

City Council

Study Session Agenda

**October 27, 2015
Library Conference Room
951 Spruce Street
7:00 PM**

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

- | | | |
|-----------------------|-------------|---|
| 7:00 p.m. | I. | Call to Order |
| 7:00 p.m. – 7:45 p.m. | II. | Discussion – Revitalization Commission |
| 7:45 p.m. – 8:15 p.m. | III. | Discussion – Planning Commission |
| 8:15 p.m. – 8:45 p.m. | IV. | Discussion – CTC Connectivity Study |
| 8:45 p.m. – 8:50 p.m. | V. | City Manager’s Report & Advanced Agenda |
| 8:50 p.m. – 8:55 p.m. | VI. | Identification of Future Agenda Items |
| 8:55 p.m. | VII. | Adjourn |

**SUBJECT: ANNUAL REPORT – LOUISVILLE REVITALIZATION
COMMISSION**

DATE: OCTOBER 27, 2015

PRESENTED BY: AARON DEJONG, ECONOMIC DEVELOPMENT

LIST HIGHLIGHTS AND SUCCESSES OF THE PAST YEAR:

The last Study Session with LRC was January 13, 2015. Actions the Commission has performed since that time was:

- Updated the TIF Projection Model to reflect current and future redevelopment projects within the Urban Renewal Area.
- Discussed the approved HB 1378 making changes to Urban Renewal Law.
- Heard a presentation about the progress on the South Boulder Road Small Area Plan and the Historic Preservation Master Plan.
- Received updates on the DELO redevelopment project.
- Created a list of future projects in the Urban Renewal area.
- Reviewed the 550 S. McCaslin Urban Renewal Plan being considered by the City Council.
- Reviewed several development referrals for developments within the Highway 42 UR Area.
- Began implementation of the approved 550 S. McCaslin Urban Renewal Plan.

LRC staff continues to manage the \$4,500,000 TIF Bonds for major public infrastructure upgrades south of Griffith Street, relating to the DELO redevelopment. The second issuance of bonds is scheduled in October/November, as DELO Phase II is nearing construction.

WHAT WORKED WELL FOR YOUR BOARD THIS PAST YEAR?

The Commission enjoyed constructive interaction with City staff regarding the development projects being facilitated by the TIF bonds and development proposals within the Urban Renewal Area. Staff and the Mayor give status updates to many projects in town that relate to the LRC – providing relevant knowledge and insight to the Commission.

LIST PLANS/GOALS FOR NEXT YEAR:

With the 550 S. McCaslin UR Plan approved, the LRC is working to implement that Plan. The objectives of the Plan include the following:

- Create a retail rich environment where area businesses and residents can be successful

- Re-tenant or redevelop the property
- Increase retail activity by encouraging occupancy of the property

The LRC is working on a Project Description to define desirable projects for the UR Area. That project description will provide the groundwork for an RFP seeking proposals to retenant or redevelop the Property.

IN WHAT AREAS DO YOU NEED CITY COUNCIL INPUT/FEEDBACK?

550 S. McCaslin Urban Renewal Plan

Implementation of the 550 S. McCaslin Urban Renewal Plan will require significant interaction among the LRC and City Council. The Urban Renewal Plan did not authorize TIF financing, so the LRC has no revenue to financially advance any redevelopment projects.

The LRC has begun developing an RFP to seek proposals for the re-tenanting or redevelopment of the property. We seek input from Council on the type of projects Council would like to see respondents to the RFP propose.

Questions on which we would like input are:

- 1) Based on our understanding the intent is for the property in the URA to be retail-rich and to encourage retail activity. Should the RFP be for proposals that are solely retail?
- 2) Should the RFP accept proposals that have uses not currently allowed by zoning or private covenants for the site? Other uses may include residential, industrial, and entertainment.
- 3) Should the RFP highlight any assistance (sales tax rebates or other BAP elements) the City is willing to provide to encourage a project?

At the October 20, 2015 Council meeting, Council continued the Amended and Restated Cooperation Agreement. That Agreement clarifies the costs of the 550 S. McCaslin UR Plan will be the City’s responsibility. Council Member Stolzmann suggested the possibility of amending the repayment terms in the South Street Gateway IGA regarding the repayment schedule for LRC’s share of construction costs in exchange for the City’s commitment to the 550 S. McCaslin costs. The current structure of repayment is as follows:

<u>Budget Year</u>	<u>Payment</u>
2015	\$45,000
2016	\$65,000
2017	\$75,000
2018 – 2033	25% of all Property Tax TIF remaining after payment of other obligations

SUBJECT: LOUISVILLE REVITALIZATION COMMISSION

DATE: OCTOBER 27, 2015

PAGE 3 OF 3

Downtown Parking

As part of the 2016 City budget decision making process, Council is considering cutting funding for the Cannon Street parking lot construction (\$440,000), and a downtown parking feasibility study (\$40,000 City cost) in order to reallocate those funds for other priorities (repaving City streets). In this context, the LRC wonders if addressing the lack of downtown parking is a priority for City Council? LRC would like input to City Council's interest in addressing downtown parking concerns.

KNOWING THAT FUNDING IS LIMITED AND NOT ALL PROGRAMS WILL BE A PRIORITY IN ANY GIVEN BUDGET YEAR, WHAT PROJECTS/ PROGRAMS/POSITIONS ETC. DOES THIS BOARD RECOMMEND THE CITY COUNCIL FUND IN NEXT YEAR'S BUDGET?

A few key projects in the current 5-year CIP Budget and some future potential projects that have significant interest from the LRC include:

- Funding for Quiet Zone implementation along the BNSF Railroad
- Funding and construction of the South Street Gateway
- Drainageway improvements planned to remove most of the downtown out of the floodplain
- Funding for Downtown Parking Structure Feasibility Study
- Funding for Downtown Parking/Transit Project (Cannon St. Parking)

ARE THERE LEGISLATIVE ISSUES (NEW LAWS, AMENDMENTS, CODES, ETC.) THIS BOARD WOULD ENCOURAGE THE CITY COUNCIL TO CONSIDER?

City assistance for Urban Renewal actions in the 550 S. McCaslin UR Area since the LRC is receiving no funding for or from its implementation.

RECOMMENDATION:

LRC would like input to the above questions about the 550 S. McCaslin Urban Renewal Plan implementation.

ATTACHMENT(S):

1. 550 S. McCaslin draft Project Description

550 S. McCaslin Urban Renewal Plan
Draft Project Description / Statement of Goals
10/12/2015

The Louisville Revitalization Commission is seeking proposals for property within the 550 S. McCaslin Boulevard Urban Renewal Area that will create a long-term viable use or uses to bolster the existing developments and enrich the surrounding area. The property is located at one of the key gateways to the City and can be a catalyst for transitioning the area into a 21st Century retail corridor that promotes the Louisville character.

