

City Council Business Retention & Development Committee

A sub-committee of the Louisville City Council

**Monday, March 7, 2016
8:00 AM – 10:00 AM
Library Meeting Room
951 Spruce Street
(entry on the north side of building)**

- I. Call to Order
- II. Roll Call
- III. Approval of Agenda
- IV. Approval of February 1, 2016 Meeting Minutes
- V. Public Comments on Items Not on the Agenda
- VI. South Boulder Road Small Area Plan presentation
- VII. McCaslin Small Area Plan discussion
- VIII. 2017 CIP Budget Input from Boards and Commissions
- IX. Retention Visits
 - Crystal Springs Brewery
 - Gravity Brewing
- X. ED Update
- XI. Reports from committee members –
- XII. Discussion Items for Next Meeting: April 4, 2016
 - BAP Program Discussion
- XIII. Adjourn

***City Council
Business Retention &
Development Committee
Meeting Minutes***

**February 1, 2016
Library Meeting Room
951 Spruce Street**

CALL TO ORDER –The meeting was called to order by Chair Susan Loo at 8:00 AM in the 1st Floor Meeting room at the Louisville Library, 951 Spruce Street, Louisville, Colorado.

ROLL CALL – The following members were present:

Committee Members: Susan Loo, Chair
Jeff Lipton, City Council
Dennis Maloney, City Council
Michael Menaker, Alternate Revitalization Commission
Chris Pritchard, Planning Commission
Scott Reichenberg, CTC
Justen Stauer, Downtown Business Association

Staff Present: Malcolm Fleming, City Manager
Aaron DeJong, Economic Development Director
Dawn Burgess, Executive Assistant to the City Manager

Others Present: Randy Caranci
Mike Kranzdorf
Jim Tienken

MEETING WAS CALLED TO ORDER BY CHAIR SUSAN LOO

APPROVAL OF AGENDA – Chair Loo requested a discussion of the Primary Employer Map be added to the agenda ahead of the BAP Review.

APPROVAL OF JANUARY 4, 2016 MINUTES: Approved

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA:

Chair Loo congratulated Commissioner Pritchard on Volunteer of the Year award.

Chair Loo congratulated on DeJong on being named interim Planning and Building Safety Director.

Chair Loo discussed Council retreat and Council priorities for 2016:

- Street repair
- SAP
- Rec Center expansion
- Biannual budget
- Program areas to budget
- Boards and Commissions
- Sustainability

PRIMARY EMPLOYER MAP:

Economic Development Director Aaron DeJong discussed a map in the packet which shows Louisville's primary employer workers come from. Louisville attracts Denver and Boulder employees. A significant number come for the southeast metro area. The employee base comes mainly from outside our area. From an employer perspective this is a good thing: the laborshed attracts educated employees.

The definition of "primary employer" was discussed.

REVIEW OF BUSINESS ASSISTANCE PROGRAM (BAP)

DeJong has suggested Louisville Municipal Code changes. Would like BRaD input:

- Incorporate Consumer Use Tax. Make rebates of Consumer Use Tax more explicit.
- Clarity the expansion of existing employers as a qualifying project
- Expand timeframe beyond one year. Expansion timeframe would be defined.

Council member Lipton expressed concerns about BAP programs in general. Would like analysis of what other communities are doing. Commissioner Reichenberg said adding more tools does not mean using them more. City Manager Fleming agrees with Council member Lipton concerns but said the reality is that communities do compete against each other. Council member Menaker supports the BAP program and supports staff using it.

Council member Lipton would like staff to provide substantive findings in recommendation. He would like some sort of standard set.

Council member Maloney would like a risk analysis. Commissioner Pritchard said we need to be willing to take some leaps of faith because there will be a lot of information

we are not privy to. Commissioner Menaker said perhaps BRaD needs to vet applications.

DeJong reminded BRaD that he does not bring forth every application. Commissioner Menaker suggested bringing applications that are not brought forth.

Menaker made a motion, seconded by Pritchard, to approve recommended LMC changes go to Council. Council member Lipton said he understands these are mostly housekeeping changes but would like more standards set. He is not on-board with the entire program. Given Council member Lipton's concerns, Commissioner Pritchard suggested suspending the LMC changes and looking more fully at the program.

Council member Lipton wants standards set in Ordinance. Commissioner Reichenberg said BRaD needs more information to understand Council member Lipton's position. Council member Maloney said Council wants more due diligence so maybe standards do need to be set.

There was a discussion about landlord/tenant negotiations.

Jim Tienken suggested DeJong outline criteria used. DeJong said:

- New employers
- Quality of wages (Boulder County average wages)
- Existing employers – encourages them to stay.

Discussion was tabled.

DeJong described the staff time needed to process Consumer use tax rebates. Significant time is spent for the Finance Dept. and the Company to determine which purchases qualify as durable goods lasting more than 3 years. By allowing all purchases to be eligible for rebate, both durable and non-durable, and a lesser rebate percentage applied, processing rebates can be simplified for the City and the Company.

Council member Maloney said if we can simplify and there isn't a net increase in the rebate amount, he is ok with the change.

Direction was to analyze previous agreements and determine a rebate percentage to keep rebate amounts neutral. Analysis to be brought back to BRaD at a future meeting.

CTC ROAD CONNECTION DISCUSSION

DeJong said road current road network does not interest RTD for service additions, however addition of connector from 96th Street to CTC may allow RTD to consider a more efficient transit route along Hwy 42 and likely create a new opportunity for retail creation serving CTC.

DeJong met with CTC Metro District and Etkin Johnson. Etkin Johnson will pay 100% for design study for connector. Metro District would like continued discussion. Commissioner Menaker pointed out this was not a Council priority and not funded in the 5 year CIP list.

Major components of \$18m Hwy 42 improvements not funded.

Council member Lipton encourages Metro District to do study so Council can see results.

Mike Kranzdorf said this project should have BRaD's strong support.

DeJong will draft a letter stating BRaD's support for Metro District to do study so Council can have information.

RETENTION VISITS

Instant Imprints

Mostly a business to business operation. They were concerned the business community does not know their product offerings. Parking lot is crowded and they have signage issues. Owner wishes residents understood paying sales tax is good for community, rather than buyin online to avoid sales tax.

Papa Murphy's

Owner is optimistic and concerned. Friday night is a big night for pizza business. Said business is dead on Friday nights during Street Faire. He is the only sales tax generating business in that strip.

Community Food Share

They have a new director. She is trying to network and coordinate with others. Director mentioned RTD access would be good for clients of Community Food Share. They have a large conference room they are willing to allow community to use.

Boulder Creek Homes

Growing would like to expand to accommodate all employees in one building but parking is an issue. They are concerned about downtown parking.

Old Santa Fe

Good meeting. Spent funds to move to new building. Does not have problems recruiting new employees. Existing employees help with recruiting new employees. Has signage issues and said lack of signage is hurting business. Less walk-in traffic from hotels. Common theme on McCaslin is signage.

REPORT FROM COMMITTEE MEMBERS:

None.

PUBLIC COMMENTS

None

ITEMS FOR THE NEXT MEETING: MARCH 7, 2016

- South Boulder Road Small Area Plan Update
- McCaslin Small Area Plan Update
- BAP Discussion

ADJOURN – The meeting adjourned at 10:12 am

Memorandum

Date: March 7, 2016
To: Business Retention and Development Committee
From: Department of Planning and Building Safety
Subject: Small Area Plans

The City's small area plans for the South Boulder Road area and McCaslin Blvd area are nearing completion. The plans are using public input to identify the community's vision and goals for each area and transforming those visions and goals into development regulations. The regulations will include allowed land uses and building forms, as well as desired infrastructure improvements and areas for public spaces like parks and plazas.

A draft of the South Boulder Road plan was reviewed by Planning Commission at a public hearing on February 11 and will be reviewed again on March 10. If the plan is endorsed by Planning Commission in March, it will be reviewed for adoption by Council in April. The Planning Commission staff report and draft plan from the February meeting are attached below.

The final public meeting for the McCaslin Blvd plan was held on February 25. At the meeting, staff presented land use, development pattern, design, and transportation alternatives for public review and comment. The feedback from the meeting will be used to create the preferred alternative incorporated into the draft plan. Review of the draft plan by Planning Commission is tentatively scheduled for April 14. Information presented at the public meeting is attached below.

ITEM: South Boulder Road Small Area Plan
PLANNER: Scott Robinson, AICP, Planner II
APPLICANT: City of Louisville
REQUEST: To review and endorse the South Boulder Road small area plan

SUMMARY

Attached is the draft South Boulder Road small area plan. The South Boulder Road small area plan is intended to define desired community character, land uses, and public infrastructure priorities to provide a reliable roadmap for public and private investments in the corridor. Staff is requesting Planning Commission review the draft document, recommend any desired changes, then endorse the plan for adoption by City Council.

The creation of the plan followed a robust public process, as described in the plan. Also attached are some of results of that process, including the community survey report, results from the last public workshop in November, 2015, and the detailed traffic impact analysis.

There are a few outstanding issues on which staff is requesting direction. One is whether to install a new traffic signal at the intersection of South Boulder Road and Cannon Circle. Both options are currently presented in the plan and staff is requesting Planning Commission weigh the additional access and parallel network provided by the signal against the additional delay it would cause on South Boulder Road.

Another outstanding issue relates to recommendations for parks and open space. Staff is presenting the draft plan to the Parks and Public Landscaping Advisory Board on February 4 and to the Open Space Advisory Board on February 10. These boards are being asked for direction on the Cottonwood Park expansion, the suitability of the Santilli property for open space, and public and private landscaping guidelines. Staff will have additional information based on input from these boards at the February 11 meeting.

Staff is still awaiting cost estimates for the implementation section and an updated school impact analysis from BVSD. Any additional information received before the February 11 meeting will be presented at the meeting.

RECOMMENDATION

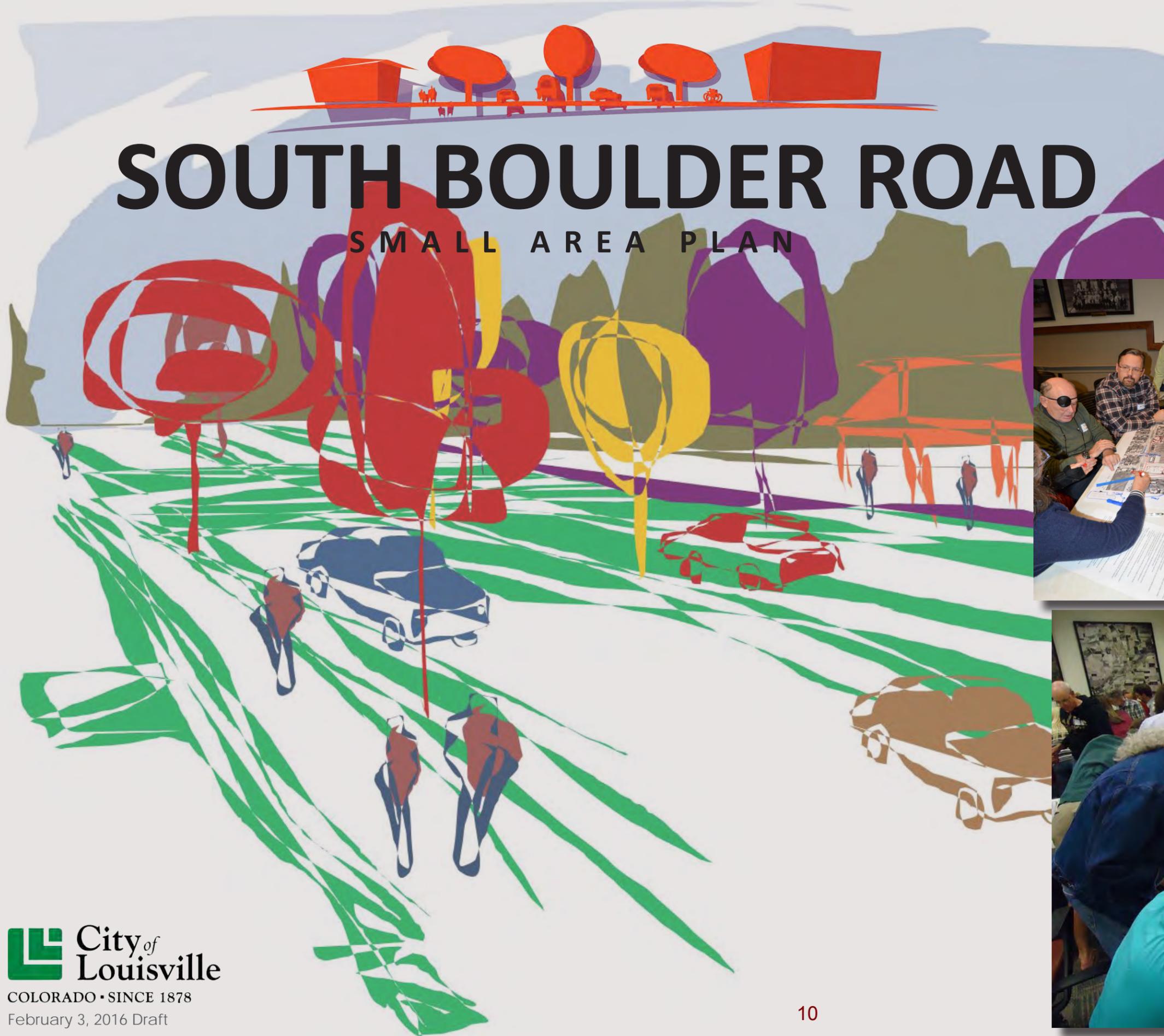
Staff recommends Planning Commission make any desired changes to the South Boulder Road small area plan, then vote to endorse it. Once the plan has been endorsed by Planning Commission, it will be presented to City Council for review and adoption.

ATTACHMENTS:

1. Resolution No. 5, Series 2016
2. Draft South Boulder Road small area plan
3. Community survey report
4. Materials from November placemaking workshop
5. Traffic impact study
6. Public comments

SOUTH BOULDER ROAD

SMALL AREA PLAN





City Council

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

Planning Commission

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

City Boards and Commissions

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

Planning & Building Safety Department

Scott Robinson, Project Manager
 Troy Russ, Planning and Building Safety Director
 Sean McCartney, Principal Planner
 Lauren Trice, Planner I
 Monica Garland, Senior Administrative Assistant

City Staff

Malcolm Fleming, City Manager
 Heather Balser, Deputy City Manager
 Aaron DeJong, Economic Development Director
 Kevin Watson, Finance Director
 Kurt Kowar, Public Works Director
 Craig Duffin, City Engineer
 Cameron Fowlkes, Engineer III
 Joliette Woodson, Engineer III
 Joe Stevens, Parks and Recreation Director
 Ember Brignull, Open Space Manager
 Allan Gill, Parks Project Manager
 Dean Johnson, Park Superintendent

Consultants

Cunningham Group Associates
 Kimley-Horn
 mySidewalk
 National Research Center
 ArtHouse Design



South Boulder Road Walkability Audit

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Children's Activity at South Boulder Road Kick-off Meeting

The South Boulder Road area of Louisville began being annexed into the City in the late 1970s. Development occurred intermittently in the area over the next few decades. By the time the 2013 Comprehensive Plan update was adopted, the area ranged from undeveloped greenfield sites to sites undergoing redevelopment. Given this diversity, the Comprehensive Plan called for a more in-depth look at how the South Boulder Road area should continue to evolve.

Purpose

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

1. Better meet today's unique challenges of redevelopment versus new development, regional traffic and City transportation policy, the economy and the realities of retail growth, and neighborhood issues and concerns
2. Better clarify the Community's vision in terms of community character and physical design to provide the public and staff with a common language and tools to review and discuss redevelopment requests

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

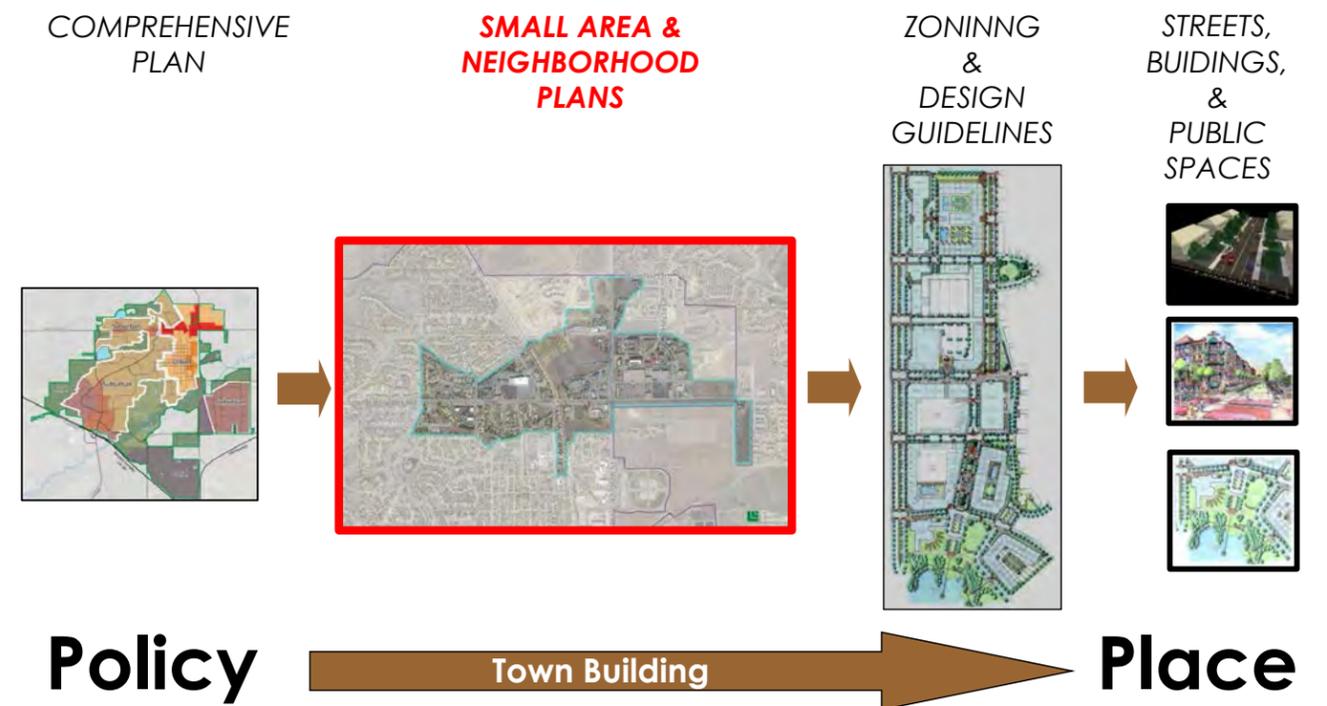
How to use this plan

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

1. The Process describes the public involvement and community outreach effort used to generate the small area plan
2. The Context describes the current conditions in the study area and key trends and challenges facing the corridor
3. The Principles describe the general goals for the plan, referred to as the Measures of Success, and the broad design principles to guide future action in the corridor
4. The Plan includes maps and illustrations describing the desired land uses, building character, and street, trail, and park improvements in the study area
5. Implementation describes steps to be taken to achieve the goals of the plan, and includes cost estimates for the anticipated public improvements

The South Boulder Road small area plan is a policy document. In order to achieve the

community's vision for the corridor described in the plan, regulatory changes will need to be adopted to the Louisville Municipal Code, including the incorporation of new design guidelines for the area. The plan does, however, provide the basis for the City to require private developers to build or dedicate some public infrastructure or land identified in the plan when properties develop or redevelop. Other public investments will need to be made by the City through the annual capital budgeting process.





