- Buildings or properties not in compliance with fire codes, building codes, or environmental regulations

### **Buildings that are Unsafe or Unhealthy for Persons to Live or Work In:**

Some of the conditions that can contribute to this blight factor include:

- Buildings or properties not in compliance with fire codes, building codes, or environmental regulations
- Buildings with deteriorated elements that create unsafe conditions
- Buildings with inadequate or improperly installed utility components

### **Environmental Contamination of Buildings or Property:**

This factor represents the presence of contamination in the soils, structures, water sources, or other locations within the Survey Area.

- Presence of hazardous substances, liquids, or gasses

### **Existence of Factors Requiring High Levels of Municipal Services or Substantial Physical Underutilization or Vacancy of Sites, Buildings, or Other Improvements:**

The physical conditions that would contribute to this blight factor include:

- Sites with a high incidence of fire, police, or emergency responses
- Sites adjacent to streets/alleys with a high incidence of traffic accidents
- Sites with a high incidence of code enforcement responses
- An undeveloped parcel in a generally urbanized area
- A parcel with a disproportionately small percentage of its total land area developed
- Vacant structures or vacant units in multi-unit structures

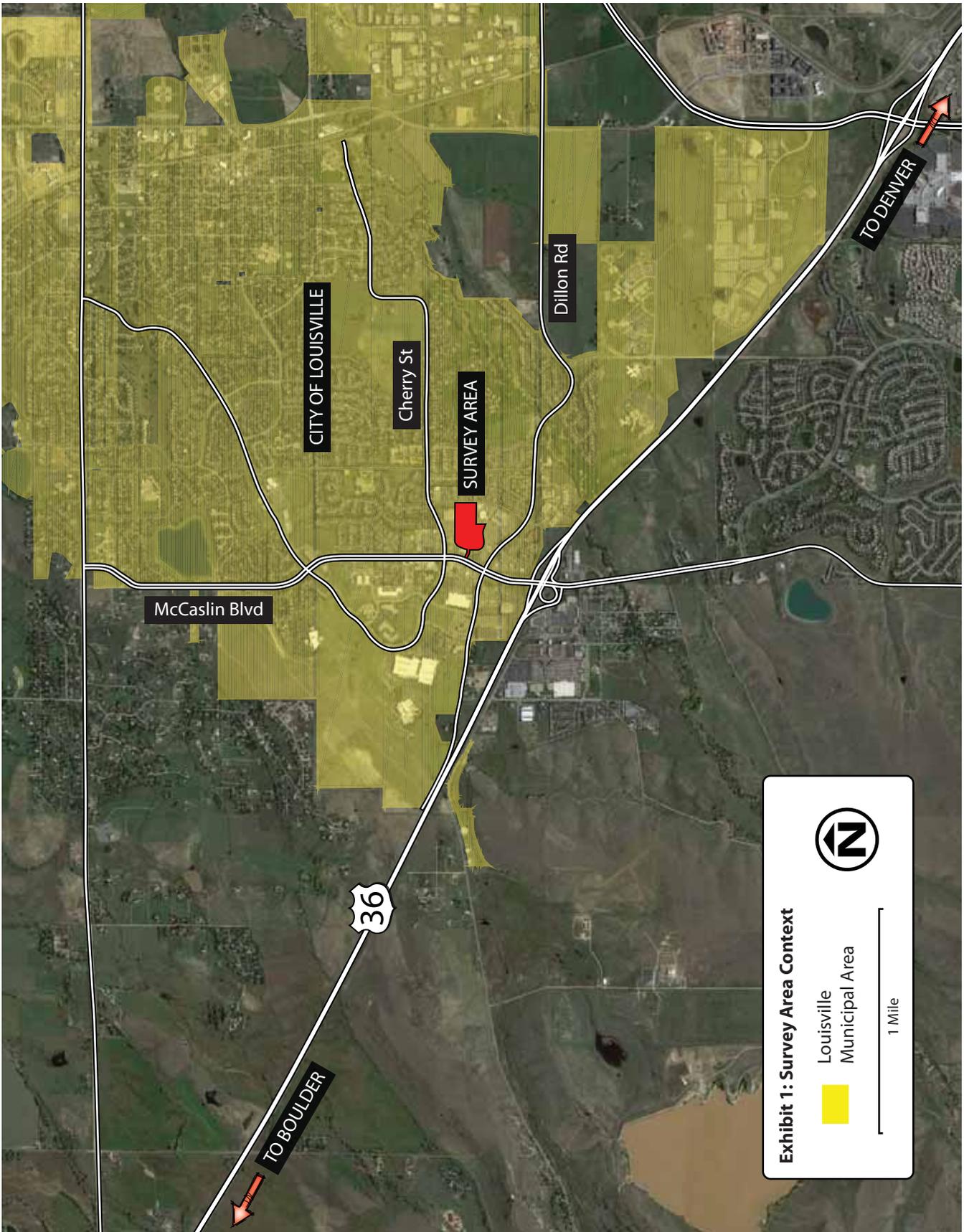
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## Section 4: Survey Area Location, Definition, and Description

The 550 S McCaslin Boulevard Conditions Survey focuses on a single large parcel located in a retail center that is primarily accessed from McCaslin Boulevard, a major arterial street that links the City of Louisville with the Denver-Boulder Turnpike. This focused area is 13.16 acres and is defined by a single real property parcel comprising a largely vacant retail building as well as its associated parking lot. The building is 127,000 square feet, making it one of the largest retail structures in the area.