This Urban Renewal Plan is an important tool for addressing the complications confronting the Property at 550 South McCaslin Boulevard. A successful project for this property would achieve many of the following outcomes:

- Alleviate the blighting factors present within the Urban Renewal Area
- Create a retail rich environment where area businesses and residents can prosper through redevelopment or by securing desired tenants for the property.
- Be a facilitator for the greater McCaslin Boulevard corridor by transforming the site into a modern, vibrant and forward looking development.
- Consider potential impacts to the surrounding properties to help ensure the transformation of the site will enjoy support within the community.

SUBJECT: DISCUSSION – PLANNING COMMISSION

DATE: OCTOBER 27, 2015

**PRESENTED BY: TROY RUSS - PLANNING AND BUILDING SAFETY
DEPARTMENT**

INTRODUCTION:

The Planning Commission is a seven member quasi-judicial board which hears and makes recommendations to City Council regarding land development requests and legislative actions related to Title 16, (subdivisions) and Title 17 (zoning) of the Louisville Municipal Code (LMC).

BOARD MEMBERS:

Current commission members are: Chris Pritchard, Chair; Cary Tengler, Vice-chair; Ann O’Connell, Secretary, Jeff Moline, Tomas Rice, Scott Russell and Steve Brauneis. There are no vacancies on the Commission.

LIST HIGHLIGHTS AND SUCCESSES OF THE PAST YEAR:

From October 2014 to October 2015 the Planning Commission heard 35 cases. Of these 35 cases, the Planning Commission recommended approval in all cases except one, and in all cases the Commission’s recommendation concurred with the staff recommendation. Six of the 35 cases were legislative actions. The table below provides a brief summary of each case.

Legislative Hearings – Since October 2014		
Res. #	Request	
03, 2015	A request to amend Title 17 of the Louisville Municipal Code to allow food trucks, food carts, and mobile retail food establishments to operate at the Coal Creek Golf Course within a residential zone district.	
Endorsement	S. Boulder Rd. – SAP: Measures of Success	
13, 2015	An Ordinance amending Title 17 of the Louisville Municipal Code to define a live-work land use and allow its development in the Community Commercial (CC) and Mixed Use (MU) Zone Districts throughout Louisville.	
Endorsement	S. Boulder Rd. – SAP: Alternatives	
Endorsement	McCaslin Blvd. – SAP: Measures of Success	
25, 2015	Building Height Measurement – An Ordinance amending the definition of grade in the Louisville Municipal Code.	
Quasi-Judicial Hearings – Since October 2014		
Res. #	Project	Request
21, 2014	North End	A request for a planned unit development (PUD) amendment to allow for the development of 3–12 plex multi-family buildings on Block 12, and 1–6 plex townhome on Block 15. The proposed density was previously approved by North End PUD. Case #14-030-FP

SUBJECT: PLANNING COMMISSION**DATE: OCTOBER 27, 2015****PAGE 2 OF 6**

22, 2014	Core Power Yoga	A request for a special review use (SRU) to allow for a yoga studio in Christopher Plaza.
23, 2014	Louisville Wastewater Treatment Facility	A request for a final plat, final planned unit development (PUD), and special review use (SRU) to allow for improvements to the existing Wastewater Treatment Facility located at 1555 empire drive.
01, 2015	Moov Fitness Studio	A request for a special review use (SRU) to allow for a fitness studio with retail sales in the Commercial Business (CB) zone district.
02, 2015	Boulder County Housing Authority	A request annexation and zoning for the development of affordable senior housing, affordable multi-family housing, art center and artist co-housing.
06, 2015	DELO Phase 2	A request for a final subdivision plat and a final planned unit development (PUD) to develop phase 2 of the 14.13 acres within the core project area of the HWY 42 framework plan. The project includes a diversity of housing products, civic spaces, urban plazas, streetscapes and commercial opportunities.
07, 2015	Howard Berry Water Treatment Facility	A request for a special review use (SRU) to permit the construction of a new at grade sand drying bed to handle the water treatment plant residuals.
08, 2015	Gateway PUD Amendment	A request to replat the existing single lot into two lots. The existing lot has two structures and each of the proposed lots would have one structure. (COUNCIL DENIED REQUEST)
09, 2015	Centennial Valley Replat	A request to replat the existing single lot into two lots. The existing lot has two structures and each of the proposed lots would have one structure.
10, 2015	Flatirons Rehab - Skilled Nursing	A request for a planned unit development (PUD) and general development plan (GDP) amendment to construct a two-story skilled rehabilitation facility with 48 patient beds, approximately 45,000 square feet.
11, 2015	DELO Plaza	A request for a final plat and final planned unit development (PUD) for the redevelopment of a 3.9 acre property within the core project area. The redevelopment includes the addition of approximately 18,700-23,000 sq.ft. of commercial space (RECOMMENDED DENIAL)
14, 2015	Grain Elevator Final	A request for a final plat and PUD to allow for the construction of a new building and additions to two existing buildings totaling 27,000 square feet outdoor activities at the Grain Elevator site, 500-544 county road.
15, 2015	Boulder County Housing Authority	A request for a Preliminary Plat and Planned Unit Development (PUD) for 231 residential units and 18,404 square feet of commercial development on 13.404 acres.
16, 2015	Dahlia Office Building	A request for a PUD amendment to add a 698 square foot addition, remove existing vestibule, reconfigure sidewalk, and redesign vehicular circulation, located at 480 W. Dahlia Street.
17, 2015	Comcast Replat	A request for a minor replat to the existing Industrial Area Subdivision located at 1055 E. Lafayette Street.