South Boulder Road Kick-off Meeting

The development of the South Boulder Road small area plan followed a five-step process and involved extensive input from residents, both within the corridor and throughout the community, property owners, business owners, and elected and appointed officials.

Step 1 – Set Goals

The first phase of the project involved setting the goals for the plan, as represented by the Measures of Success. This began with stakeholder interviews in December, 2013 with residents, property owners, and business owners in and around the corridor discussing their views on the study area and how they would like to see it change. Questions were also posted on the the City’s discussion website, EnvisionLouisvilleCO.com, allowing anyone in the community to share their thoughts.

In October, 2014 a public Kick-off Meeting was held with over 120 attendees. Participants were asked to identify areas they liked, disliked, and wanted to see change in the

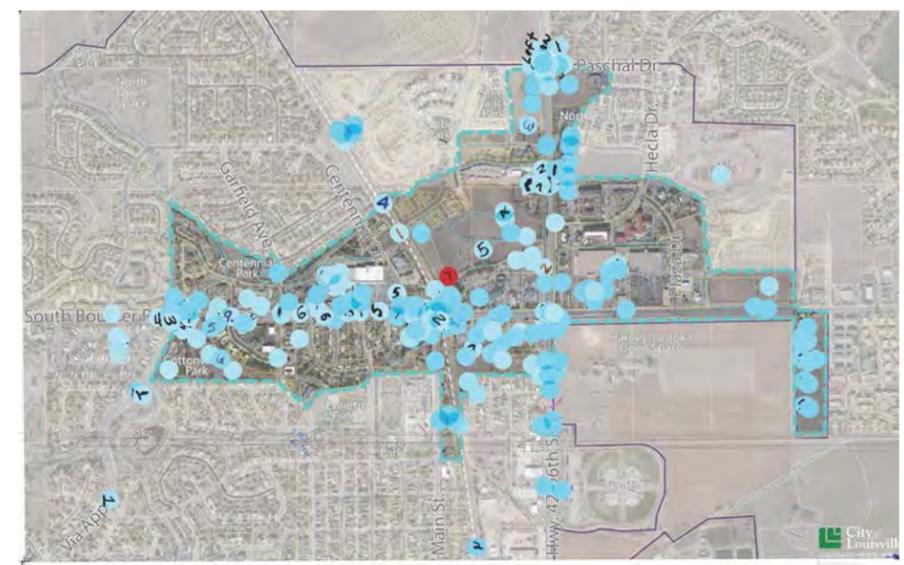
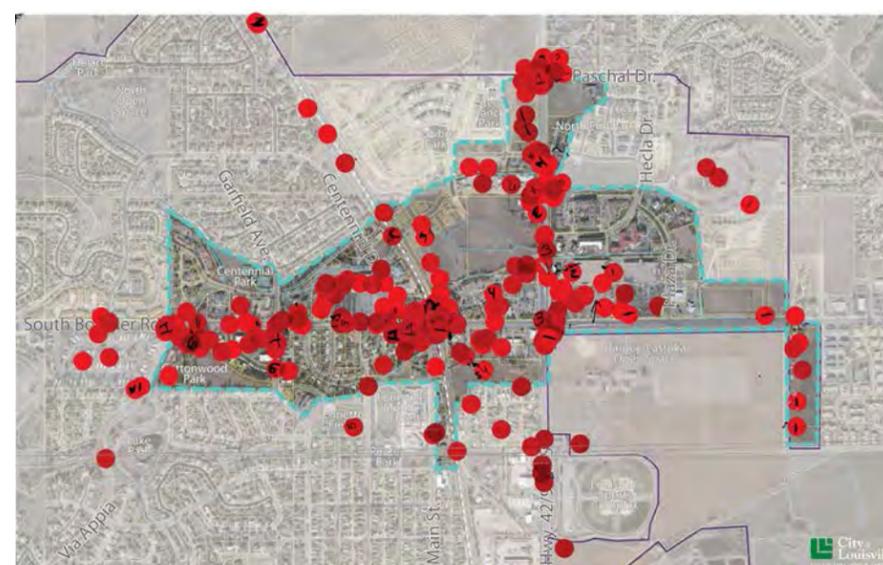
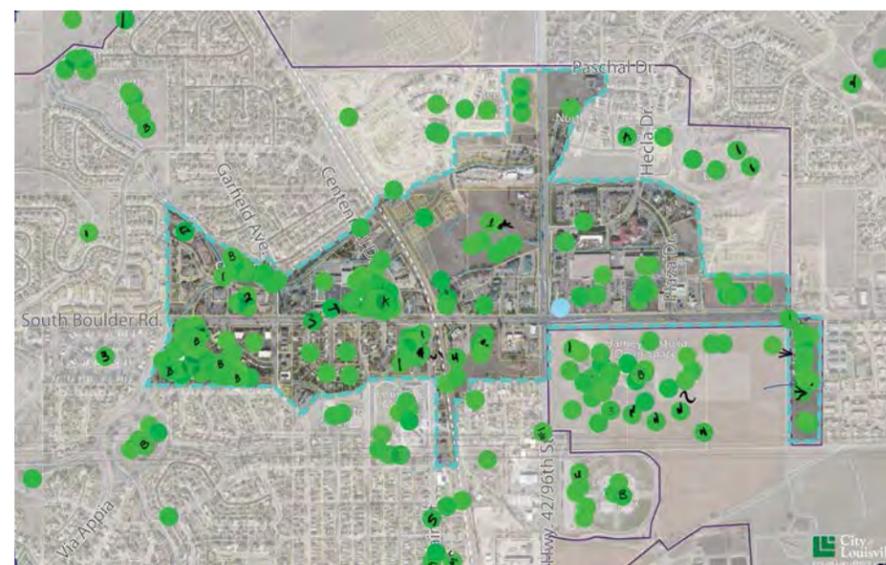
corridor. They also discussed how they would like to use the corridor in the future and how the Core Community Values from the Comprehensive Plan could be incorporated into the area. The results from these outreach efforts were utilized to develop a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis and the Measures of Success, which were endorsed by Planning Commission and City Council.

Step 2 – Corridor Analysis

The second phase involved analyzing the current built environment of the corridor, the existing regulations, and how people currently use and move through the corridor. A corridor character assessment was conducted, as was a buildout analysis showing what development the existing zoning would allow. Members of the public also participated in a Walkability Audit to identify areas where pedestrian and bicycle facilities were lacking or in need of improvement.



Participants in the South Boulder Road Walkability Audit

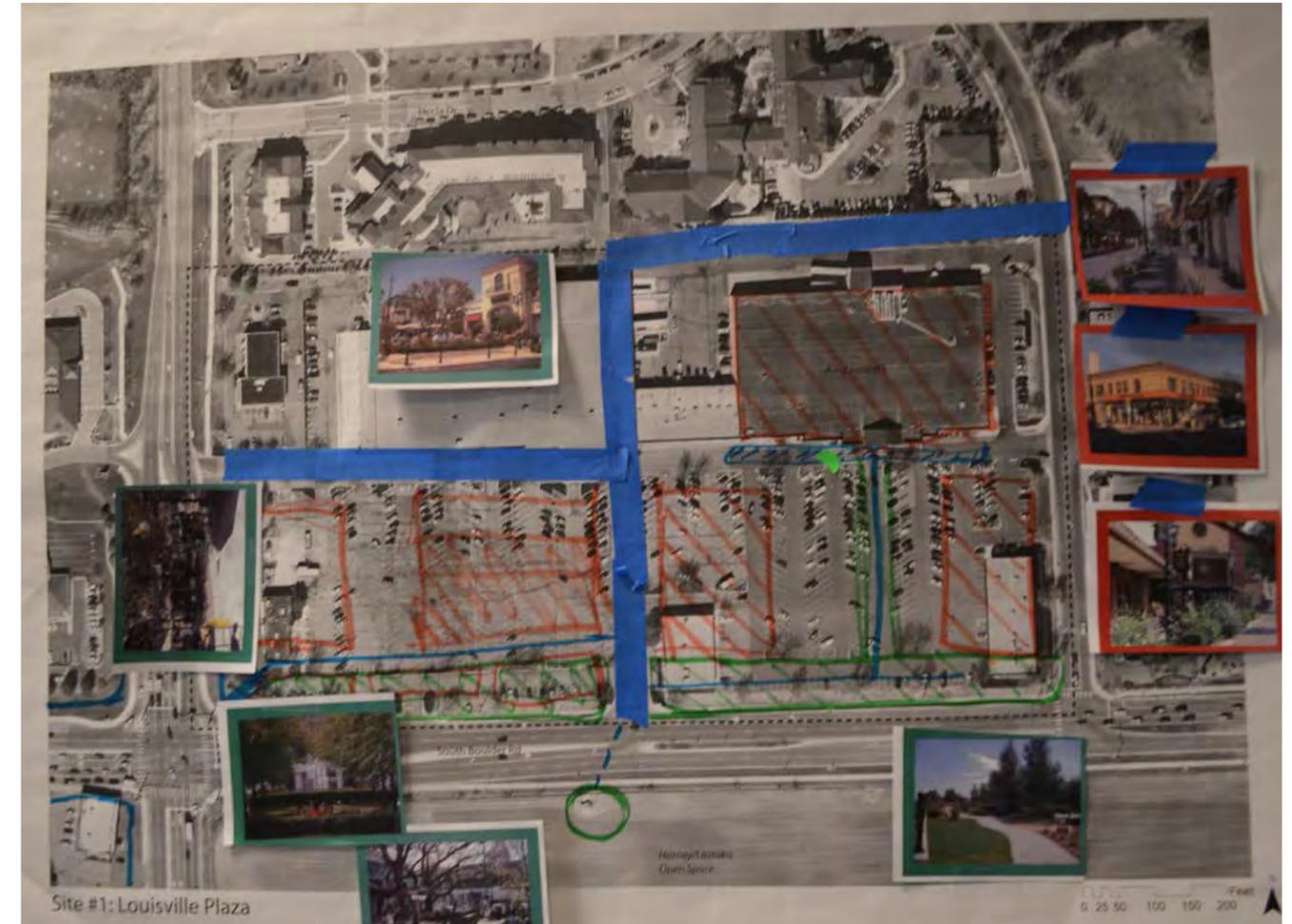


Areas participants like (green dots), dislike (red), and want to see change (blue) from the Kick-off Meeting

PROCESS



Ideas for improving the Main and Centennial intersections from Placemaking Workshop #1



Proposed development at Louisville Plaza from Placemaking Workshop #2

Following the Walkability Audit, a Placemaking Workshop was held where participants could brainstorm ideas for solving the problems identified in the audit. Attendees looked at the major intersections in the corridor, as well as the corridor as a whole, and identified issues such as where connections across streets and to existing developments needed enhancement. During this time, the City also conducted a mail and internet survey of 1,200 randomly selected homes throughout the City to identify what land uses and physical character citizens felt was appropriate or inappropriate for the corridor.

Step 3 – Development of Alternatives

The third phase took the community's desires for the corridor and transformed them into three alternative scenarios for in-depth analysis. The third phase started with a second Placemaking Workshop, this time looking at example sites in the corridor and asking participants how they would like to see the sites develop or redevelop in the future. Meeting attendees identified desired land uses and selected sample photos showing the types of buildings and park spaces they would prefer to see on the sites.

The results of this meeting and all the previous public input and analysis were used to develop outlines for three different potential development scenarios. The outlines indicated future allowed land uses and development intensities throughout the corridor for each alternative. The alternatives were presented to Planning Commission and City Council for refinement before being endorsed by both bodies.

Step 4 – Review of Alternatives

The fourth phase involved further detailing

of the alternatives, analyzing them, and presenting the results to the public for review. For each alternative, a maximum potential buildout was determined, and estimates made for the number of residents and employees each would generate. These data were used to generate a fiscal analysis. Potential transportation improvements were also identified, and the buildout data were used to run traffic analyses.

Massing models were developed for representative sites in the corridor for each alternative, and example character sketches

were also created for those sites. All of this information was presented to the public at a Placemaking Workshop, where attendees were asked to identify which character elements, transportation improvements, and buildout scenarios they preferred.

Step 5 – Creation of Preferred Alternative

The fifth phase involved taking the results of the phase four Placemaking Workshop and all of the other input and analyses to develop a preferred alternative to serve as the basis for the plan. The input from the public workshop reviewing the alternatives was utilized to determine which elements of each alternative

the public liked and should be carried forward to the preferred alternative. The details of the preferred alternative were then developed for analysis.

An expected buildout was determined for the preferred alternative and used for the transportation and fiscal analyses. The preferred alternative was also evaluated

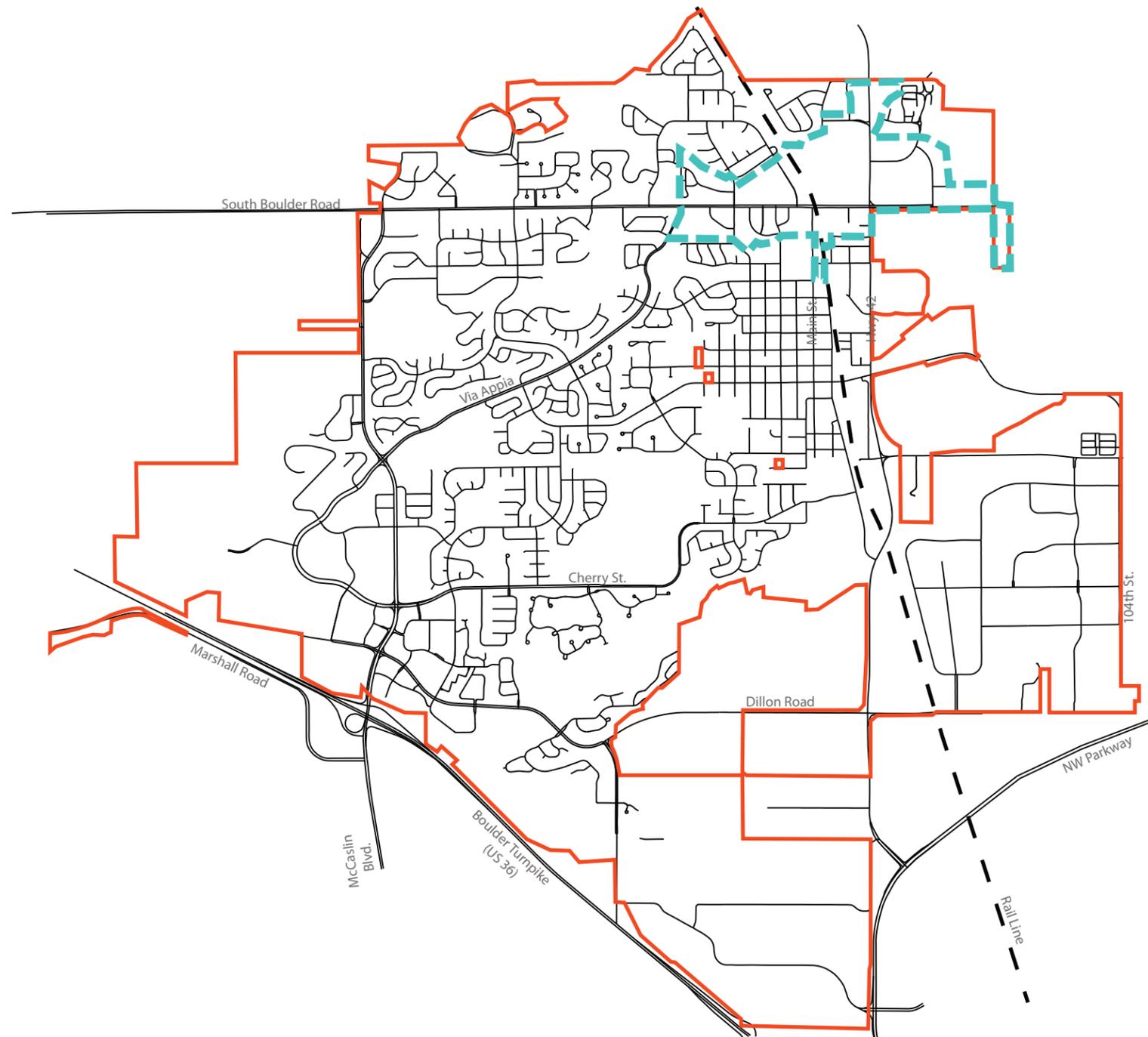
against the Measures of Success defined in Step 1. The preferred alternative was documented in the draft plan, which was presented to Planning Commission and City Council at public hearings. The South Boulder Road small area plan was adopted by City Council on XX, 2016.



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



City-wide Context



The study area for the South Boulder Road small area plan is in the northeast portion of Louisville, stretching along South Boulder Road from Via Appia to the west to the City limit with Lafayette to the east. The study area includes areas on both sides of South Boulder Road, and extends north along Highway 42/96th Street to the City limit at Paschal Drive.

History

With a modest beginning as a narrow dirt road connecting small mining towns and farms, South Boulder Road follows the township and range system laid out in the early 1860s across Boulder County. South Boulder Road is just outside of the area which Louis Nawatny platted in 1878 for the small mining town of Louisville. The Hecla Mine, north of South Boulder Road, was the setting of the Louisville area's struggle for labor rights during the Long Strike from 1910-1914. Both Louisville and the South Boulder Road area experienced minimal change until after World War II and the closing of the last Louisville area mine in 1955.