**Exhibit 1: Survey Area Context**, shows the location of the Survey Area within the context of the City of Louisville and the surrounding area.

**Exhibit 2: Survey Area Map** visually depicts the physical boundaries of the Survey Area.





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## Section 5: Survey Findings

The overall findings of the 550 S McCaslin Boulevard Conditions Survey are presented below in a format that mirrors the list of factors and conditions of blight discussed in **Section 3**.

### Slum, Deteriorated, or Deteriorating Structures

The retail structure, developed in the mid 1990s, was examined during the field survey, and remains in good condition. A few minor problems were visible on the facade of the building, such as cracked brick and mortar due to soil settling in select places, but these issues did not rise to the level necessary to make a finding of *deteriorated structures*.

This blight factor is therefore considered **not** to be present in the Survey Area.

## **Predominance of Defective or Inadequate Street Layout**

The parcel comprising the Survey Area is large—over 13 acres according to the Boulder County Assessor—and relies on internal private roads for adequate access and service, as do the surrounding retail parcels and pad sites.

Traffic count data from the Louisville Engineering Division covering the surrounding public rights of way revealed no major issues with daily traffic volumes given the design capacity of the roads.

Emergency vehicle access is well provided for: there are no portions of the building that cannot be accessed using the internal streets, and the streets are configured correctly to allow for sufficient vehicle turning radii.

**No** finding of *Inadequate Street Layout* has been made.

## **Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness**

The real property parcel covering the Survey Area is the result of an initial subdivision that precisely corresponds to the parcel's originally intended use containing a large discount membership warehouse and associated internal roads and parking facilities. The size of the retail structure—127,000 square feet—is considerable, even for large format retail. A typical supermarket is less than half that size; even a modern, full-featured home improvement store is usually 20% smaller.

This severely shortens the list of possible tenants for property that could fully utilize it. Adaptive reuse options including subdividing the retail building in order to create a more appropriately-sized retail spaces for potential future tenants are not feasible due to the orientation of the building. As the building stands, it is narrow and deep with respect to the front entrance, rather than shallow and wide, so any resulting spaces after partitioning the building are too narrow and deep to be suitable for efficient store layout. The cost of dividing and partitioning the building is also considerable, and would require higher rents to future tenants to offset these costs.

Finally, it is important to note that the property carries restrictive covenants that prevent many of the most viable potential reuses as it is currently configured (see the **defective title** section for more details).

Because the current layout of the property is suited to a very narrow range of uses which are either prohibited or infeasible, there is a finding of *Faulty Lot Layout* in the Survey Area.

## **Unsanitary or Unsafe Conditions**

Floodplain maps from the Federal Emergency Management Agency (FEMA) indicate that the Survey Area is outside any areas that have a  $>.02\%$  annual chance of flooding. For the purposes of this Survey, there is considered to be no physical danger to visitors from flooding.

Fire protection facilities are adequate; hydrants serve the property, the road system adequately serves emergency vehicle access to the retail structure in the event of a fire.

Finally, crime levels in the area do not rise to the levels necessary to be considered unsafe.

No finding of *Unsanitary or Unsafe Conditions* has been made.

## Deterioration of Site or Other Improvements

The 550 S McCaslin property is designed for heavy-volume retail: it is a 127,000 square foot retail facility with over 600 parking spaces, located on a major arterial near a highway interchange. It is currently used only sporadically for tenants far smaller than it was designed for; consequently, it is not currently generating revenue proportional to necessary maintenance expenses. This has been the case since the property was abandoned over 4 years ago.

A lack of full maintenance of the property was evident during the field survey; the parking lot had a few potholes, including one very large one at its primary entrance with McCaslin Boulevard, and the curb and gutter in some places was cracked and deteriorated. The striping on the parking lot was found to be badly worn. The building itself was cracked in a few places in its facade, and needs minor work such as mortar repair in certain areas.

This is not to say that maintenance is completely lacking, but only that it gives the impression of being minimal. While the property is not badly deteriorated by virtue of being largely vacant for only 4 years and receiving landscaping maintenance, it is clear that it is indeed slowly deteriorating. Combined with its general underutilization (see the **underutilization or vacancy of sites** section), this is causing a general blight that affects the surrounding area.

A finding of *Deterioration of Site or Other Improvements* has been made in the Survey Area.



*The parking had cracks and potholes in places*



*Various portions of damaged curb and gutter were found*

## **Unusual Topography or Inadequate Public Improvements or Utilities**

The 550 S McCaslin property was developed in conjunction with many surrounding commercial properties less than 2 decades ago, along with adequate utility systems to serve the properties.

Additionally, curb and gutter are present along all roadways except loading areas within the Survey Area, including private roads.

This factor is **not** considered present in the Survey Area.