SUBJECT: PLANNING COMMISSION**DATE: OCTOBER 27, 2015****PAGE 3 OF 6**

18, 2015	Active Louisville Kids	A request of a special review use (SRU) for the placement of a daycare/pre-school in a previous daycare/pre-school located at 1970 Centennial Drive. Case No. 15-003-FP.
19, 2015	McCaslin Marketplace	A request to demolish the existing single story restaurant, and construct a new 12,772 SF single story building with retail, and restaurant space. The parking lot area will be modified as well. 994 West Dillon Road.
20, 2015	Gateway PUD Amendment	A request of 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.
21, 2015	1240 La Farge	A request to create two lots at 1240 Lafarge.
22, 2015	10101 Dillon	A request for a preliminary subdivision plat of approximately 33.12 acres into one 30.11 acre lot (Lot 1), and one 3.01 acre tract (Tract A), located at 10101 Dillon Road.
23, 2015	2000 Taylor	A request for an amendment to the existing Business Center at CTC GDP for a rezoning from PCZD-C, to PCZD-I, and a final planned unit development (PUD) plan for a 120,877 SF single story Industrial/Flex building with associated site improvements at Lot 1, Block 4, the Business Center at CTC.
24, 2015	Community Garden	A request for a special review use (SRU) to allow for a community garden at the northeast and northwest corners of Griffith and Lincoln.
26, 2015	Sam's Club Urban Renewal Plan	A request to establish an urban renewal plan for the Sam's Club property, located at 550 S. McCaslin Blvd.
27, 2015	DELO Flats	A request for a preliminary Plat and PUD for 33 Apartment Units, 13 Live/Work units, and 10,000 SF of commercial floor area on an assemblage of 3 properties totaling 4.39 acres.
28, 2014	945 Front Street	A request to add a new, illuminated monument sign, which requires a waiver to the Downtown Sign Ordinance
29, 2015	Cinebarre PUD Amendment - Sign	A request for a PUD amendment to allow a larger sign at the Cinebarre movie theater. Case #15-021-FP
30, 2015	Dillon Storage Final Plat and PUD	A request for a final Plat and planned unit development (PUD) to allow for a new 76,250 SF storage facility with a 1,196 SF office.
31, 2015	Louisville Corporate Campus at CTC	A request for a final plat and final planned unit development (PUD) for a maximum of 3 buildings totaling 396,225 SF with associated site improvements
32, 2015	Climbing Gym and brew pub	A request for a final planned unit development (PUD) and special review sue (SRU) for a 24,219 SF climbing gym and 5,881 SF brew pub in two separate buildings in CTC.

** Note: Orange denotes cases still in application before the Louisville City Council.

WHAT WORKED WELL FOR YOUR BOARD THIS PAST YEAR?

Planning Commission believes staff has done an excellent job in working with applicants in getting the development requests consistent with the LMC prior to the public hearings. Planning Commission regularly hears complements from applicants regarding their interactions with staff. Only 1 application, out of 29 public hearings, was recommended for denial. In that case, the applicant did not accept staff's recommended conditions during the Planning Commission hearing. While Planning Commission recommended denial, City Council approved the request with staff's recommended conditions.

WHAT DID NOT WORK WELL FOR YOUR BOARD THIS PAST YEAR?

On one occasion Planning Commission felt they were put into an awkward position by City Council with its previous approval of a land purchase agreement for land in the redevelopment District for downtown parking. The agreement outlined zoning concessions prior to Planning Commission deliberation. Planning Commission understood the quasi-judicial approval component was separate from the agreement. Regardless, Planning Commission felt it was awkward.

Additionally, Planning Commission stated they are concerned the attendance at the Planning Commission hearings is low when compared to City Council hearings for the same development applications.

LIST PLANS/GOALS FOR NEXT YEAR:

The primary goal of the Planning Commission for next year is the completion of the two Small Area Plans for South Boulder Road and McCaslin Boulevard as well as initiating the Fireside Neighborhood Plan. Planning Commission requests the commercial and industrial sign standard be updated upon the completion of the Small Area Plans.

IN WHAT AREAS DO YOU NEED CITY COUNCIL INPUT/FEEDBACK?

Planning Commission would like the opportunity to gain additional information from City Council regarding public comments received from various Ward meetings and individual conversations and correspondence with residents to better understand current trends and concerns City Council is hearing from the public.

KNOWING THAT FUNDING IS LIMITED AND NOT ALL PROGRAMS WILL BE A PRIORITY IN ANY GIVEN BUDGET YEAR, WHAT PROJECTS/ PROGRAMS/POSITIONS ETC. DOES THIS BOARD RECOMMEND THE CITY COUNCIL FUND IN NEXT YEAR'S BUDGET?

Planning Commission continues to prioritize advancement of the Small Area and Neighborhood Plans (Fireside is the priority because of the PUD/RE Zone District concerns).

The South Boulder Road and McCaslin Small Area Planning processes were delayed by City Council's desire to understand the South Boulder Road alternatives prior to releasing the McCaslin City-wide Survey. The City's contract with the Cunningham Group is limited to a number of visits. For budget efficiencies, the scope combined trip purposes of the consultant, combining meetings for both studies. The delays in starting the McCaslin Survey necessarily delayed the evaluation of the South Boulder Road Alternatives evaluation. The projects are now six months behind schedule. Meetings are scheduled for the first week of November. Staff anticipates the South Boulder Road Study to be complete in the 1st quarter of 2016 and the McCaslin study to be complete in the 2nd quarter of 2016.

ARE THERE LEGISLATIVE ISSUES (NEW LAWS, AMENDMENTS, CODES, ETC.) THIS BOARD WOULD ENCOURAGE THE CITY COUNCIL TO CONSIDER?

Last year Planning Commission identified the following legislative actions as priorities. The status of the initiative is shown in **red**.

1. Small Area Plan completion. **Progress was noted above.**
2. Food Truck Ordinance tweak (Golf Course ... 4th of July) - **ADOPTED**
3. Subdivision Re-Plat review process (Planning Commission/City Council vs. BOA) **The Planning Commission and staff want to discuss with Council the priority of this item. Six years ago, the Planning Commission expressed concern that if the Board of Adjustment granted a variance on a minor subdivision request, it would predetermine the Planning Commission and City Council decisions on that matter. However, over the past five years, the Planning Commission and Council have processed without controversy (approving 2 and denying 2) four minor subdivision applications for which the BOA had previously approved a variance. Based on this history, staff believes the compatibility criteria in Title 17 give enough flexibility to the Planning Commission and City Council to approve or disapprove a minor subdivision request, even if the BOA grants a variance. Thus, it appears this issue does not necessarily require any further action.**
4. Update Tele-Communication / CMRS (include a capacity component). **The project requires inclusion in the annual budgeting process. This specific action would establish polices for the City's management of CMRS requests on municipal facilities. Note, this would not alter Title 17 of the Municipal Code; rather, it would establish an aesthetic and functional carrying capacity for placing CMRS facilities on City buildings and structures. As a landlord, the City has additional rights in managing CMRS facility placement requests on municipal facilities. The City's primary obligation in these matters is to provide equal treatment to potential applicants. The intent of this process is to establish a publically declared limit for each facility, balancing coverage goals, equal access, potential revenue source with aesthetics and community impacts.**