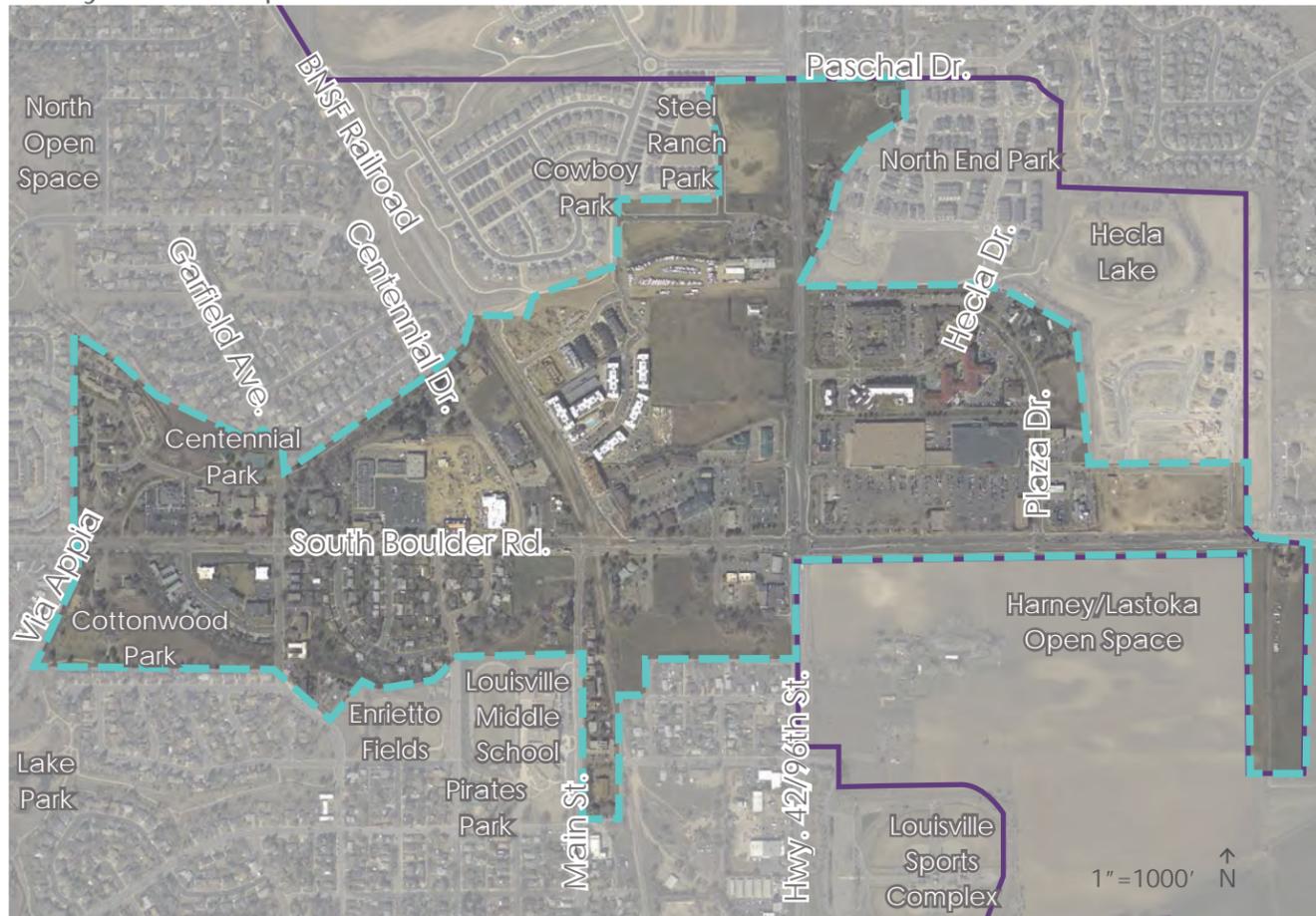
In 1962 Louisville reached the 2,500 population threshold to become a City of Second Class. Ease of commute and new employment opportunities with Rocky Flats both led to the first significant population increases in Louisville since the 1910s. The Scenic Heights neighborhood, the first residential subdivision along South Boulder, developed in the 1960s to meet the need for more housing. Residential development along the corridor continued to diversify throughout latter part of 20th century, including apartment complexes, affordable housing, a mobile home park and senior living. This residential growth continues today in the northern part of the Louisville.

The commercial development along South Boulder Road began with the Wagon Wheel Inn, the building known today as Union



CONTEXT

Study Area Map



Jack's Liquor Store, at the intersection with Highway 42. From the 1940s until the 1970s, this prominent restaurant brought people throughout the area to Louisville. The Village Square Shopping Center, constructed in the late 1970s, offered shopping to new residents on the north side of the Louisville. Large-scale commercial development continued with Louisville Plaza and Christopher Plaza.

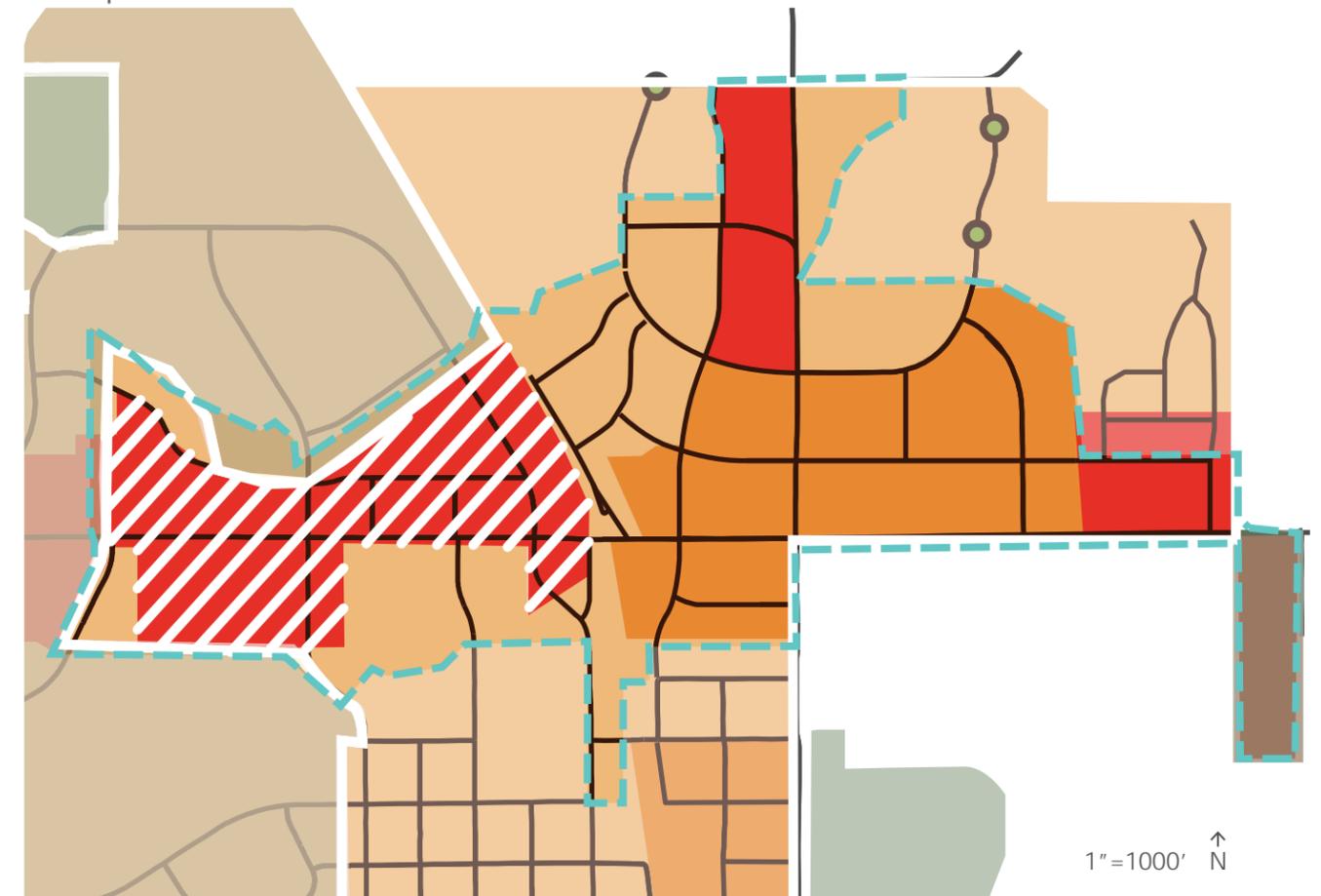
Emphasis on commercial growth along McCaslin Boulevard and South Boulder Road not only boosted Louisville's economy but also contributed to the preservation of historic buildings within the commercial core of Old Town. Both residential and commercial

development throughout the area has thrived as Louisville achieved national recognition for being one of the best places to live.

2013 Comprehensive Plan update

The 2013 Comprehensive Plan update framework divided the City into three character zones and five development types. Most of the study area is in the Urban character zone, except for the western portion of South Boulder Road, which was left undetermined between Urban and Suburban, to be decided by the small area plan process. The Urban zone calls for smaller blocks, more connected streets, and a more pedestrian

Comprehensive Plan Framework



friendly environment, while the Suburban zone calls for more auto-oriented development on larger blocks with larger streets.

The area around the intersection of South Boulder Road and Hwy 42/96th Street was designated a Center development type, with the Corridor development type to the east, west, and north, and the Neighborhood type further off the major roads. Centers are intended for a mix of uses and more activity, while Corridors are for more specialized uses along major roads, and Neighborhoods are for residential development.

	Urban	Suburban	Rural
Centers			
Neighborhoods			
Corridors			
Districts			
Parks & Open Spaces			

Character Photos



Existing Conditions

Character

South Boulder Road provides a good cross section of development in Louisville since it was primarily developed in the late 1970's and early 1980's. The corridor contains a mix of land uses: single family residential, multi-family residential, office, neighborhood commercial and big box retail. Building setbacks range from 20 feet to 120 feet from the street with a "sea of parking" located between the building and the road. Because of these large setbacks most businesses have large monument

signs, leading to the auto-centric focus of the corridor.

Architecture in this corridor ranges from 1960's ranch (residential), to 1980's stucco and CMU (commercial) to 1990's brick and glass block. Commercial building forms are relatively square with flat roofs and parapets used to hide rooftop mechanical units. The buildings are articulated with large aluminum frame windows, post and lintel awnings with metal roof coverings used to engage the public realm. New commercial development in the corridor is governed by the Commercial Development Design Standards and Guidelines, adopted by

Figure Ground



the City in 1997.

Pedestrian movement in the corridor is on both attached and detached sidewalks that vary from 4 to 6 feet in width. Tree lawns are placed sporadically through the corridor and bicycle movement is in the right of way with painted designated bike lanes.

CONTEXT

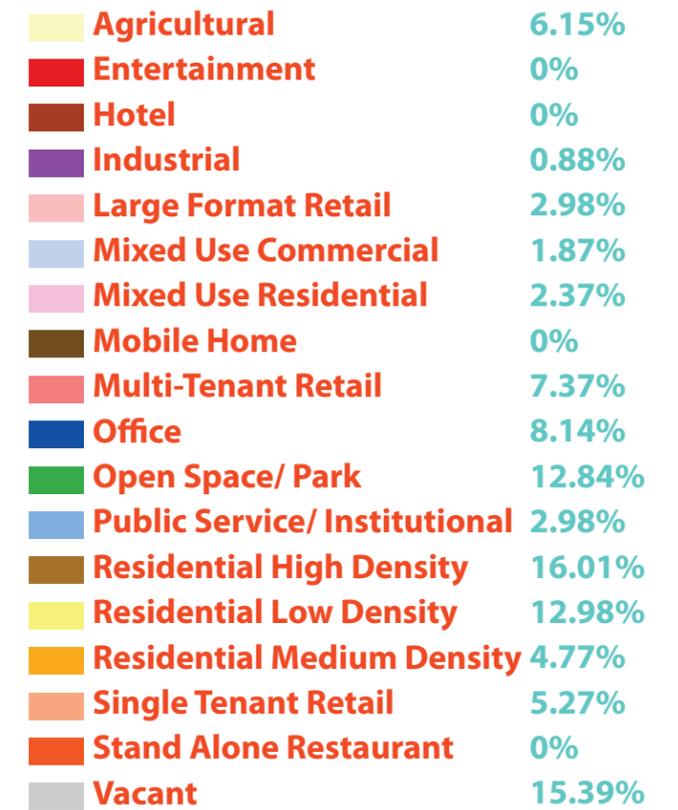
Land Use



Development

There is a broad mix of uses in the South Boulder Road study area, including a variety of commercial and residential types of use. Taking all types together, commercial and residential uses each make up about 30 percent of the land in the corridor. Most of the land immediately outside the study area is residential development, providing support for the businesses in the corridor. Much of the vacant land in the corridor has development either planned or under construction at the time of the small area plan's adoption.

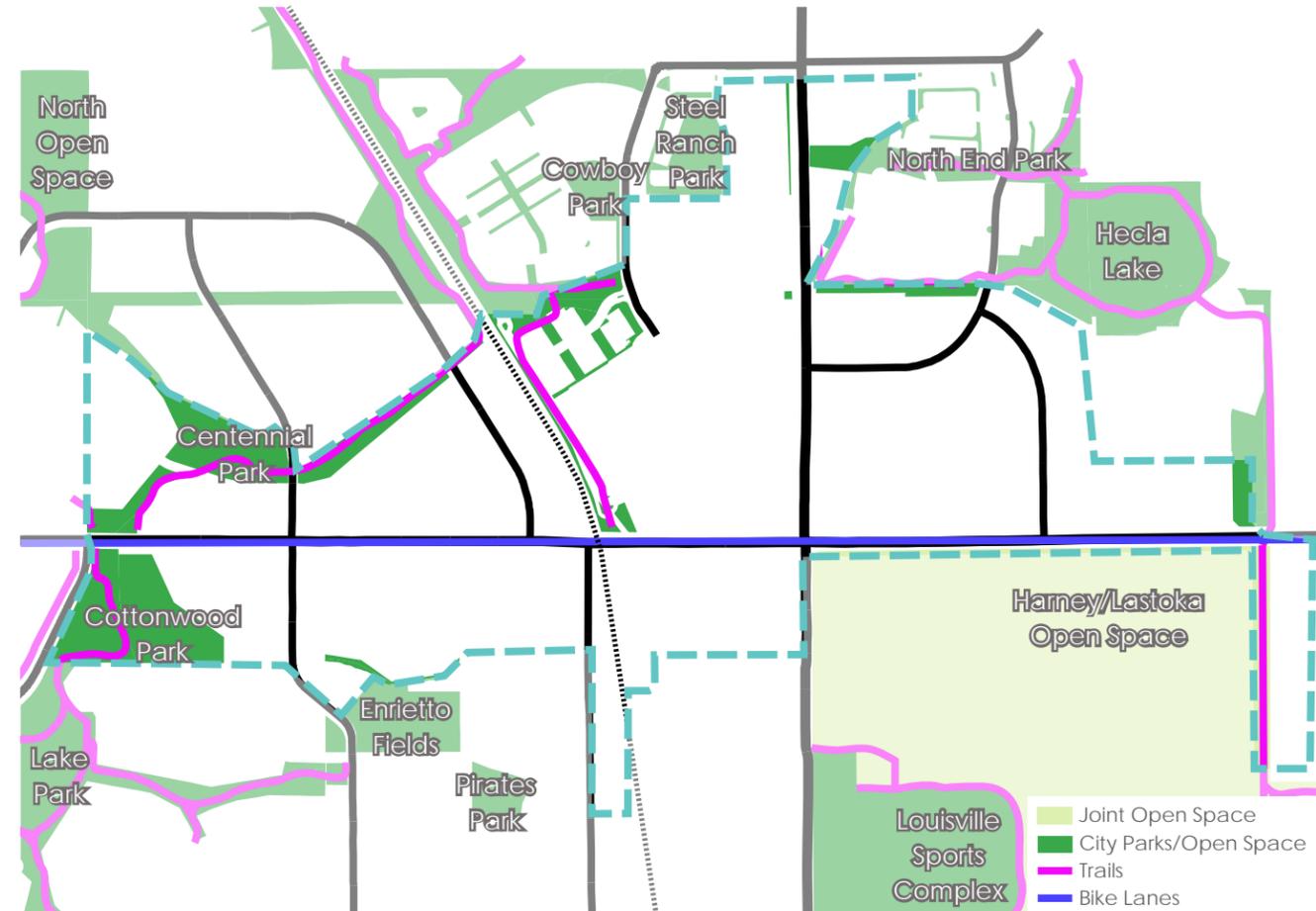
Land Use



City Utilities

The City provides water, sanitary sewer, and storm sewer in the study area. According to the Public Works Department, none of these utilities require upgrading to serve future growth in the area. The sanitary sewer along South Boulder Road and several storm sewer pipes crossing under South Boulder Road are in need of rehabilitation or replacement.

Parks & Trails



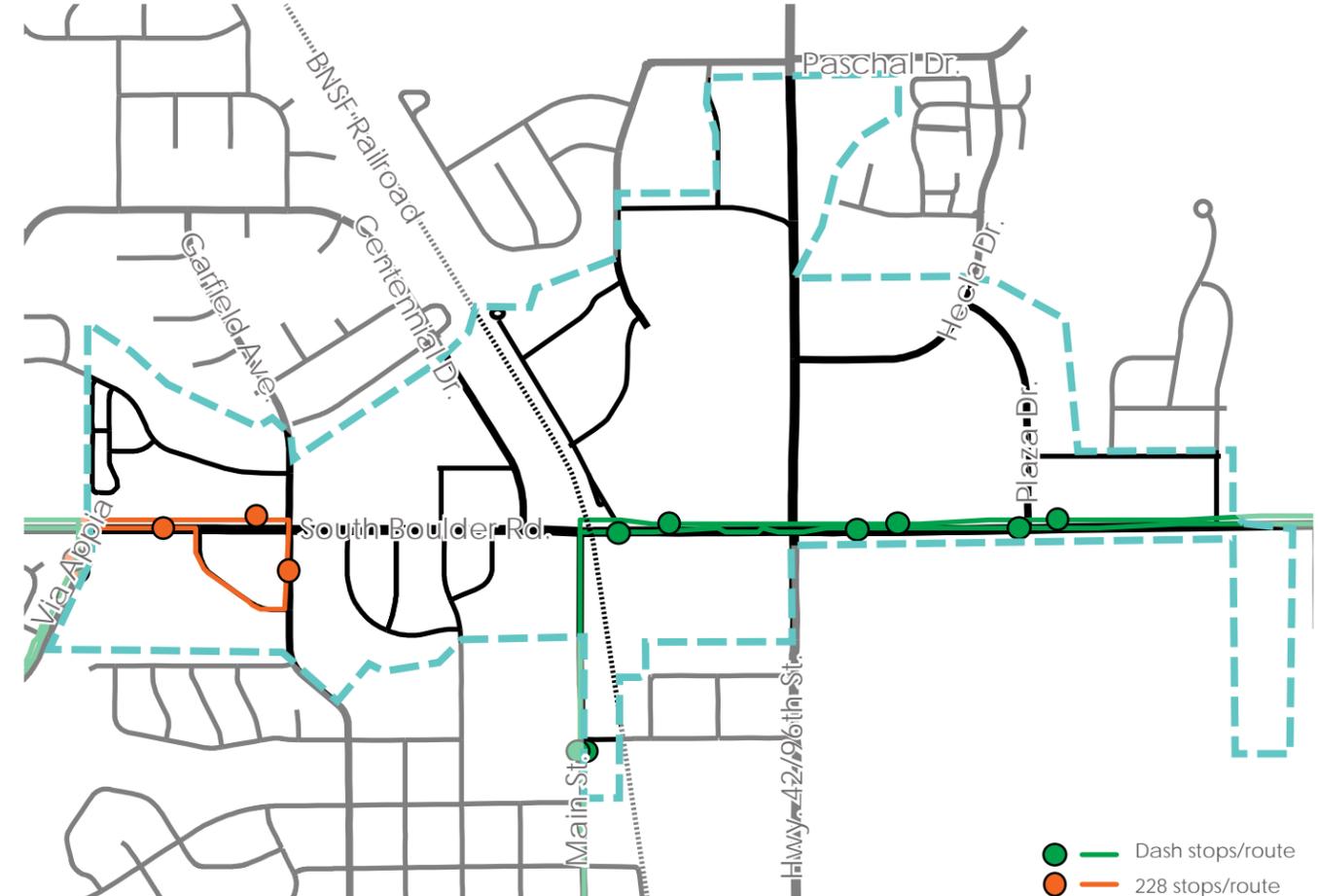
Parks and Open Space

The study area is fairly well served by parks and open space around the periphery of the corridor, but lacks significant public green space in the core of the area. The nearby amenities range from agriculture and open fields to playgrounds and sports fields and courts, but the area lacks a central civic gathering space. The recent acquisition of additional land for an expansion of Cottonwood Park provides an opportunity to further enhance the park offerings in the corridor.