## **Defective or Unusual Conditions of Title Rendering the Title Non-marketable**

The property at 550 S McCaslin Boulevard is subject to numerous restrictions that have the combined effect of rendering the parcel non-marketable to prospective buyers and tenants. This issue is expressed by the current co-owners, Centennial Valley Investment, LLC, and Seminole Land Holdings, LLC in a letter dated March 17, 2014 to the City of Louisville, and is confirmed by an examination of the original covenants put in place during the initial development of the property in the 1990s as well as additional restrictions applied to the property during the sale of the property from Sam's Real Estate Business Trust to its current owners in January 2014.

The original covenants dating from the 1990s, (including multiple amendments made during subsequent years), generally prohibit new uses at 550 S McCaslin Blvd that would compete with existing retailers in the same commercial center, the most notable of which is the prohibition of a grocer on the property as long as the nearby Albertsons remains in business. Other uses that do not directly compete with other tenants in the commercial center but could otherwise provide opportunities for adaptive reuse are also prohibited, including bowling alleys, billiard parlors, night clubs, recreational facilities, theaters, skating rinks, health spas, gyms, and video game parlors.

The warranty deed made between the current property owners and Sam's Real Estate Business Trust on January 30, 2014 was obtained from Boulder County Public Records, and places additional restrictions on the property over the next 25 years. These restrictions explicitly prohibit any wholesale clubs and discount department stores, which are precisely the type of use that formerly existed on the property. Pharmacies, liquor stores, bars, and grocery stores are also prohibited.

The combined effect of the various restrictions in place on the property is that the most viable uses for the property are not allowed. Any prospective tenant that could potentially utilize the 127,000 square foot facility on the property would almost certainly be prevented from doing so; the restrictions are broad enough to mandate a commercial retail use, but simultaneously prohibit the sale of almost anything "at a discount in a retail operation" and also any

entertainment venue. Even a large home improvement store or electronics could easily be interpreted as being prohibited under the broad language of the warranty deed.

Because of the lack of marketability of the 550 S McCaslin property, this factor is considered present.

### **Existence of Conditions that Endanger Life or Property by Fire or Other Causes**

Access to the building, emergency vehicle turning radii, and fire protection facilities such as hydrants were found to be adequate.

This blight factor is considered **not** to be present in the Survey Area.

### **Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities**

No structural analysis was performed on the retail structure, and there was no evidence to suggest it was deteriorated enough to present a danger to occupants.

Therefore, this factor is **not** present in the Survey Area.

## **Environmental Contamination of Buildings or Property**

A Phase I Environmental Site Analysis (ESA) conducted in March 2010 by Environmental Restoration, LLC found no evidence of material environmental contamination in the Survey Area, and no additional testing or research was performed for the purposes of this Conditions Survey.

Therefore, there is **no** finding of *environmental contamination of buildings or property*.

**The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements**

The Survey Area is 13 acres, located in an urbanized area, surrounded by commercial and residential development, on a busy arterial street near a highway interchange, but is currently vastly underutilized.

Since early 2010, the site has been largely vacant, excepting a few transitional uses that do not approach the full potential of the property. Currently, the signage on the 127,000 square foot retail facility reveals that it is being used for a community church, leaving the property unused except for half a day per week.

During the field survey, conducted during regular business hours in June 2014, over four years since the closing of the former Sam's Club, the over 600 parking spaces on the property were empty, except for a few miscellaneous vehicles parked along the periphery.

This represents a substantial underutilization of the property, which contributes to a general blight in the area and a reduction in retail traffic for the surrounding area that an anchor tenant of the sort the property was designed for would provide.

This blight factor is considered present in the Survey Area.



*The vast parking area and the building lie largely vacant*



## Section 6: Survey Summary and Recommendation

Within the entire Survey Area, 4 of the 11 blight factors were identified as being present. The blight factors identified within the Survey Area are:

- Faulty Lot Layout
- Deterioration of Site or Other Improvements
- Defective or Unusual Conditions of Title Rendering the Title Non-marketable
- High Levels of Municipal Services or Underutilization or Vacancy of Sites, Buildings, or Other Improvements

### Blight Survey Recommendation

As discussed in **Section 2**, in order for an area to be declared blighted, a certain number of the 11 blight factors must be found within the Survey Area. **Four** of the 11 factors is the required minimum, unless none of the property owners or tenants object to being included within an urban renewal area; then, the required minimum is only **one** of the 11 factors. In the event, however, that eminent domain is to be used to acquire property within the urban renewal area, the required minimum is **five** of the 11 factors. Since **four** blight factors were identified within the Survey Area, a sufficient number of blight factors exist for the area to be declared blighted; however, the Louisville Revitalization Commission may not exercise eminent domain to acquire any property in the Survey Area without the written consent of the property owners.

It is the recommendation of this blight Survey report to the City of Louisville, the Louisville Revitalization Commission, and the Louisville City Council that the Survey Area, in its present condition, exhibits a sufficient level of blight to be considered a “blighted area” under the standards set forth in State Statute. Whether the blighted area “*substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare*” is a determination that must be made by the Louisville City Council.