SUBJECT: PLANNING COMMISSION

DATE: OCTOBER 27, 2015

PAGE 6 OF 6

5. Dark Sky Ordinance – A white paper has been produced and a City Council Communication for a study session on this subject has been drafted. Staff is seeking direction to proceed in scheduling a study session.
6. Customize (simplify) Enclave Annexation Procedures.
7. Create a Live / Work use group and consider allowing in Downtown - **ADOPTED**
8. Update Industrial Development Design Standards and Guidelines - Sign and landscape standards (may be limited by staff capacity) - **Tied to Small Area Plan completion.**
9. Definition of grade as it impacts building height measurements – **ADOPTED**

Additional LMC items identified by Planning Commission and staff needing attention:

1. Update downtown parking regulations and payment in-lieu as directed by the Downtown Parking Action Plan.
2. Day Care Use Chart changes - Consider either removing the reference to maximum number by creating a general statement that the Day Care Center shall comply with the regulations set forth by the State Department of Health or see if the State Department will assist in drafting language.
3. Accessory structures - should include how sheds under 120 square feet are handled, including setbacks.
4. Attached / detached garages – Are they interpreted as a principal or accessory structure in terms of height and setbacks in Old Town? What makes a structure accessory in terms of attachment / detachment? What makes a structure part of the principal structure?
5. Parking requirements and SRU's –Currently missing link between 17.20.010 E and Section 17.20.020. SRU's are therefore not required to meet 17.20.020.
6. Creating a use category for Fitness Centers/Gyms
7. Change the comprehensive plan update for 4 years to 10 years.
8. Tree preservation program.

DO YOU HAVE QUESTIONS FOR THE CITY COUNCIL?

None

RECOMMENDATION:

Discussion

ATTACHMENT(S):

None

SUBJECT: CTC CONNECTIVITY STUDY

DATE: OCTOBER 27, 2015

**PRESENTED BY: AARON DEJONG, ECONOMIC DEVELOPMENT
TROY RUSS, PLANNING & BUILDING SAFETY DEPARTMENT**

SUMMARY:

In 2013, the City of Louisville managed a study funded by The Colorado Technology Center (CTC) Metropolitan District and Etkin Johnson. The study examined the feasibility of connecting the CTC directly to 96th Street. This new connection would link Arthur Avenue to 96th Street with a new street and traffic signal. A copy of the 2013 study is attached for Council review. The purpose of this Council Study session is to review and discuss the findings of the study and other long-term physical improvements for the CTC and hear Council Members perspectives on the priority of these projects.

Staff originally included \$550,000 in 2019 Capital Improvement Program (CIP) for the construction of the 96th Street connector in partnership with property owners and the CTC Metro District. However, funding for the connector has been eliminated in the most recent update of the proposed budget to shift additional funding into the City's street resurfacing program. Each year Council reevaluates the five year CIP and it may still be possible to fund the connector in 2019 or 2020, depending on actual costs for resurfacing and on actual revenue the City receives in the next five years.

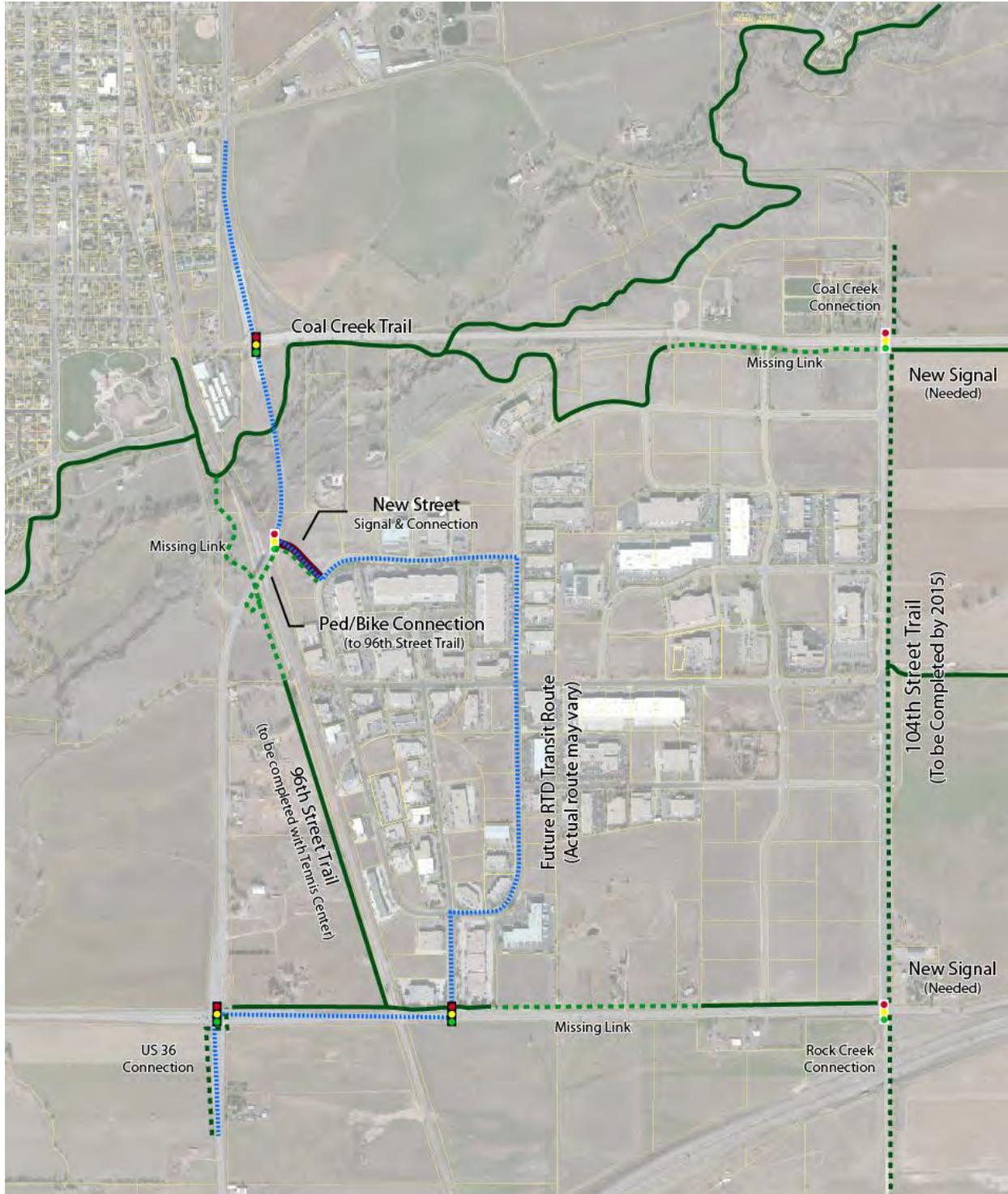
BACKGROUND:

The CTC is an important employment center in the City of Louisville. The CTC is approximately 60% built out, employing approximately 4,000 of the City's nearly 11,000 jobs. Nearly one million square feet of additional development is proceeding through the City's development review and building permitting processes.