Pedestrian and Bike Facilities

There are several trails leading into the study area, but relatively few connecting through. The planned underpasses at the BNSF railroad and Hwy 42/96th Street north of South Boulder Road will improve connectivity some, but crossing South Boulder Road itself remains difficult. The bike lanes along South Boulder Road make bike travel easier, but many of the sidewalks in the area are narrow and close to the street, creating an unpleasant walking environment. Connections from sidewalks and trails to destinations in the corridor are often inadequate.

Streets & Transit



Streets

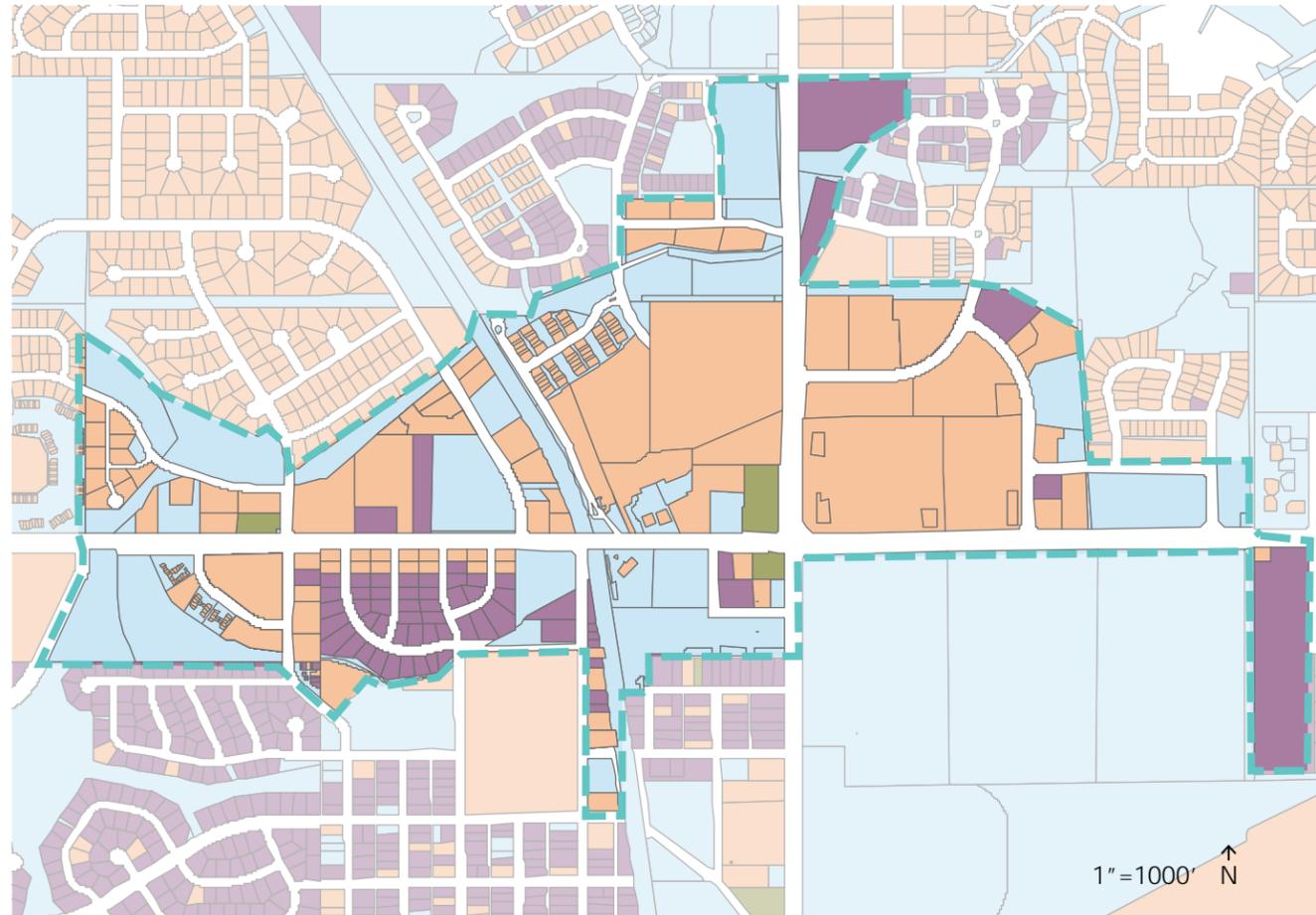
South Boulder Road and Hwy 42/96th Street are the major roads in the study area, each carrying on average 20,000 to 25,000 cars per day. The street network in the area is fairly disconnected, but the planned extensions of Hecla Drive, Kaylix Drive, and Front Street will improve connectivity somewhat. The Highway 42 Gateway plan, adopted in 2013, includes several modifications to the street to improve operations and safety, which will be completed as funding allows.

Transit

The study area is served by two RTD bus routes: the 228 and the Dash. The 228 serves the west end of the study area, connecting to McCaslin Blvd, Flatirons Crossing mall, and the Broomfield Park 'n' Ride, with 30 minute intervals during peak hours, and 60 minute intervals off-peak. The Dash serves the length of the corridor along South Boulder Road, connecting to Downtown Louisville, Lafayette, and Boulder, with 15 minute intervals during peak hours and 30 minute intervals off-peak.

CONTEXT

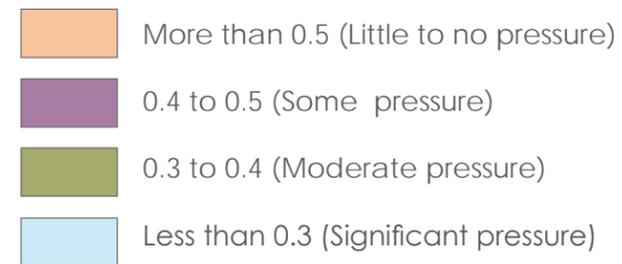
Redevelopment Pressure



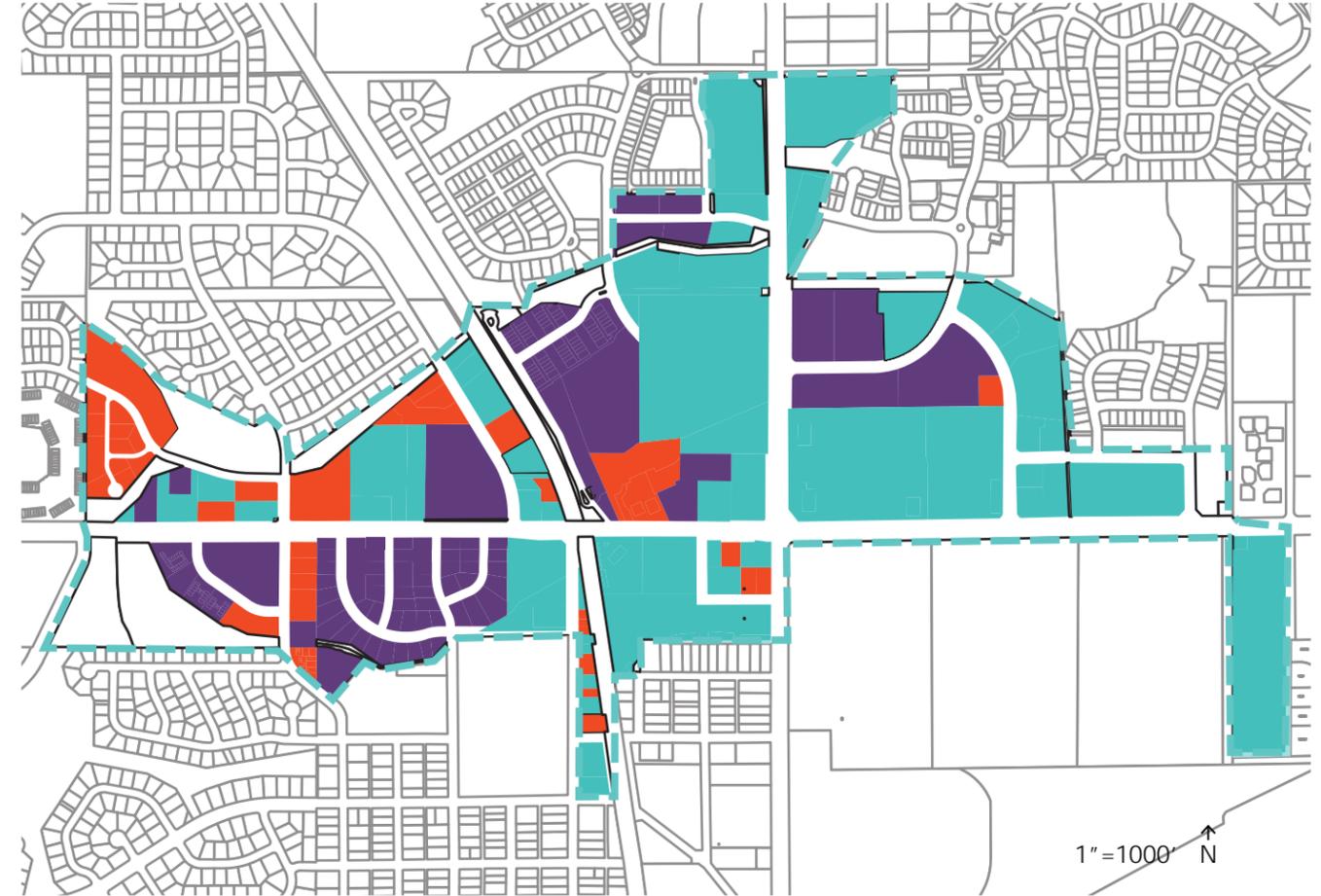
Property Values

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

Ratio of structure value to total property value



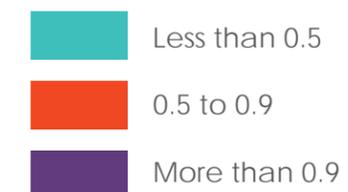
Development Potential



Existing Zoning

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

Ratio of existing development to maximum potential buildout



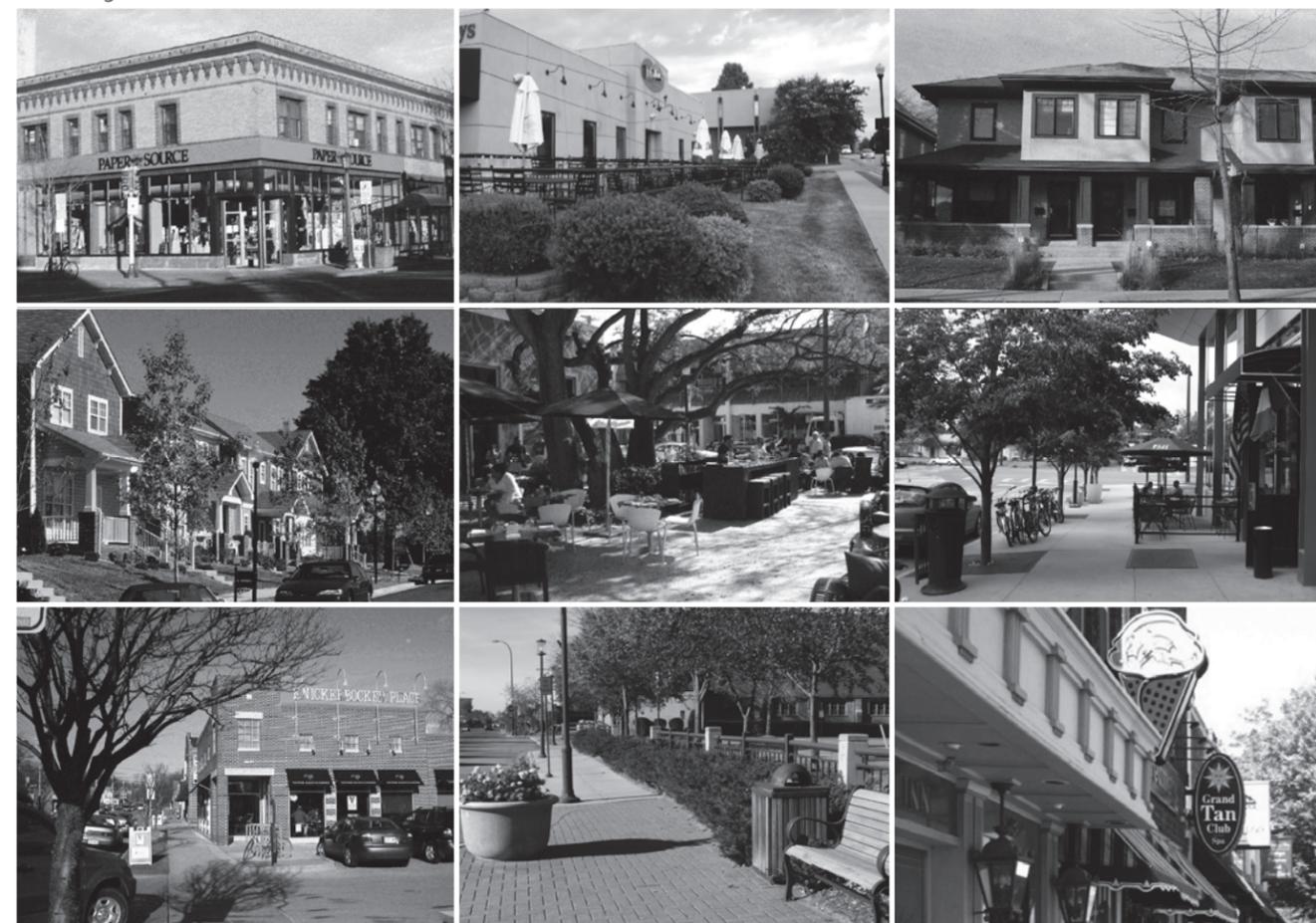
Remaining potential development in the corridor:

Residential: 645 units
 Office: 1,254,406 square feet
 Retail: 145,382 square feet

SWOT Analysis

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

Survey Preferences



SWOT Analysis

A strengths, weaknesses, opportunities, and threats (SWOT) analysis categorizes characteristics of the study area based on their value and the amount of control the City has over them. Strengths and weaknesses are positives and negatives of the area that are under the direct control of the City. Opportunities and threats are positives and negatives that may be influenced by the City, but are outside the City's direct control.

The above SWOT analysis was compiled based on comments from the public collected at

stakeholder interviews, public meetings, and through EnvisionLouisvilleCO.com. The analysis was endorsed by Planning Commission and City Council during the goal setting phase of the project to help identify project principles and measures of success and guide the creation of the plan.

Community Survey

The City mailed out a community survey in November, 2014, the results of which were returned in February, 2015. The survey was mailed to 1,200 randomly selected residents, of whom 380 returned the completed survey. The survey included questions about how respondents currently use the corridor and how they would like to use it in the future, as well as which land uses they felt were lacking or over-represented. The survey also included a visual preference portion, providing respondents with photos showing options for different types of buildings, parks, and rights of way, and asking

them to rate how appropriate each element was for the study area.

The survey respondents indicated a preference for more senior and affordable housing, but not much residential development otherwise. They also wanted more restaurants and community shops, public gathering spaces, and shared work spaces in mixed-use environments. Pedestrian-friendly buildings of one to three stories were the most desired in the visual preference questions. The most preferred photos are shown above.



Project Principles and Measures of Success

The overall goal of the South Boulder Road small area plan project, based on direction from the Comprehensive Plan and City Council, is to create a land use and infrastructure plan that conforms to Louisville’s character and is supported by the community. To that end, the plan must support the core community values identified in the Comprehensive Plan. Based on community input, the four values in which the South Boulder Road area is deficient and most needs improvement are as follows:

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

To address these deficiencies, and based on the SWOT analysis in the previous section, the following six project principles were adopted, with attendant measures of success for each. The principles and measures of success were endorsed by Planning Commission and City Council early in the planning process and served as guides for the development and evaluation of the alternative scenarios. The alternative which was adopted as the basis for this plan is the one that best satisfied these principles and measures of success.

- Principle 1** - Provide for safer and more convenient connections across South Boulder Road and Highway 42 for bikes and pedestrians.
- a) Provide safe and convenient facilities that serve a broad range of users with multiple modes of travel
 - i) Are all modes of travel accommodated?
 - ii) Are users of all ages and ability levels accommodated?

- iii) Do the improvements proposed provide safer conditions for all users and ability levels?
- iv) Are existing deficiencies addressed?
- b) Design solutions that the City can realistically maintain over time
- c) Promote regional trail connectivity within the study area

- Principle 2** - Utilize policy and design to encourage desired uses to locate in the corridor.
- a) Do allowed uses serve community needs as defined in the survey and elsewhere?
 - b) Are allowed uses supported by the market?
 - i) To what extent are incentives needed to induce identified uses to locate in the study area?
 - c) Does the land use mix demonstrate positive fiscal benefits?
 - d) Is the process for approving desired uses and desired character simpler and more predictable?

- Principle 3** - Establish design regulations to ensure development closely reflects the community’s vision for the corridor while accommodating creativity in design.
- a) Physical form should incorporate desires expressed in community survey and elsewhere
 - b) Allow flexibility to respond to changes in market requirements, design trends, and creativity in design

- Principle 4** - Mitigate impacts of trains and improve safety of railroad crossings
- a) Address train noise
 - b) Address traffic impacts from train

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

- accessibility.
- a) Accommodate future regional transportation plans and maintain the area as a regional corridor
 - i) How does the corridor alternative adequately address future transportation needs?
 - ii) How does the corridor alternative accommodate adopted regional transit plans?
 - b) Make sure traffic passing through the corridor does not make it an undesirable place to live, work, play, and travel
 - i) Does traffic noise decrease?
 - ii) Do pedestrians and bicyclists feel safe?
 - iii) How long will a trip take on the corridor?
 - c) Provide safe and efficient access and visibility in strategic locations for proposed land uses

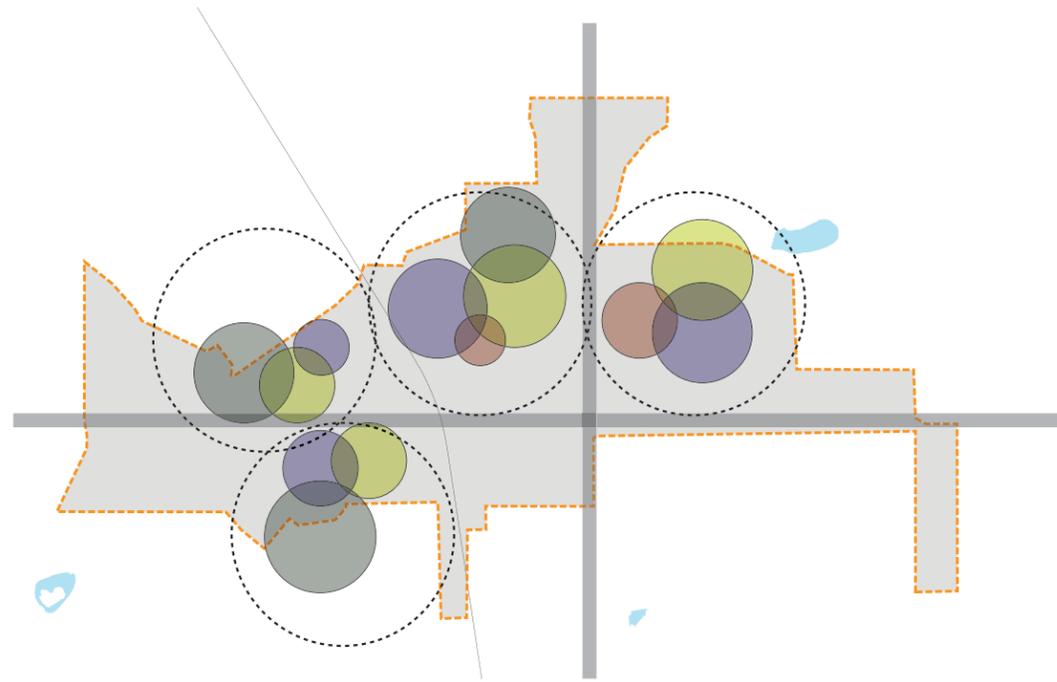
- Principle 6** - Provide for community gathering spaces and public infrastructure to encourage visitors to spend time in the corridor.
- a) Provide for community amenities identified in survey and elsewhere
 - b) Provide programming to activate public spaces

Community Design Principles and Placemaking Concepts

The above Project Principles and Measures of Success, along with additional public input and analysis, led to the development of the following community design principles and placemaking concepts. While the above section directed the outcome of the plan, the following section provides general guidelines for development in the corridor. The community design principles provide general goals for public and private investment in the corridor, while the placemaking concepts call for more specific items to be included in new development. Both the principles and concepts will be incorporated into the new design standards and guidelines which will be developed out of this plan.

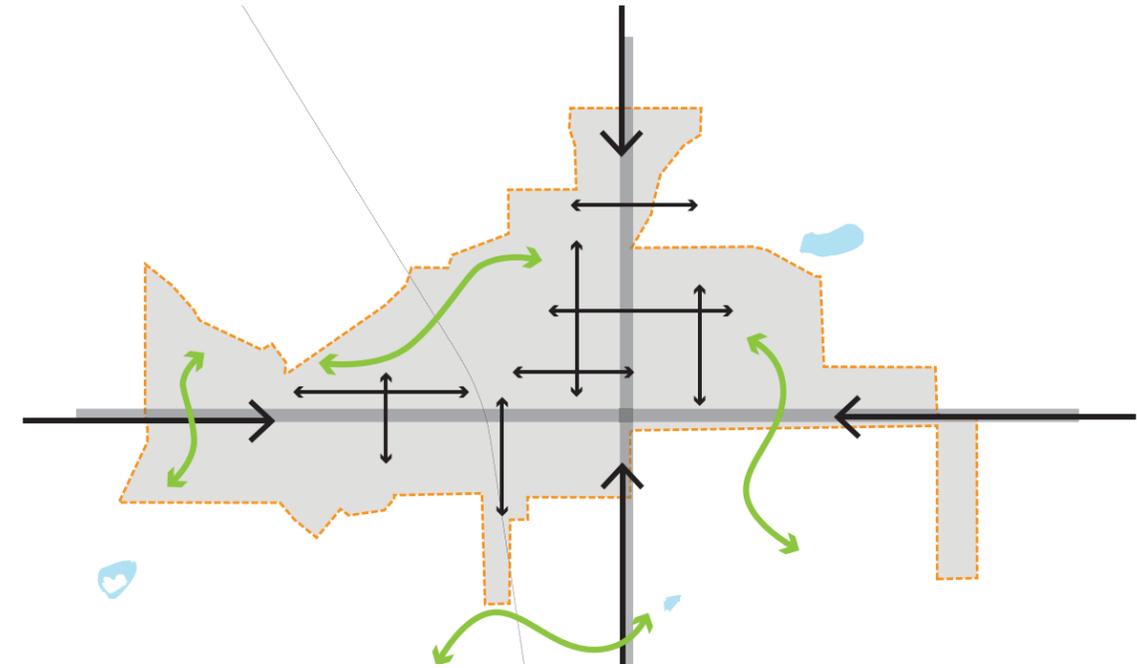
PRINCIPLES

Community Design Principles



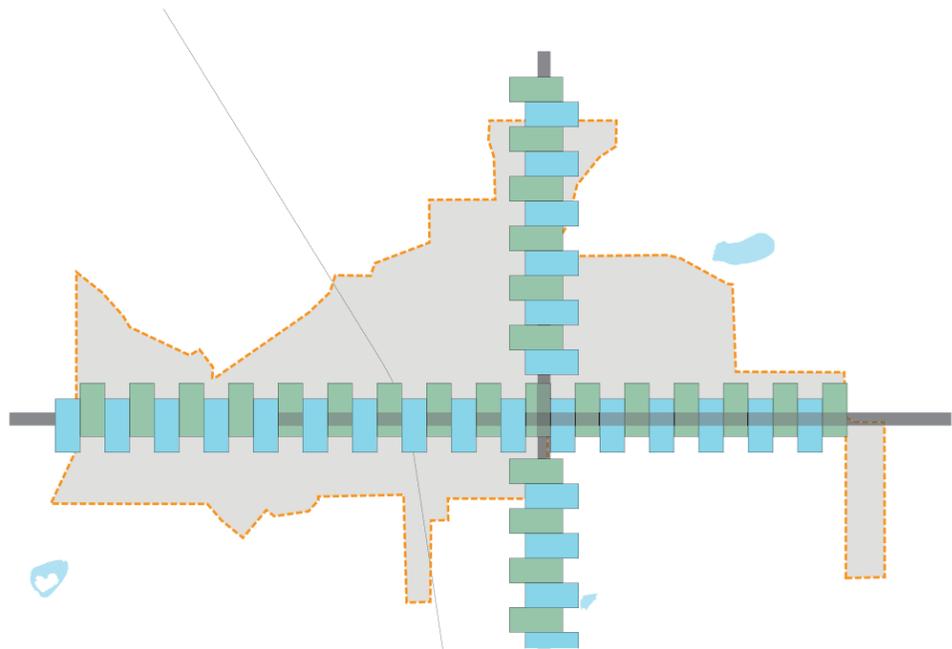
Places to go and places to stay

- Public spaces that encourage gathering and interaction
- A range of retail and entertainment uses that encourage longer visits
- Small parks and plazas that increase the appeal and experience of daily activities



Easy to get to, easy to get around

- Safe grade-separated trail connections to all quadrants
- Properties connected with driveways and walks
- A street network that offers balanced choices to move around
- Opportunities to "park once and walk"



Knitting the community together

- Sidewalks and plazas facing onto South Boulder Road
- Safe intersection that allow people to cross South Boulder Road and Hwy 42/96th Street
- Traffic flow and speed that is not detrimental to businesses or people along the corridor
- A continuous and connected high quality pedestrian experience



Development that contributes

- Uses that provide services for the community and are fiscally positive
- Building designs that add to the character of the corridor
- Greenspaces, trails, and semi-public gathering spaces

PRINCIPLES

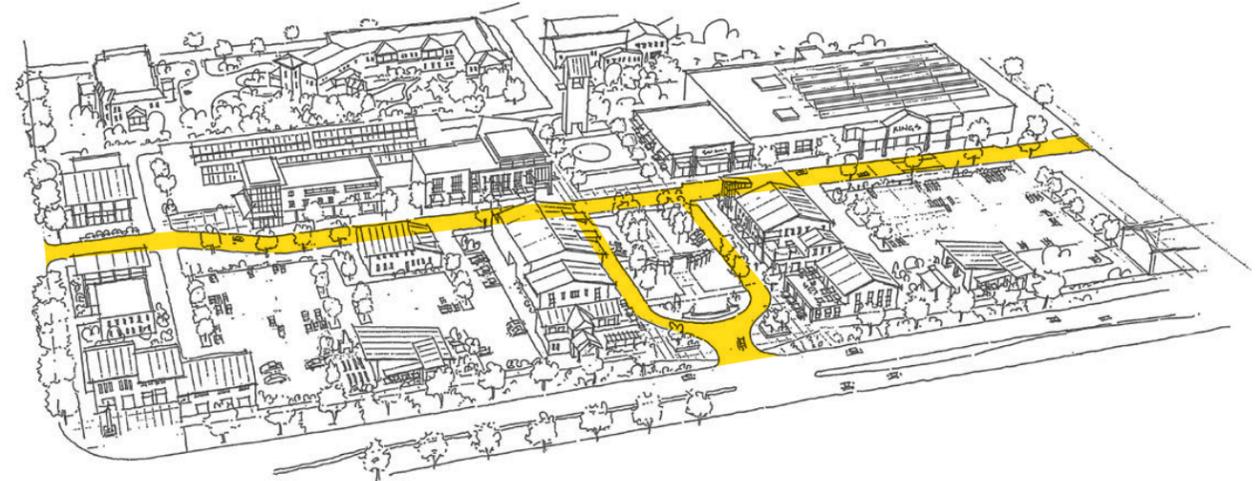
Placemaking Concepts

Parking Rooms



Parking rooms – smaller, comfortable, high-performing places to park your car once and walk from place to place

Transitional Streets



Transitional streets – streets that fill the gap between busy and quiet

Pedestrian Refuges



Pedestrian refuges – small, comfortable places along the corridor that humanize the corridor

Views into the Community

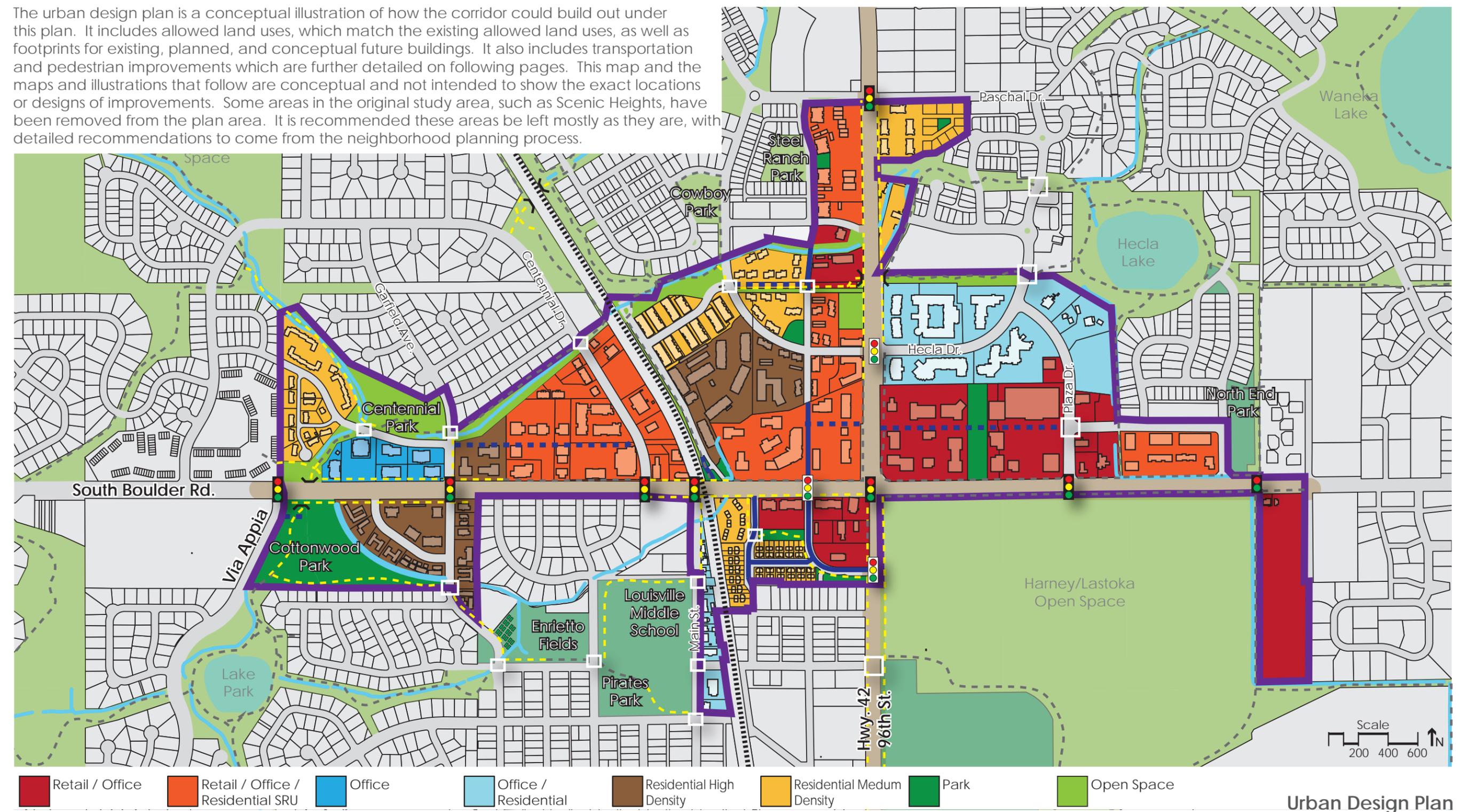


Views into the community – perpendicular streets and spaces that showcase the community



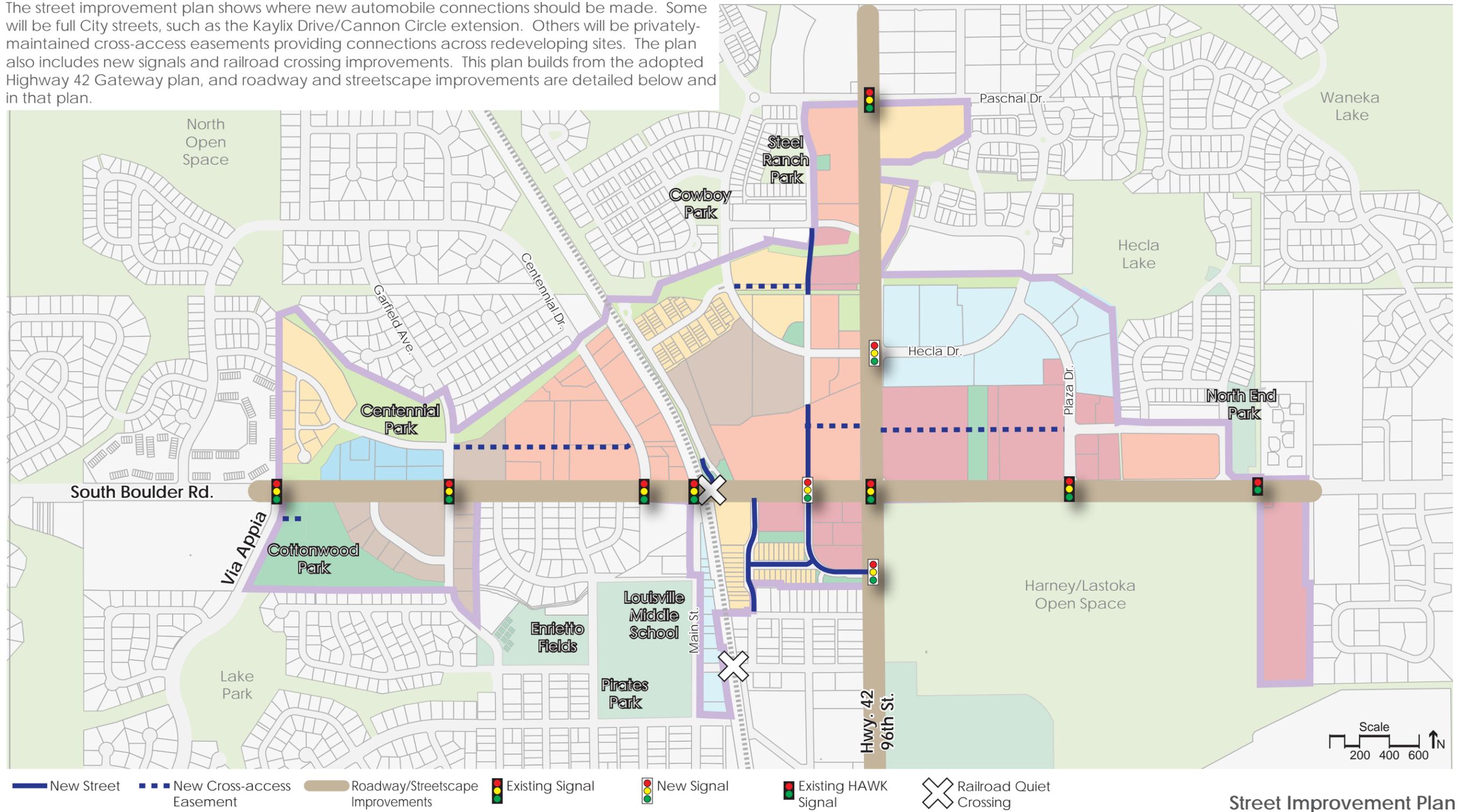
Louisville Plaza Concept Illustrative

The urban design plan is a conceptual illustration of how the corridor could build out under this plan. It includes allowed land uses, which match the existing allowed land uses, as well as footprints for existing, planned, and conceptual future buildings. It also includes transportation and pedestrian improvements which are further detailed on following pages. This map and the maps and illustrations that follow are conceptual and not intended to show the exact locations or designs of improvements. Some areas in the original study area, such as Scenic Heights, have been removed from the plan area. It is recommended these areas be left mostly as they are, with detailed recommendations to come from the neighborhood planning process.