At the time of original development approvals, property owners in the district agreed to create a Metropolitan Taxing District (Metro-District) to fund the construction of public infrastructure within the park. The first generation of projects have been completed and the Metro-District is now discussing its future responsibilities. Recent discussions between the City and business owners have focused on improving the connectivity between the CTC, the rest of the City, and Downtown Louisville. The City and the Metro-District recently agreed to a 50/50 share in cost of connecting the Coal Creek Trail to the CTC. The Metro-District requested the City develop an informal list of public infrastructure projects which could advance the attractiveness of the park for future investors and further improve the connectivity between CTC and the rest of Louisville.

Staff identified a number of improvements: new streets, trails, and signalized intersections in and around the CTC which would benefit both the Technology Park and

the City as a whole. Some of these improvements were also identified in the Comprehensive Plan. All of the identified projects are shown on the following graphic.



SUBJECT: CTC CONNECTIVITY STUDY

DATE: OCTOBER 27, 2015

PAGE 3 OF 3

The potential connection between Arthur Avenue and 96th Street surfaced as a priority improvement for the Metro-District and Etkin Johnson, the District's largest property owner.

This new connection would improve the access and visibility of the CTC from 96th Street, providing an improved connection to Downtown Louisville, allow RTD to provide a more efficient transit route along Hwy 42, and likely create a strong retail land use capable of serving the CTC. The Feasibility Analysis executed the following:

- Identified alternatives for consideration;
- Conducted a preliminary engineering assessment of alternatives;
- Prepared a travel forecast associated with the CTC (base year and 2035),
- Evaluated the alternatives using safety, economic, and mobility performance measures; and,
- Provided initial cost planning for a recommended alternative

Conclusions from the study indicate a connection is feasible and would not negatively improve traffic flows. The cost of the connection, excluding right-of-way, is estimated to be \$1,025,000.

FISCAL IMPACT:

There are no fiscal impacts associated with this discussion at this time

RECOMMENDATION:

City Council review and discussion of the findings in the study and other long-term physical improvements for the CTC and their priority for Council Members. Based on the discussion, staff will work with the CTC Metro-District to discuss partnership opportunities on specific projects.

ATTACHMENT(S):

1. FINAL - CTC Connection Feasibility Study, July 2013



P.O. Box 19768
Boulder, CO 80308-2768
Office: 303-652-3571

CTC Connection
Feasibility Study
FINAL - July 2013

Executive Summary

The Fox Tuttle Transportation Group, LLC (FT) worked with the Colorado Technology Center Metro District (CTC), property owners adjacent to CTC, and multiple departments within the City of Louisville (City) joined together to prepare a feasibility study for a new connection from CTC to 96th Street. This feasibility study completed the following tasks:

- established a clear purpose and need statement for the proposed connection,
- identified design alternatives for new connections including reconfiguration of 96th Street,
- conducted a preliminary engineering assessment of the connection alternatives,
- prepared a travel forecast for future travel demand associated with the CTC (base year and 2035),
- evaluated the alternatives using safety, economic, and mobility performance measures, and
- provided initial cost planning for the recommended alternative.

As part of this process FT worked with stakeholders to evaluate the potential alternatives and reach consensus for a recommended design. This included working with stakeholders at two workshops to review technical information, document input, and collectively rank the potential alternatives. The results of the data collection and other details can be found in the feasibility study.

The recommended alternative is to construct a new intersection on 96th Street, just north of the BNSF structure, that would connect to a new roadway in the northwest corner of CTC. The recommended alternative would be designed using state and federal design criteria. Based on the results of this study it meets the objectives in the purpose and need statement and it was the top ranked alternative based on ten performance measures. The recommended alternative should proceed with detailed engineering and fund raising. These steps will require on-going collaboration between the stakeholders who participated in the study to ensure the project can achieve the intended purpose and need.

1. Purpose and Need

The Colorado Technology Center Metro District (CTC), property owners adjacent to CTC, and multiple departments within the City of Louisville (City) to study roadway options that could connect CTC to one of Louisville's major economic and transportation corridors; South 96th Street. The CTC and the City worked with a technical team to identify and evaluate roadway alignments in the **northwest area** of CTC that meet current safety measures for all modes of travel, provide new economic development opportunities, and improve additional multimodal travel choices between the CTC and other destinations in the City and region.

This study identifies alignment options, performance measures, and conceptual costs for new connections to 96th Street. The decisions about constructing and funding the connection will occur at a later date.

Figure 1: CTC Context Map



Figure 2: view of potential connection from 96th Street to CTC



2. Connection Analysis

A. Technical and Consensus Building Process

Staff from FT conducted multiple field visits, two stakeholder meetings, and technical analysis in conjunction with multiple City departments as part of this study. The study was completed over a six-week period between April and May 2013. A stakeholder committee provided input and strategic direction during this process. The committee included adjacent property owners, CTC property owners, CTC district managers, City planning staff, and City engineering staff.

The stakeholder committee held a kick-off meeting in April 2013 to prepare the project's purpose and need statement (see section 1) and document existing conditions around the CTC. After this meeting FT staff collected new traffic counts, speed studies and conducted multiple days of field analysis in the 96th Street corridor. This work included assessment of the existing roadway geometries, sight distances, and accident history. A second meeting with the stakeholder committee was conducted in May 2013 to review connection alternatives and evaluate each based on performance measures. The details of the work completed during this process are provided in this section. Additional technical information is available in a technical appendix.

Figure 3: April 2013 kickoff meeting



B. Opportunities and Challenges Summary

The following provides a summary of existing conditions, opportunities, and challenges in the northwest section of CTC near 96th Street. This information was prepared in conjunction with the project stakeholders at the kick-off meeting in April 2013.