THE PLAN

The street improvement plan shows where new automobile connections should be made. Some will be full City streets, such as the Kaylix Drive/Cannon Circle extension. Others will be privately-maintained cross-access easements providing connections across redeveloping sites. The plan also includes new signals and railroad crossing improvements. This plan builds from the adopted Highway 42 Gateway plan, and roadway and streetscape improvements are detailed below and in that plan.



Street Improvement Plan

THE PLAN

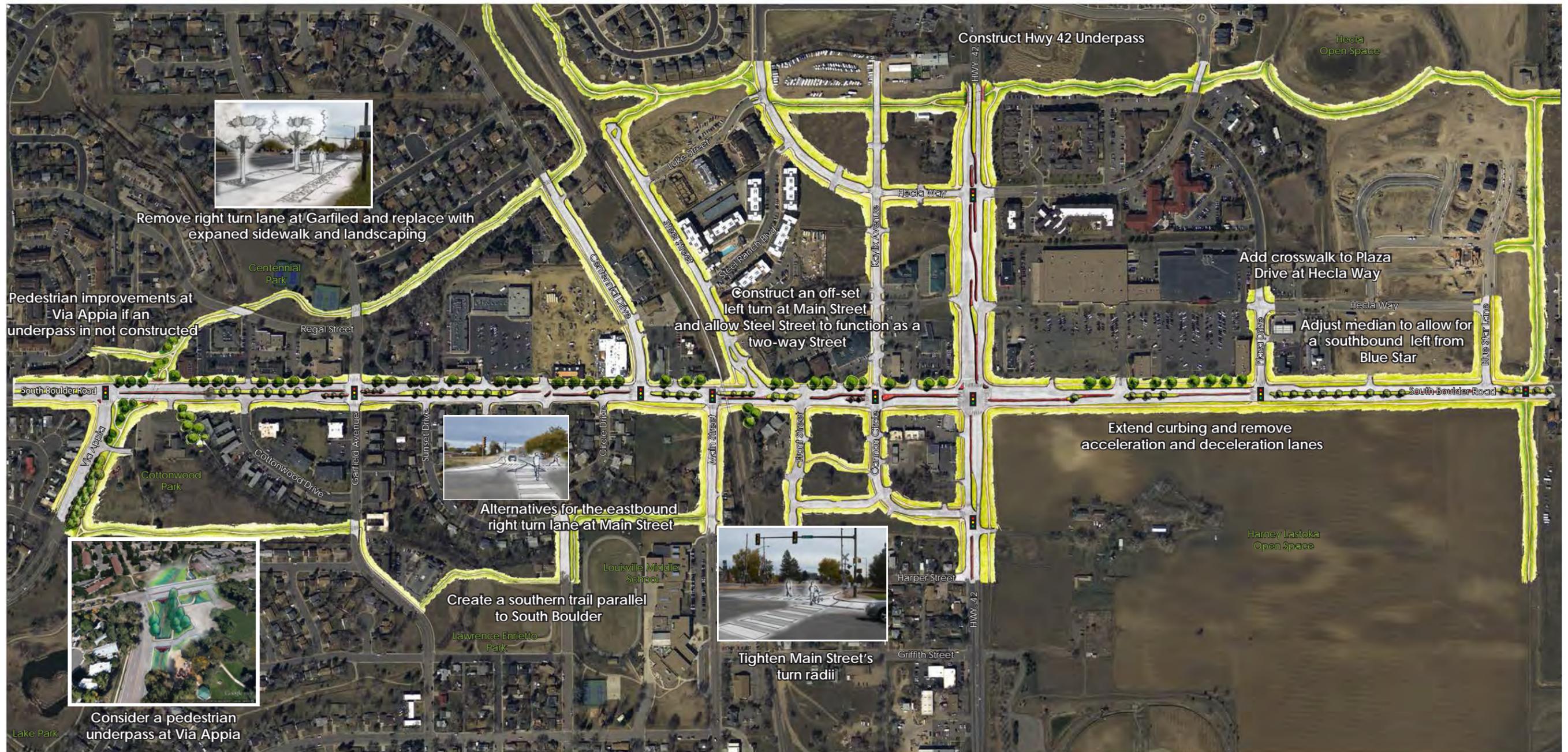
The trail improvement plan includes proposed new trails in and around the corridor, including expanded sidewalks along South Boulder Road. The plan also shows recommended locations for new or enhanced crosswalks and underpasses, including the two already in process under Hwy 42/96th Street and the BNSF railroad, plus a new one near South Boulder Road and Via Appia at Cottonwood Park.



Existing Trail
 New Trail
 New Underpass
 New Crosswalk

Trails Improvement Plan

THE PLAN



Roadway Improvements

The roadway improvements graphic provides an illustration of some of the transportation and trail improvements described above. More specifically, this plan calls for modifications to South Boulder Road described by intersection in the table to the right. These improvements will in some places help traffic function more efficiently or provide additional vehicular access, and in others will increase pedestrian safety and accessibility without significant detrimental impacts on traffic operations.

Highway 42/96th Street should be modified in accordance with the adopted Highway 42 Gateway plan. In addition, as properties develop and redevelop, pedestrian connections from streets and sidewalks to destinations inside developments must be provided.

Transit

As the corridor becomes more built out, two transit improvements should be investigated with RTD. First is the 96th Street bus described in the Highway 42 Gateway plan. Second is the extension of the 228, from its current turnaround at Cottonwood, further east closer to Highway 42/96th Street. The Dash, which already serves most of the South Boulder Road corridor, should be periodically evaluated to ensure it is providing adequate service as development occurs.

South Boulder Road Traffic Improvements by Intersection	
Via Appia	Build underpass under South Boulder Road and eliminate north-south crosswalk. Adjust signal timing to eliminate walk phase. Move Cottonwood Park entrance 150 feet east, extend westbound left-turn storage 150 feet east.
Cottonwood Drive	Close median in South Boulder Road.
Garfield Avenue	Introduce protected left-turn signal. Eliminate eastbound acceleration and deceleration lanes. Shift roadway to accommodate offset left-turn lanes.
Longs Peak Drive	Convert to 3/4 movement, eliminating lefts onto South Boulder Road.
Jefferson Avenue	Close north-south through movement. Allow left turns onto Jefferson from South Boulder Road.
Centennial Drive	Remove on-street parking on Centennial Drive to extend right-turn queue.
Main Street	Remove eastbound right-turn lane on South Boulder Road and improve geometrics of northbound Main Street right turn. Modify westbound South Boulder Road left-turn lane to create offset configuration and provide pedestrian refuge.
Steel Street	Allow southbound movement on Steel Street and right turn onto South Boulder Road. Extend offset left median on South Boulder Road to prevent new southbound Steel Street traffic from making a left onto Main Street.
Front Street	Convert to 3/4 movement, eliminating lefts onto South Boulder Road. Remove right-turn lane.
Cannon Circle/Kaylix Drive	Option 1 - Close westbound left-turn movement from South Boulder Road. Option 2 - Install new signal. Allow full movement except westbound left turn from South Boulder Road.
Hwy 42/96th Street	Extend eastbound and westbound left-turn lane storage on South Boulder Road.
Louisville Plaza Entrance	Reduce eastbound left-turn lane storage on South Boulder Road. Remove continuous acceleration/deceleration lane on westbound South Boulder Road.
Plaza Drive	Introduce protected left-turn signal on South Boulder Road. Remove continuous acceleration/deceleration lane on westbound South Boulder Road.
Blue Star Lane	Allow un-signalized full movement. Remove continuous acceleration/deceleration lane on westbound South Boulder Road.

Parks and Open Space

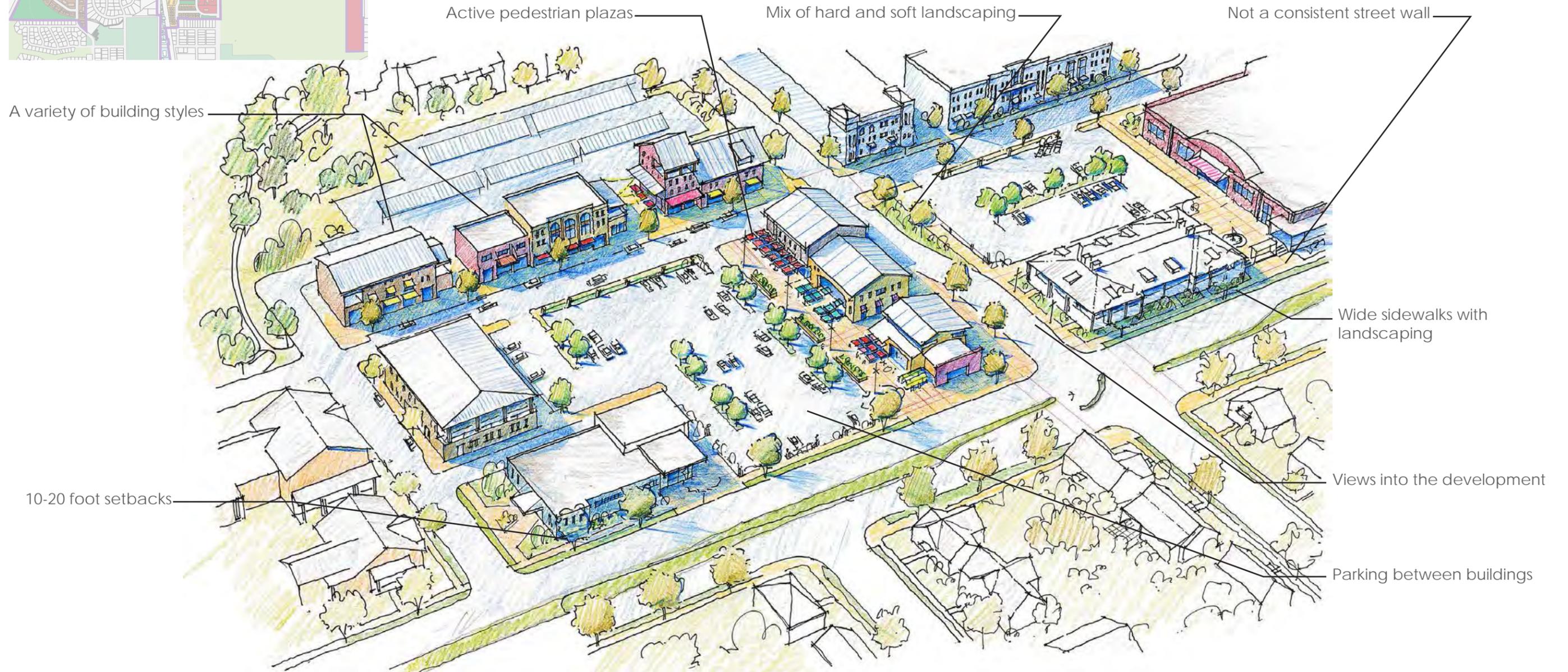
The expansion of Cottonwood Park is an opportunity to provide a significant benefit to the surrounding area. The City should use a robust public process to identify what the community would like to see in the park as it is redesigned. This plan recommends the existing driveway entrance to the park be moved east to improve operations on South Boulder Road. A new driveway from Via Appia should also be investigated. This plan also recommends improved trail connections to the east to the Enrietto Ballfields and to the north, via an underpass under South Boulder Road.

The plan also recommends a new green space and public plaza on the Louisville Plaza site. The space can be acquired either through dedication or easement if and when the shopping center redevelops. The public space should provide connections to South Boulder Road and the Balfour development to the north.

Finally, the City should evaluate the purchase of the Santilli property, at the southeast corner of the study area, for open space when the property becomes available.

THE PLAN

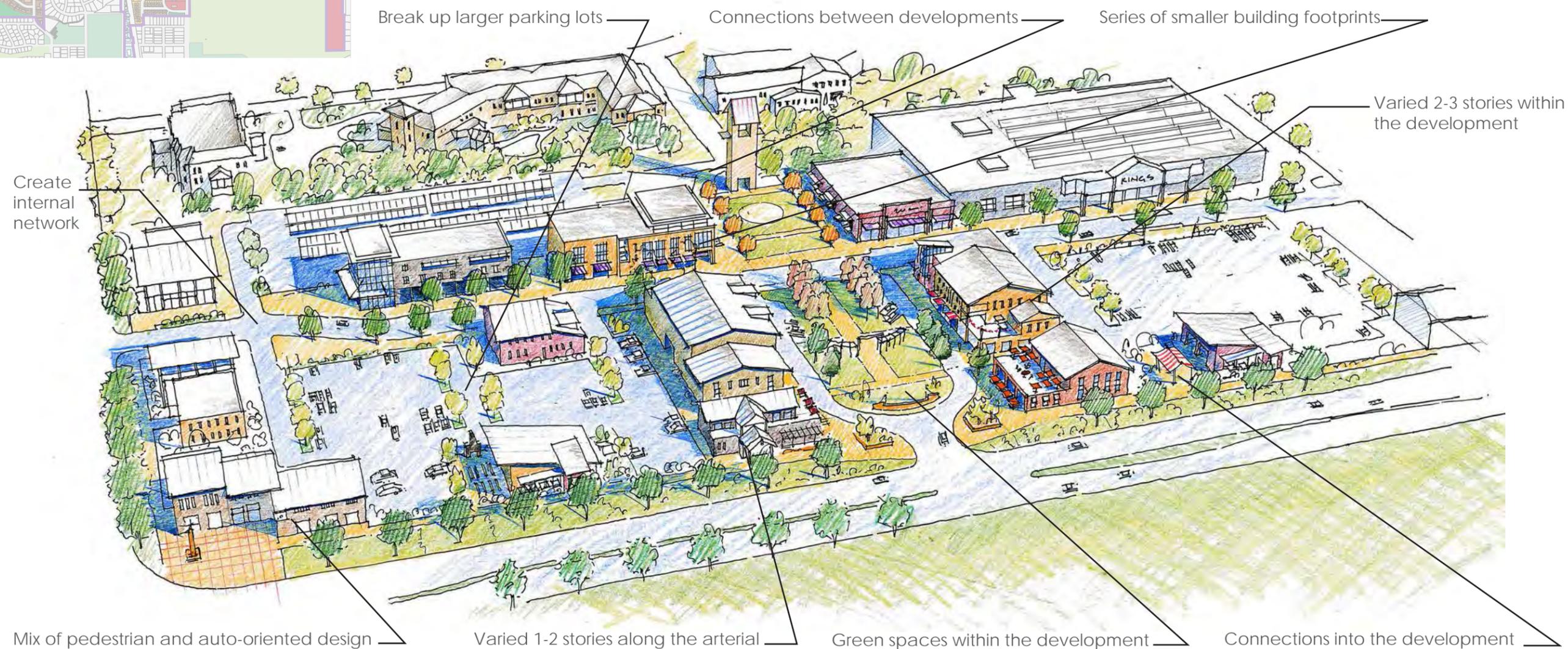
Village Square Concept Illustrative



Urban Design Elements

THE PLAN

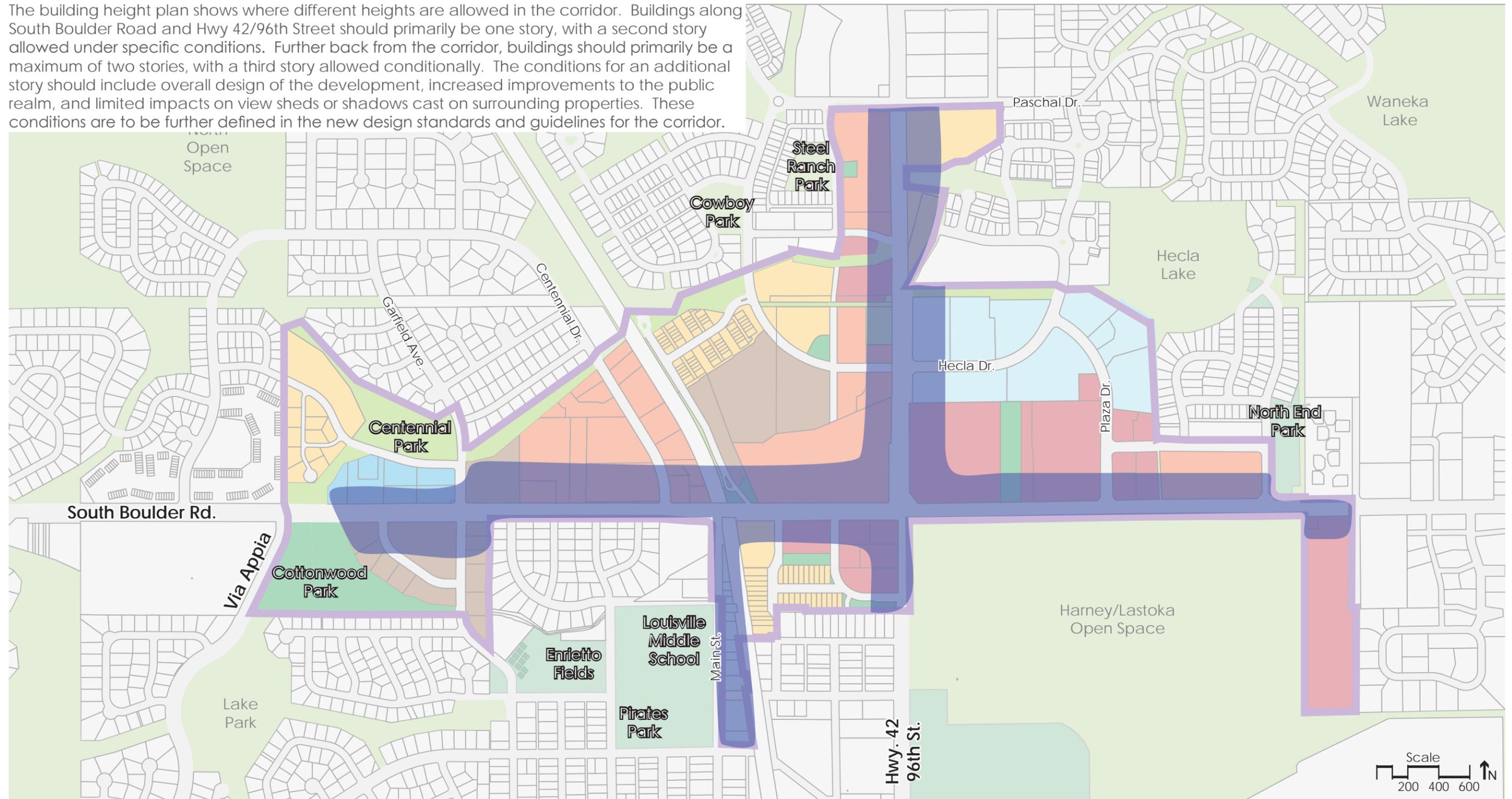
Louisville Plaza Concept Illustrative



Urban Design Elements

THE PLAN

The building height plan shows where different heights are allowed in the corridor. Buildings along South Boulder Road and Hwy 42/96th Street should primarily be one story, with a second story allowed under specific conditions. Further back from the corridor, buildings should primarily be a maximum of two stories, with a third story allowed conditionally. The conditions for an additional story should include overall design of the development, increased improvements to the public realm, and limited impacts on view sheds or shadows cast on surrounding properties. These conditions are to be further defined in the new design standards and guidelines for the corridor.