Figure 4: Opportunities and Challenges Summary Map



1. All alternatives should include safety analysis for all modes
CTC would like to explore this as a "new gateway"
Evaluate traffic control alternatives
Evaluate left turn movements - specifically for RTD route
2. Consider the role of deceleration lanes
Bridge deck has 50' of surface to consider
Existing bridge rail limits north bound sight distance visibility
Consider widening bridge to allow Coal Creek Trail across BNSF
3. Average accidents per year in this area on 96th Street = 1
Traffic signal not currently warranted
4. Future traffic signal for tennis center (1/2 mile south of bridge)
Average daily traffic on 96th Street = 20,000
5. Steep down grade on west side of road
Steep up grade on eastside of road
Average daily traffic on 96th Street = 15,000
6. Future roundabout at SH 42/Lock
(1/4 mile north of RR bridge)
Average daily traffic on 96th Street = 15,000
7. Work with north side property owner
8. Work with south side property owner
9. Explore intersection reconfiguration "Y", "T", or roundabout
Work with property owners to plan intersection
10. Explore Arthur Ave extension to the west to S. 96th Street
11. Explore Arthur Ave northwest realignment to S. 96th Street

C. Existing Traffic, Speed, and Accident Conditions

Traffic and speed studies were conducted in April 2013 to document existing conditions on 96th street between County Road and Highway 42. The data was collected mid-week in April 2013 during dry weather conditions. Bicycle counts were not collected, but will be referenced from the 42 Gateway Alternatives Analysis if needed for future analysis.

City of Louisville staff obtained accident history data from the City's police department database for 96th Street between Highway 42 and Dillon Road (excluding the end intersections). Accident history from 2005 to 2012 was analyzed. There was an average of 1 accident per year, most occurred in the vicinity of the County Road intersection, during this 7-year time period with no documented personal injuries.



Figure 5: Existing traffic counts

D. Existing Roadway Geometry and Classification

The existing configuration of 96th Street between Highway 42 and Dillon Road is a 3-lane roadway section that has a varying pavement width of 44' to 50'. The narrowest pavement width (44') is located on the structure over the BNSF railroad tracks. Larger widths are found north and south of the structure with varying shoulders accounting for most of the size difference. The motor vehicle travel lanes include one northbound, one southbound, and a center median. The center median is expanded at the County Road intersection to provide a left turn lane for northbound vehicles turning west onto County Road.

There are shoulders on both sides of the travel lanes that are used by bicyclists. This section of 96th street is part of the regional on-street bike route network that connects Broomfield to Longmont. There are no sidewalks or transit stops present in the corridor. There is no RTD bus service in this section of 96th Street.

The City of Louisville currently classifies this section of 96th Street as an Arterial Corridor. Although this roadway is not under CDOT's jurisdiction, the city's engineering staff and FT found this section of 96th street most compatible with CDOT's NR-B design classification. This was due to the current posted speed limit, roadway

geometry, intersection spacing, and adjacent land use context.

Figure 6: Site Photographs

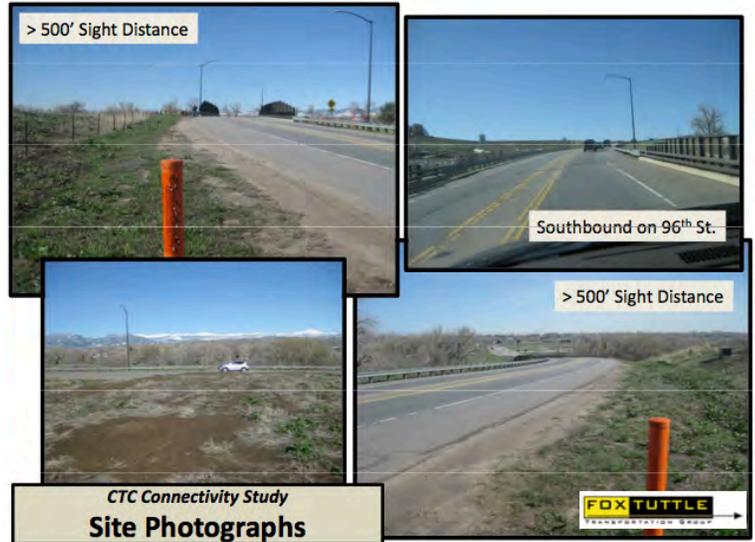
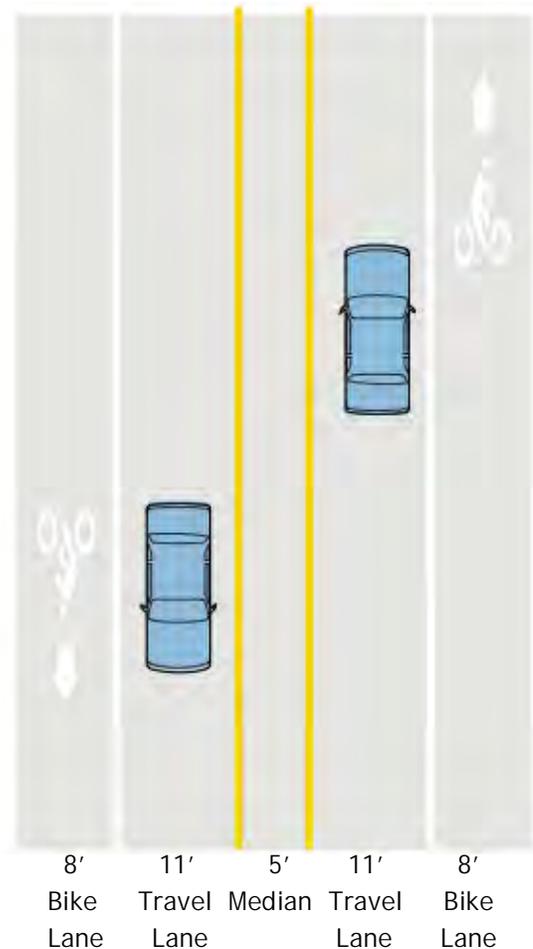


Figure 7: Existing Bridge Geometry



E. Roadway Design Alternatives

FT staff worked with the stakeholders to identify several design alternatives for a potential roadway connection between the northwest area of the CTC and 96th Street. The alternatives were based on the existing conditions, opportunities, and challenges documented in the prior section.

The following design alternatives would connect to a new intersection at 96th street based on the plan shown later in this section. The roadway connection alternatives have consistent right of way requirements and would meet the City’s engineering standards for local streets in the CTC.

During the duration of the study six different design alternatives were considered. Two of the designs were initially screened out of consideration due to economic impacts, motor vehicle safety, and private property impacts. The following alternatives passed the initial screening and were evaluated using performance measures with the stakeholders found later in this document.

Figure 8: Property ownership and dimensions

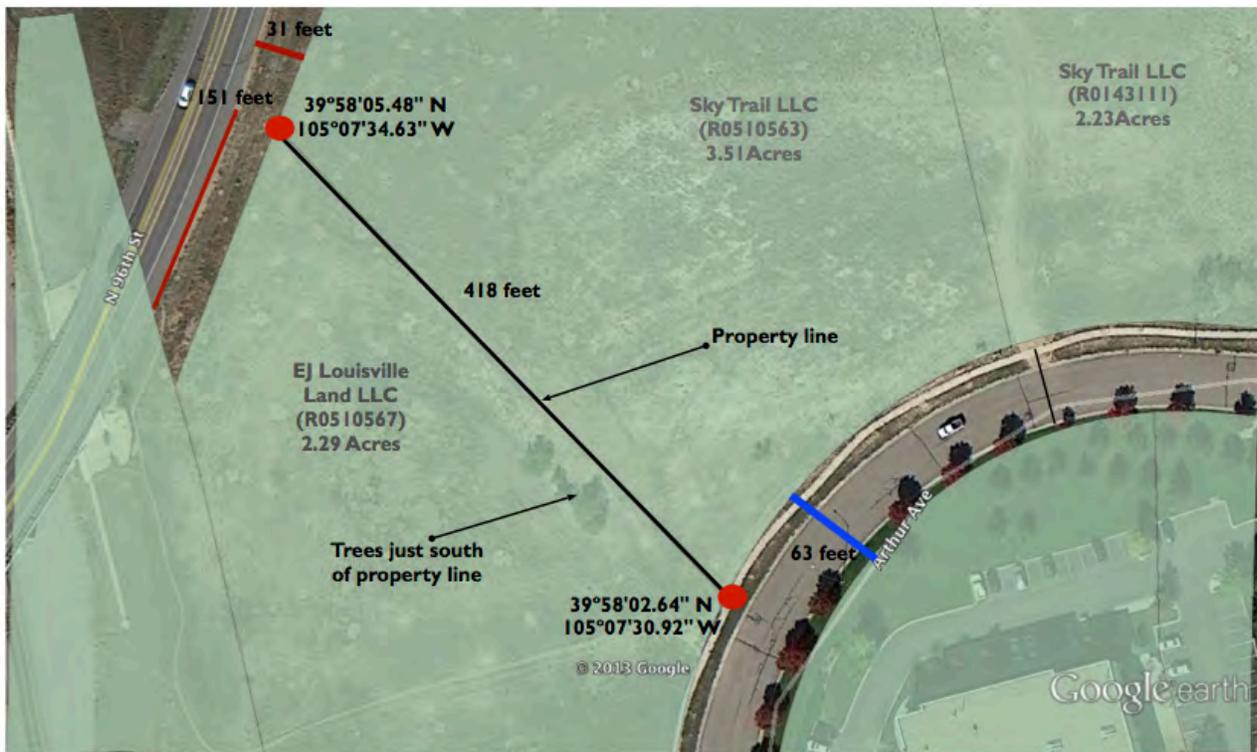


Figure 9: Alternative 1



Figure 10: Alternative 2



Figure 11: Alternative 3



Figure 12: Alternative 4

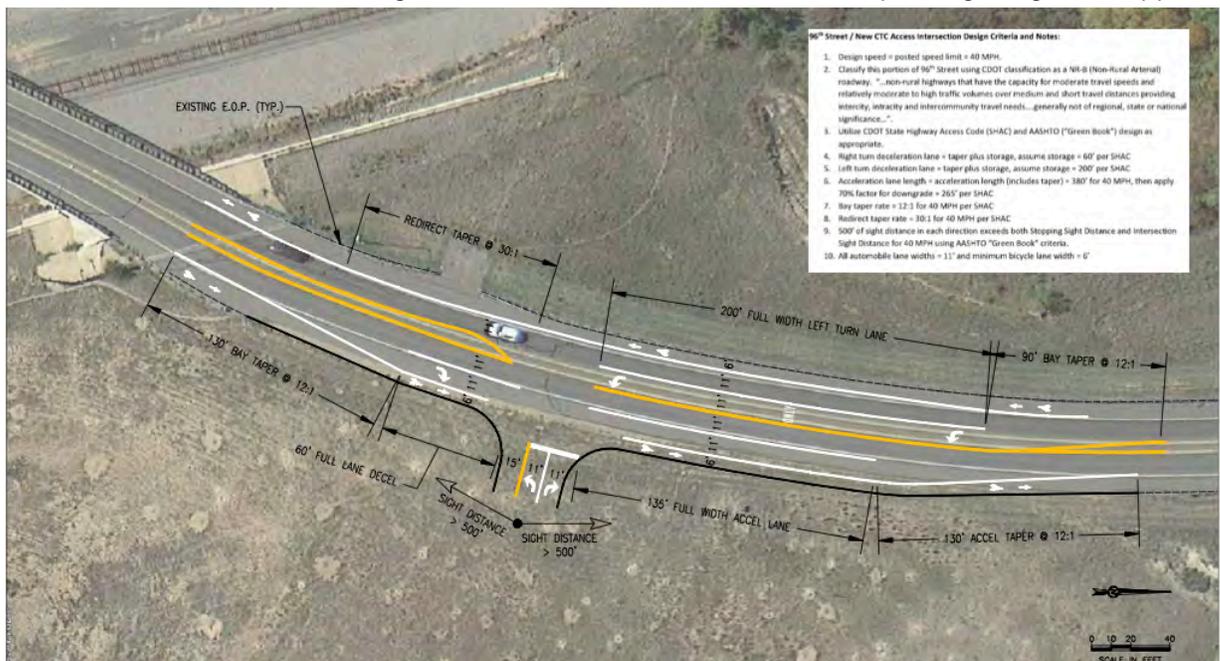


F. Intersection Design

The City’s engineering department and FT staff identified an intersection design that would work with each of the CTC roadway connection alternatives. The new intersection is based on CDOT’s NR-B design standard, CDOT State Highway Access Code, and the Federal Highway Administration’s (FHWA) *A Policy on Geometric Design of Highways and Streets*. The intersection design includes the necessary traffic control, sight visibility, turning requirements, and other safety design features recommend by both of these documents.

This new intersection would be located just north of the BNSF structure and south of the Coal Creek structure. It is located between the Sky Trail LLC (R0510563) and EJ Louisville (R510567) parcels to minimize property impacts. The intersection design would incorporate a new left turn lane to allow vehicles to make a left turn from southbound 96th Street into the CTC. The design would also allow vehicles to exit the CTC by making a left turn to head southbound and a right turn to head northbound. The design would convert the existing shoulders into full bike lanes with proper ground markings in both directions near the intersection. It would also provide acceleration and deceleration lanes for vehicles entering and leaving the CTC. The southbound left turn lane is located on a grade that is similar to other intersection in Boulder County (South Boulder Road and 76th Street) and has storage for at least 10 vehicles. The design would require new pavement on the eastside of 96th Street and should require minimal grading once the adjacent parcels are graded. The traffic control at this intersection is described in the next section.