- 1 story - 2nd story allowed by special review
- 2 stories - 3rd story allowed by special review

Building Height Plan

Development Impact

This plan does not change allowed land uses in the corridor, but it does affect the amount of development allowed. The tables below show what development is currently in the study area and how much more development could occur under this plan at full buildout. This is a reduction from what the zoning would allow at the time of adoption, mostly because of the decreased height allowances.

Existing Development in Study Area		
Retail	352,729	Square feet
Office	178,608	Square feet
Residential	407	Units
Employees	1,682	People
Residents	569	People

Projected 20 year Increase over Existing		
Retail	26,931	Square feet
Office	374,298	Square feet
Residential	546	Units
Employees	1,658	People
Residents	724	People

Fiscal Impact

The table below shows the projected 20 year cumulative fiscal impact based on the projected maximum buildout and the City's 2015 fiscal model. As required by the 2013 Comprehensive Plan update, the area will have a positive fiscal impact.

20 Year Cumulative Fiscal Impact	
<i>Revenue by Fund</i>	
General Fund	\$34,171,000
Urban Revitalization District Fund	\$4,461,000
Open Space & Parks Fund	\$6,117,000
Lottery Fund	\$0
Historic Preservation Fund	\$2,166,000
Capital Projects Fund	\$20,081,000
TOTAL REVENUE	\$66,966,000
<i>Expenditures by Fund</i>	
General Fund	\$28,303,000
Urban Revitalization District Fund	\$0
Open Space & Parks Fund	\$923,000
Lottery Fund	\$0
Historic Preservation Fund	\$0
Capital Projects Fund	\$25,033,000
TOTAL EXPENDITURES	\$54,259,000
<i>Net Fiscal Result by Fund</i>	
General Fund	\$5,868,000
Urban Revitalization District Fund	\$4,461,000
Open Space & Parks Fund	\$5,193,000
Lottery Fund	\$0
Historic Preservation Fund	\$2,166,000
Capital Projects Fund	(\$4,952,000)
NET FISCAL IMPACT	\$12,736,000

Schools Impact

The study area includes portions of the attendance areas of two elementary schools, one middle school, and one high school. The table below shows the projected peak enrollment in each of the schools. This plan does not increase the amount of residential allowed in the study area, so the increases in enrollment come from previously approved or entitled residential development under the existing zoning.

BVSD Schools		
	Peak Projected Enrollment	Percent of Capacity Filled
Coal Creek Elementary	438	78%
Louisville Elementary	655	101%
Louisville Middle	676	98%
Monarch High	1,832	100%

Traffic Impact

The table below summarizes traffic impacts by using the amount of time it would take a car to travel the length of the South Boulder Road corridor during the morning and evening rush hours. By optimizing signal timing, current travel times can be reduced and much of the impact from buildout and regional traffic increases can be mitigated. Adding an additional signal at Kaylix Drive/Cannon Circle and South Boulder Road would allow for increased access to developments and provide a parallel north-south connection to Hwy 42/96th Street, but would also slow travel through the corridor.

South Boulder Road Corridor		
Average Corridor Travel Time		
	Eastbound	Westbound
Existing Network		
AM Peak	3 min 17 sec	3 min 0 sec
PM Peak	3 min 38 sec	3 min 0 sec
Existing Optimized		
AM Peak	2 min 53 sec	2 min 33 sec
PM Peak	3 min 8 sec	3 min 0 sec
Buildout		
AM Peak (w/Kaylix)	3 min 38 sec	3 min 17 sec
PM Peak (w/Kaylix)	4 min 19 sec	4 min 4 sec
AM Peak (w/o Kaylix)	3 min 27 sec	3 min 38 sec
PM Peak (w/o Kaylix)	3 min 50 sec	3 min 50 sec

Impacts Analysis



South Boulder Road Placemaking Workshop #2

The South Boulder Road small area plan does not call for any rezoning or changes in allowed uses in the study area. The major recommendations of the plan will be implemented through the adoption of new design standards and guidelines for the corridor. The design elements highlighted in the Plan section above will serve as the basis for the new guidelines, which will need to be adopted by Planning Commission and City Council. The new design standards and guidelines will ensure that future private development in the corridor complies with the community's vision and this plan. Funding for this will come from the City's annual operating budget.

Public improvements in the corridor will be implemented either by direct City funding, exactions from private developers, or a

combination of the two. The City's annual capital improvement program budgeting process provides an opportunity for the City to fund and construct infrastructure. The capital improvements listed in the table below are recommended for inclusion in upcoming budgets to help meet the goals of the plan. The timeline is intended to guide requests as funding and opportunity allows.

Some public infrastructure may be built and paid for by private property owners in conjunction with development of their property. The City can require such improvements if the need for them is identified in an adopted plan, such as this one. Some of the capital improvements identified in this plan and listed below can be exacted from private developers, and some may be funded or built jointly by the developer and the City.

Design of infrastructure, whether built by the City or by private developers and dedicated to the City, is governed by the Public Works Department's construction standards. The construction standards control the design of streets, sidewalks, and public utilities. The standards will need to be updated along with the design standards and guidelines so public infrastructure conforms to the principles of this plan.

The plan also calls for additional public spaces, including plazas, parks, and open space. The expanded Cottonwood Park will require additional public process to determine the community's desires for the park, then will be improved through the capital budgeting process. The Louisville Plaza public space should be acquired when and if the shopping center redevelops and should be constructed

in conjunction with the developer. The Santilli property should be evaluated by the Open Space Advisory Board and purchased if determined appropriate when it becomes available.

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
PLANNING (Operating Budget)					
South Boulder Road Design Guidelines	New design standards and guidelines for the study area based on this plan		•		
Cottonwood Park Master Plan	Public process to determine the future of the expanded Cottonwood Park		•		
DESIGN AND CONSTRUCTION (Capital Budget)					
Parks and Public Spaces					
Cottonwood Park	Improvements to Cottonwood Park based on Master Plan		•		
Louisville Plaza Public Space	Public plaza and green space in the Louisville Plaza development				•
Santilli Property	Possible purchase of Santilli property for open space				•
Pedestrian and Bicycle Underpasses					
Hwy 42/96th Street	Underpass connecting North End and Kestrel between Hecla Drive and Summit View		•		
BNSF/Bullhead Gulch	Underpass connecting North Louisville and Steel Ranch		•		
South Boulder Road/Cottonwood Park	Underpass connecting Cottonwood Park and Centennial Park			•	

IMPLEMENTATION

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
Trails					
Kestrel	Trail between Steel Ranch and Hwy 42/96th Street underpass		•		
Centennial Park to North Open Space	Trail along Goodhue Ditch			•	
Enrietto Fields and LMS Connections	Connect Enrietto Ballfields and Louisville Middle School to existing and future trails		•		
LMS and Main Street North	Trail from LMS to South Boulder Road along Main Street			•	
LMS South	Trail from LMS and Pirate Park to Main Street			•	
Hwy 42/96th Street Northeast	Trail along east side of Hwy 42/96th Street north of South Boulder Road		•		
Hwy 42/96th Street Northwest	Trail along west side of Hwy 42/96th Street north of South Boulder Road		•		
Hwy 42/96th Street Southeast	Trail along east side of Hwy 42/96th Street south of South Boulder Road		•		
Hwy 42/96th Street Southwest	Trail along west side of Hwy 42/96th Street south of South Boulder Road		•		
South Boulder Road North-Central	Trail along north side of South Boulder Road between Centennial Drive and Steel Street			•	
South Boulder Road South-Central	Trail along south side of South Boulder Road between Centennial Drive and BNSF railroad			•	
South Boulder Road Northwest	Trail along north side of South Boulder Road between Via Appia and Village Square			•	
South Boulder Road Southwest	Trail along south side of South Boulder Road between Via Appia and Garfield			•	
Coal Creek Station	Trails along and through Coal Creek Station development		•		
Roadways (Public)					
Kaylix Drive North	Extension between Kestrel development and Summit View Drive			•	
Kaylix Drive South	Extension between Kestrel development and South Boulder Road			•	
Steel Street	Conversion to two-way traffic				•
Cottonwood Park Access Drive	New access drive off of Via Appia		•		
Pedestrian Crossings/Traffic Calming					
Davidson Trail	Crossings at Regal, Garfield, and Centennial			•	
Kestrel and North End Trail	Crossings at West Hecla, Kaylix, and East Hecla north and south		•		
Plaza Drive and Hecla Way	Crosswalks and intersection improvements		•		
Cottonwood Trail	Crossing at Garfield			•	
Coyote Run Trail	Crossings at Lincoln, Jefferson, Main Street		•		
LMS Trail	Crossing at Main Street			•	
Louisville Middle School	Crosswalks at Main Street and Griffith Street			•	
Hwy 42/96th Street	Crosswalks at Griffith Street		•		

IMPLEMENTATION

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
Hwy 42 Plan					
<i>New Signals</i>					
Cannon Circle	As part of Coal Creek Station development		•		
<i>Roadway</i>					
Hwy 42/96th Street North	Improvements described in Highway 42 Gateway plan		•		
Hwy 42/96th Street South	Improvements described in Highway 42 Gateway plan		•		
South Boulder Road Plan					
<i>New Signals</i>					
Kaylix Drive/Cannon Circle	Optional new signal				•
<i>Intersection Improvements</i>					
Via Appia and South Boulder Road	With underpass, remove crosswalk and extend left-turn storage			•	
Garfield and South Boulder Road	Remove acceleration and deceleration lanes, install offset left			•	
Jefferson and South Boulder Road	Close north-south through movement			•	
Main Street and South Boulder Road	Remove right-turn lane, create offset left, tighten geometrics			•	
Kaylix Drive/Cannon Circle	Close westbound left movement			•	
Plaza and South Boulder Road	Introduce protected left phase			•	
Blue Star and South Boulder Road	Allow un-signalized full movement			•	
<i>Median Improvements</i>					
Cottonwood Park	Move access east, extend median			•	
Cottonwood Drive	Close median			•	
Longs Peak Drive	Make 3/4 movement, allow left in			•	
Front Street	Make 3/4 movement, allow left in			•	
<i>Curb Adjustments and Landscaping</i>					
Westbound South Boulder Road	Remove continuous acceleration/deceleration lane along westbound South Boulder Road			•	



PLANNING AND BUILDING SAFETY
DEPARTMENT
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planning@louisvilleco.gov

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McCaslin Boulevard Small Area Plan Public Meeting # 3 Feb. 25, 2015



AGENDA

6:30 to 6:35 (15 minutes)

Quick look around the room

6:35 to 6:45 (15 minutes)

Presentation / Orientation

6:45 to 8:00 (45 minutes)

Open House

*Transportation
Design Features
Fiscal Impacts*



What is a Small Area Plan?

What is a Small Area Plan?

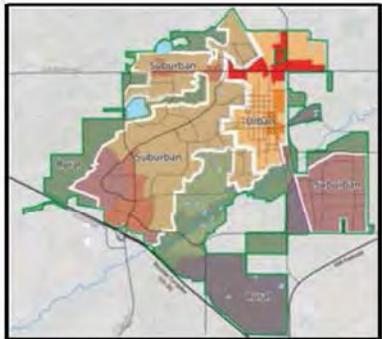
1st Step to Implementing the Comprehensive Plan