Figure 13: 96th Street Intersection Concept (larger figure in appendix)



G. Future Traffic and Intersection Analysis

The City's engineering and planning department collaborated with FT staff to prepare a traffic forecast. The traffic forecast considers two factors. The first consideration is the additional development that will occur in the CTC over the next 20 years. The additional development will generate additional travel demand for walking, bicycling, transit, truck, and motor vehicle travel. The second consideration is the redirection of motor vehicle trips that will occur if the new CTC connection is constructed. The new CTC connection has the potential to redirect trips from existing roadways and intersections near the CTC. The following assumptions were used in this analysis:

- The City's planning department and CTC staff provided two scenarios for growth in the CTC over the next 22 years. Scenario A has an additional 500,000 square feet of development added between 2013 and 2035. Scenario B has 1,000,000 square feet of development added between 2013 and 2035.
- The new CTC connection is forecasted to serve 17% of the CTC traffic that is bound for the CTC. This would include 15% traveling to/from the north of the CTC on 96th Street and 2% that are traveling to/from the south on 96th Street. This information is based on FT's review of previous traffic studies completed, assumptions of regional traffic patterns in this area and a network connectivity analysis of the existing road network in the CTC.
- The traffic associated with future CTC development is shown in Figure 14. The trip generation tables for each scenario are provided in a technical appendix. Under future scenarios A and B a new traffic signal is warranted. If the intersection is constructed prior to the future scenarios, an additional analysis of traffic conditions should be completed to determine if a signal is warranted at the time of construction. The necessary conduit and signal pole boxes should be installed when the intersection is constructed to ensure the signal can be installed in the future (even if it is not warranted in the near term).
- The *42 Gateway Alternatives Analysis Report* identified a new roundabout at Lock Street and the *St. Louis Parish Traffic Impact Study* for the tennis center indicates a new traffic signal at the center entrance. Both of these intersections would be more than a ¼ mile from the new intersections for the CTC connection.

Figure 14: Turn movements at new intersection

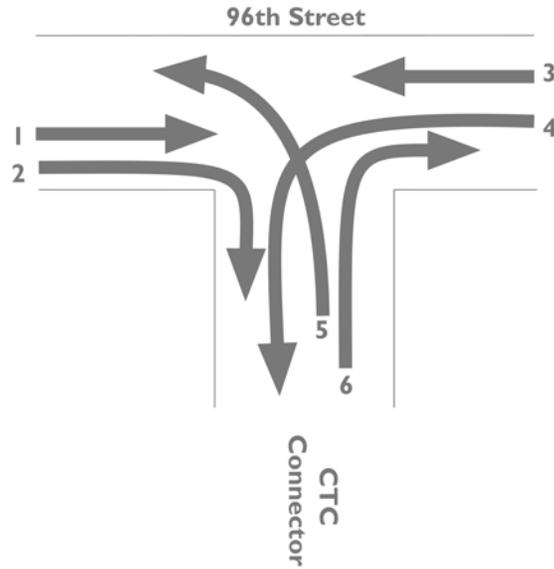


Figure 15: AM peak hour trip generation

Movement	2013 Existing	2035 SCENARIO A	2035 SCENARIO B
1	509	525	525
2	0	40	50
3	925	850	850
4	0	310	370
5	0	5	10
6	0	40	50

Figure 16: PM peak hour trip generation

Movement	2013 Existing	2035 SCENARIO A	2035 SCENARIO B
1	987	1,030	1,030
2	0	5	10
3	773	790	790
4	0	45	60
5	0	45	50
6	0	325	390

3. Measures of Success

FT staff worked with stakeholders to evaluate the connection alternatives based on a series of performance measures. The performance measures are based on details in the purpose and need statement and mobility goals identified in the recently adopted *City of Louisville Comprehensive Plan Update*. The table below shows the final scoring from stakeholders for the four roadway alignment alternatives that passed the initial screening.

Figure 17: Performance measures

Project Goals	Alt #1	Alt #2	Alt #3	Alt #4
Provides an "entry gateway" to CTC				
Minimize property encroachment				
Meets peer design standards				
Cost of new intersection and roadway connection		best		
Supports economic development objectives	least effective/ most impact	best	better	
Transit Access				
RTD ease of access	best		better	
Truck Access				
Accommodates truck movements			perception challenge	
Traffic Circulation				
Ability to accommodate future traffic volumes		better	best	
Private Property Access				
Private property encroachment		best	better	
Results in undevelopable land		best	better	

Stakeholder Scoring

5

10

8

4

Yellow Cells - not consistent with measure

Green Cells - consistent with measure

4. Recommendation

Alternative 2 with the proposed 96th Street intersection is the recommended alternative based on the findings of this planning and preliminary engineering study. Alternative 2 is most compatible with the project's purpose and need statement, ranked the highest based on the performance measures, and fits within state and federal design guidelines. The following list of considerations has been prepared to support the recommendation to proceed with additional engineering evaluation of Alternative 2.

- The new 96th Street intersection will require winter maintenance priority similar to other intersections in the city that have 4% grades.
- The new 96th Street intersection will require a traffic signal to ensure safe and efficient movements to the new CTC connection. The signal will need to be installed at the same time the new CTC connection is completed based on our projections that it is warranted when the new connection is available.
- The Sky Trail, LLC and EJ Louisville, LLC property owners will need to work together with the CTC on a grading plan for the Alternative 2 alignment and the adjacent properties.
- Sidewalk connections along the new CTC connection will need to integrate into the proposed connection to the Coal Creek Trail to the north of the new CTC connection along the eastside of 96th Street.
- Any development approvals for the Sky Trail, LLC and EJ Louisville, LLC properties that are adjacent to the new intersection at Arthur Drive and the CTC connection should include setbacks and flexible parking requirements that allow for the addition of a roundabout if desired in the future (as shown in alternative 3).

Figure 18: Recommended Alternative (larger figure in appendix)



5. Cost Planning

The recommended alternative will require additional engineering to determine actual costs for grading and design elements. The preliminary engineering completed during this study provides planning level information to determine preliminary costs to complete this project. The stakeholders who participated in this study will continue to collaborate and identify funding sources and agreements that allow this connection to be constructed to meet the project's purpose and need statement.

Figure 19: Preliminary Planning Cost Estimate

Design Element	Materials Required	Estimated Total
96 th Street eastside pavement installation, restriping travel lanes, and signage	New road base, asphalt, road lighting, striping, and signage	\$100,000
96 th Street traffic signal	New signal equipment and installation	\$300,000
Alternative 2 installation	420' of new grading, road base, asphalt, lighting, striping, drainage, sidewalks, transit stops, and signage	\$500,000
Design Fees	10%	\$75,000
Contingency	TBD	\$50,000
Estimated Total		\$1,025,000