COMPREHENSIVE
PLAN

**SMALL AREA &
NEIGHBORHOOD
PLANS**

ZONING
&
DESIGN
GUIDELINES

STREETS,
BUILDINGS,
&
PUBLIC
SPACES

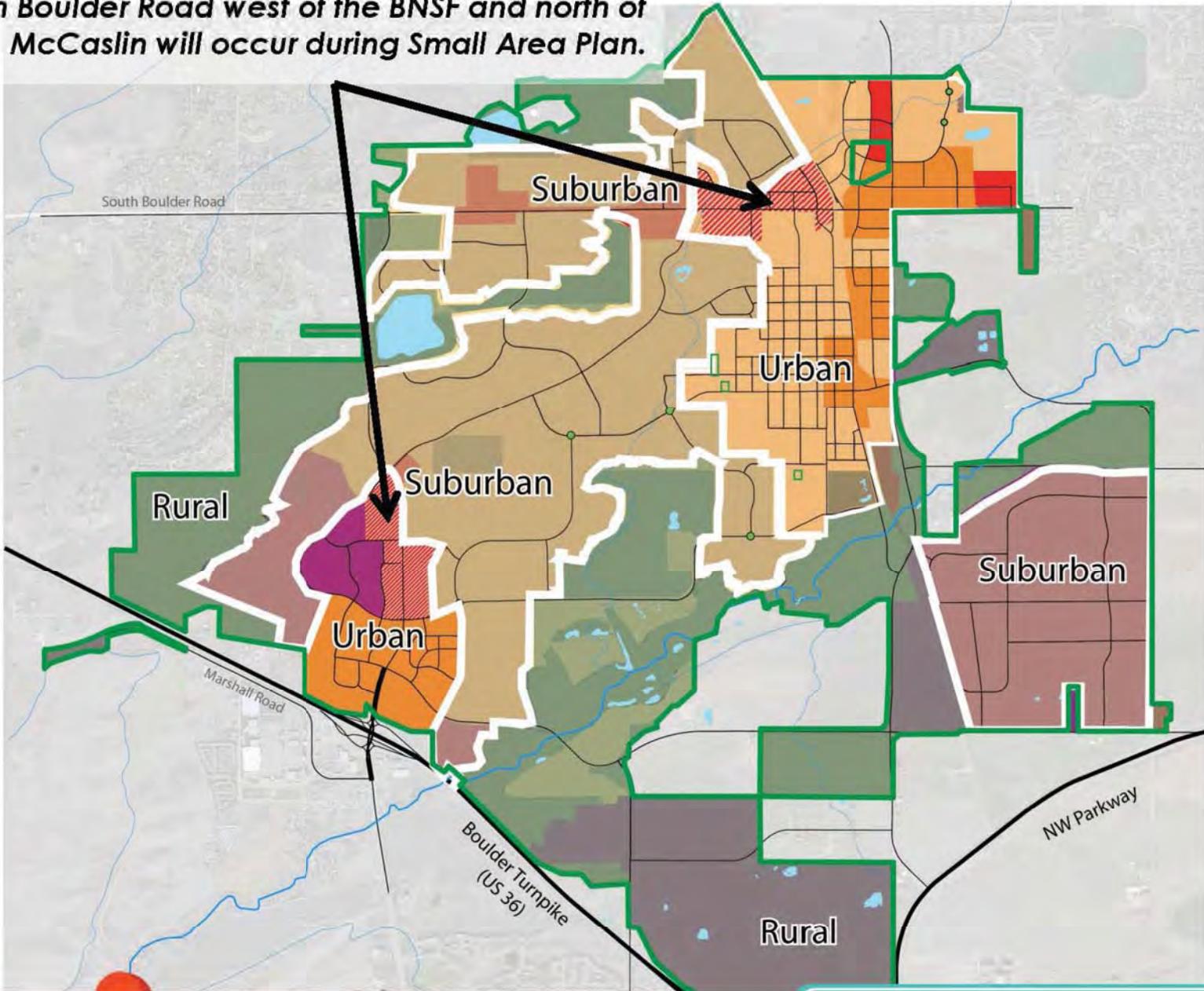


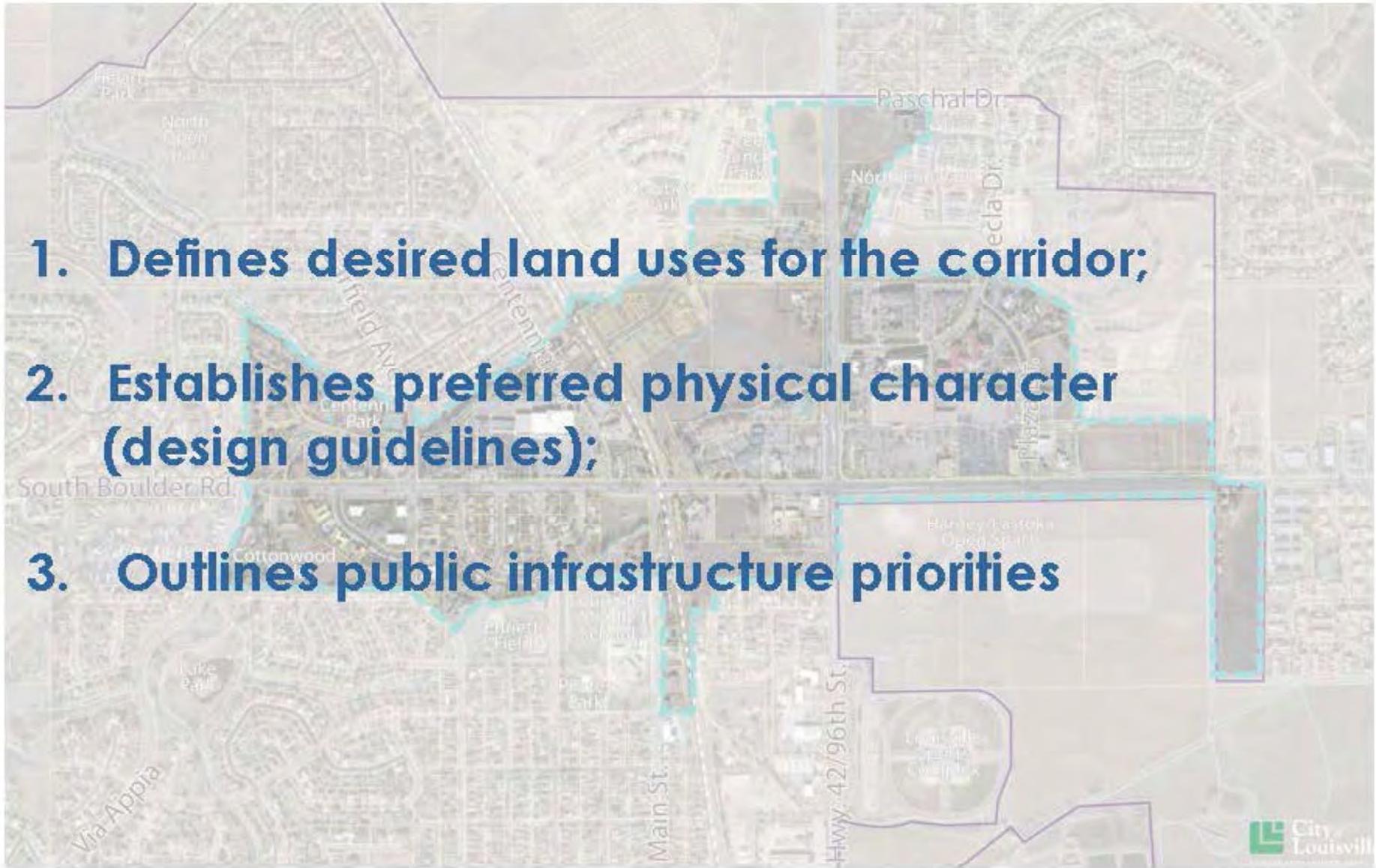
Policy



Place

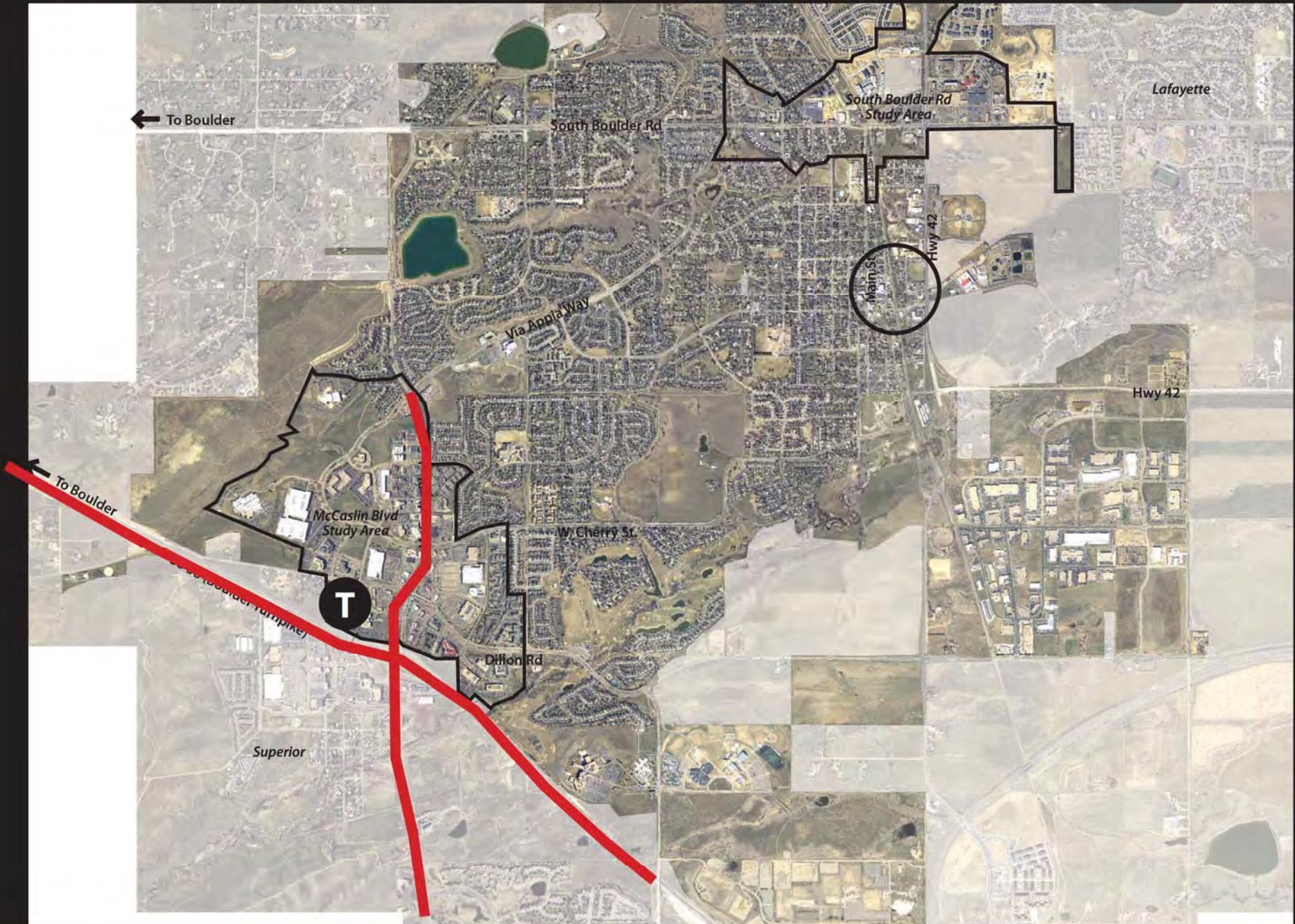
The "Urban" or "Suburban" designation of properties along South Boulder Road west of the BNSF and north of McCaslin will occur during Small Area Plan.





- 1. Defines desired land uses for the corridor;**
- 2. Establishes preferred physical character (design guidelines);**
- 3. Outlines public infrastructure priorities**

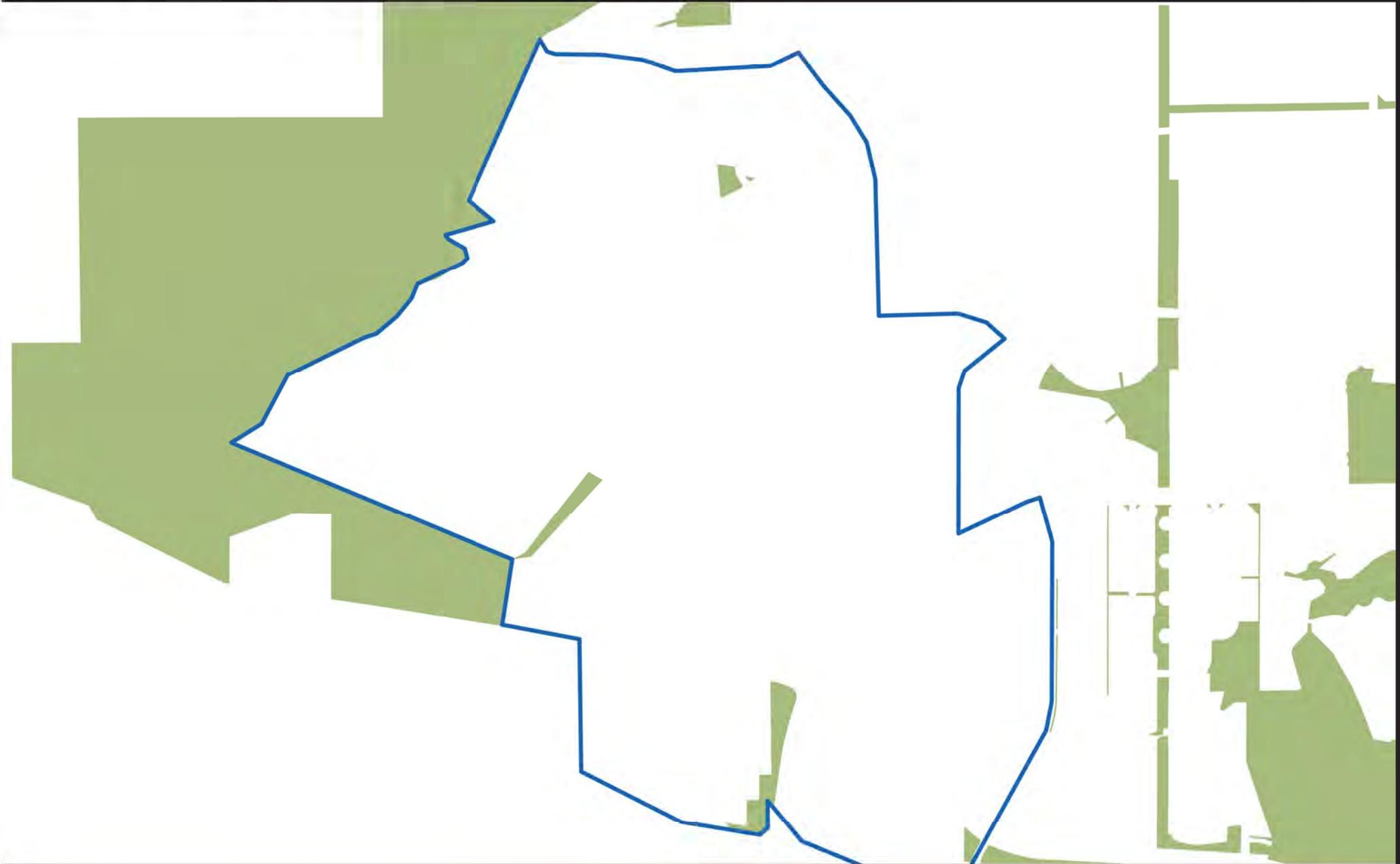
Louisville: Crossroads



McCaslin Boulevard Base Map



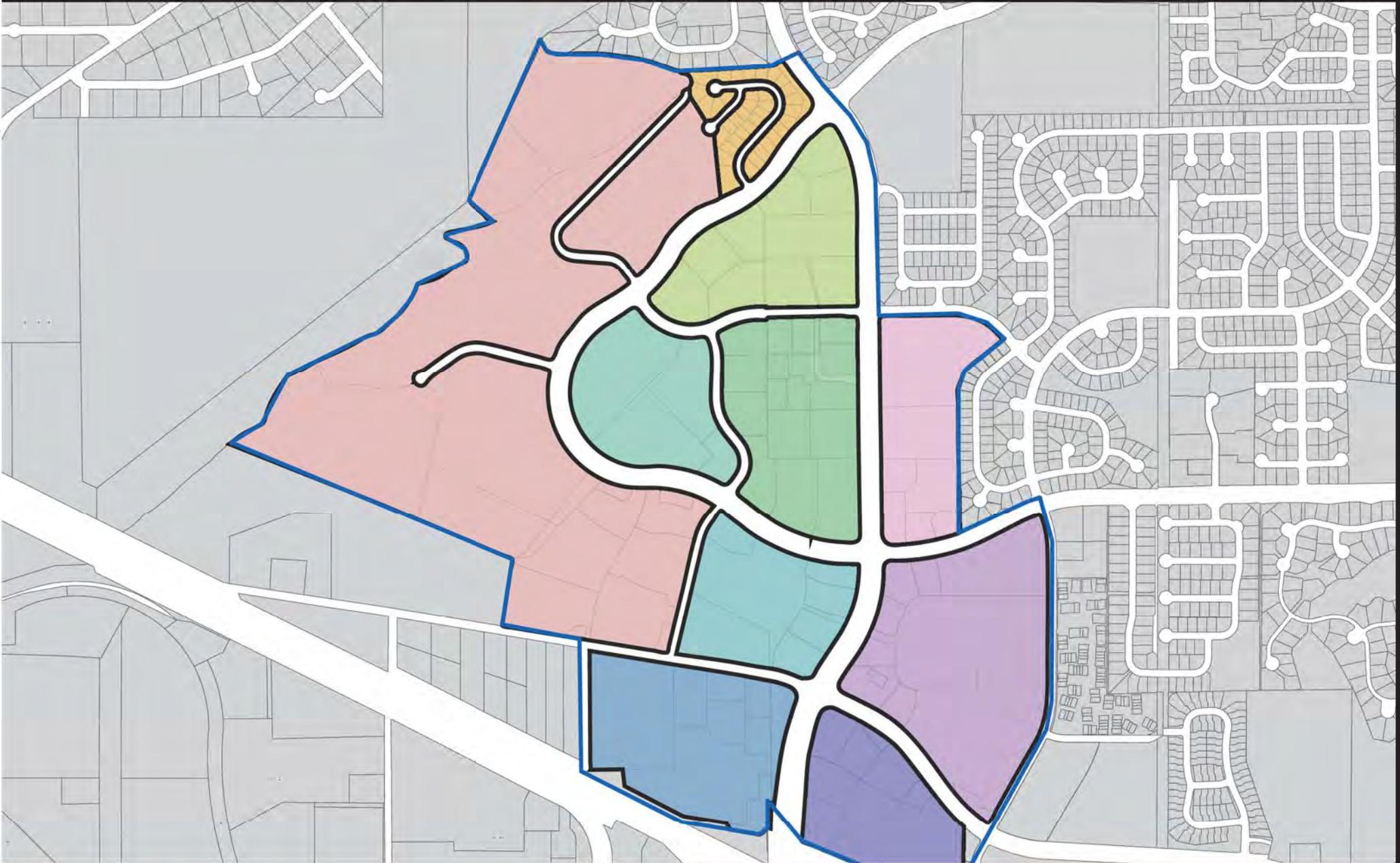
McCaslin Boulevard Base Map



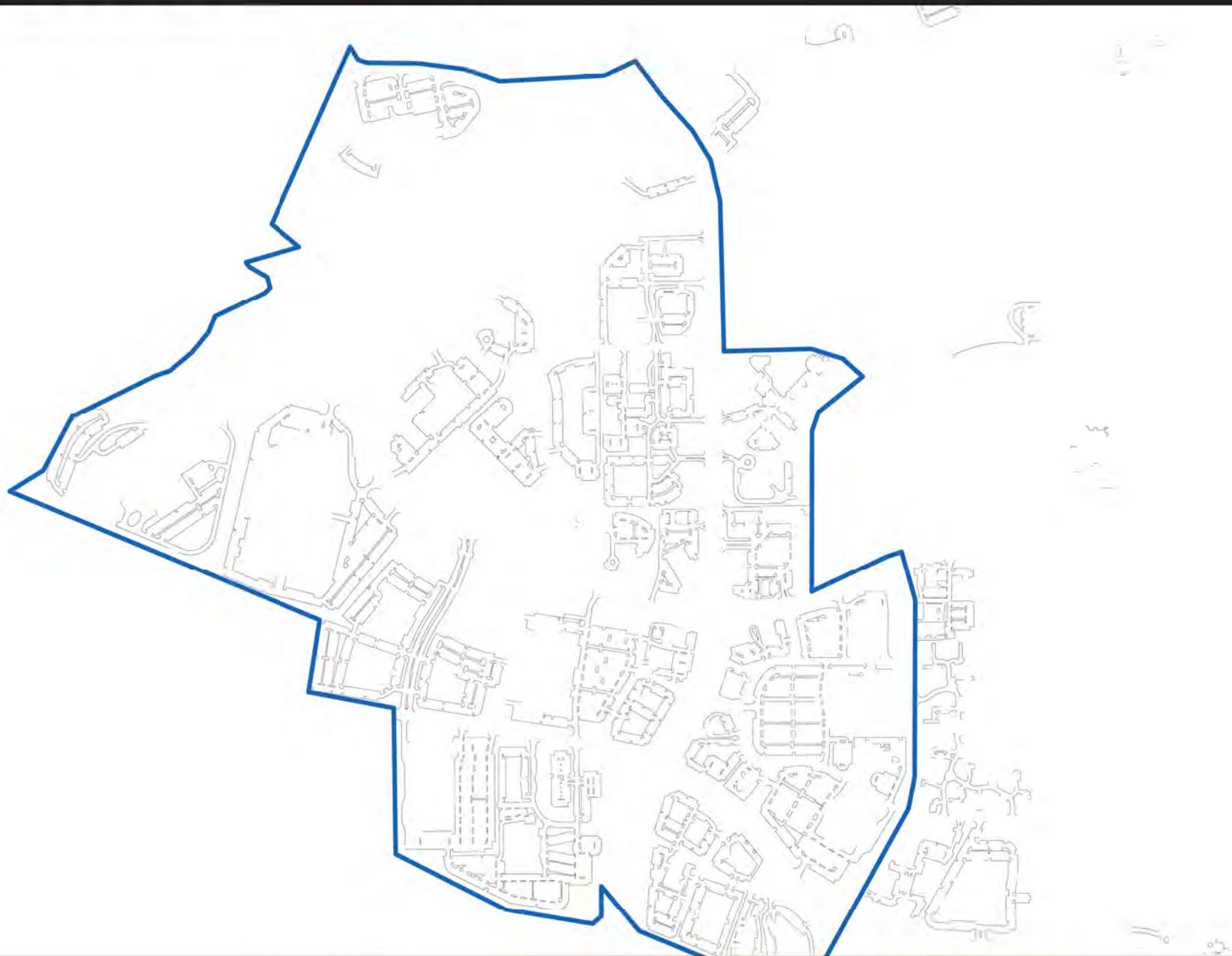
McCaslin Boulevard Base Map



McCaslin Boulevard Base Map



McCaslin Boulevard Base Map



Overall - existing conditions



2 Areas to focus on



What are the issues?

McCaslin Area is a barrier to accessing Davidson Mesa.

Some properties don't work well, they are confusing.

Transit is here and real estate dynamics are changing.

Retail, throughout the US-36 corridor, is overbuilt and tends to cannibalize itself.

There are several office vacancies in Centennial Valley.



URBAN DESIGN PRINCIPLES



Improve McCaslin

Safer and more pleasant street to use for all

Clearly distinction between street and driveways

Buildings that face the street and are accessible from the sidewalk



Connect residents to Open Space

Safer and simpler east / west connections

Improvements to Cherry and Century Drive

Additional green fingers connecting to Davidson Mesa

URBAN DESIGN PRINCIPLES



Let Housing Grow From Housing and Let Office Grow from Office

Introduce housing into redevelopments east of McCaslin

Encourage low impact clustered office development in Centennial



Create Smaller Blocks

facilitate incremental development with smaller blocks

create transportation options with additional streets

eliminate confusion between driveways and roads

URBAN DESIGN PRINCIPLES



Encourage Development to Face the Street

Transition from inward facing development to outward facing development

Make developments fully accessible from sidewalks.

Put parking on the interior of the site and locate buildings on the periphery.

Development Patterns

Edge



Suburban



Corridor / Town



Old Town



Transit



1 and 2 story

single use

clustered to preserve
open space



3 and 4 story

shared parking

mix of uses

highly walkable

Some Big Assumptions

Edge



Transit



Centennial West Remains “Edge” Office

Housing grows from housing east of McCaslin

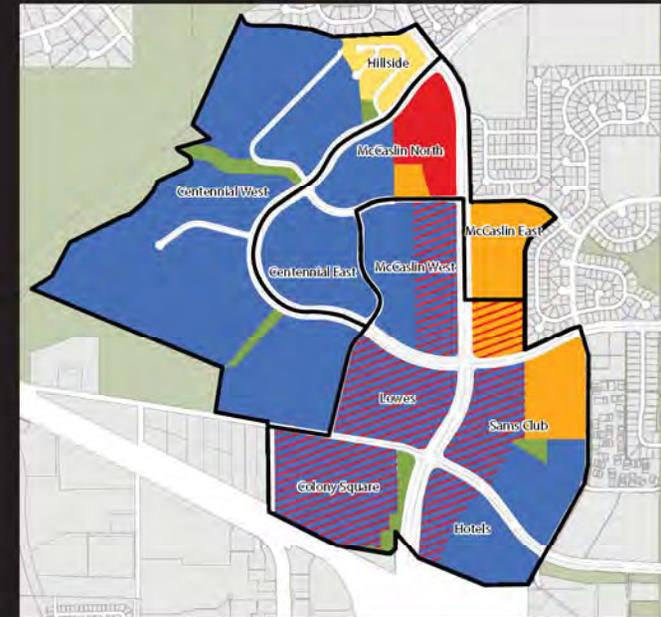
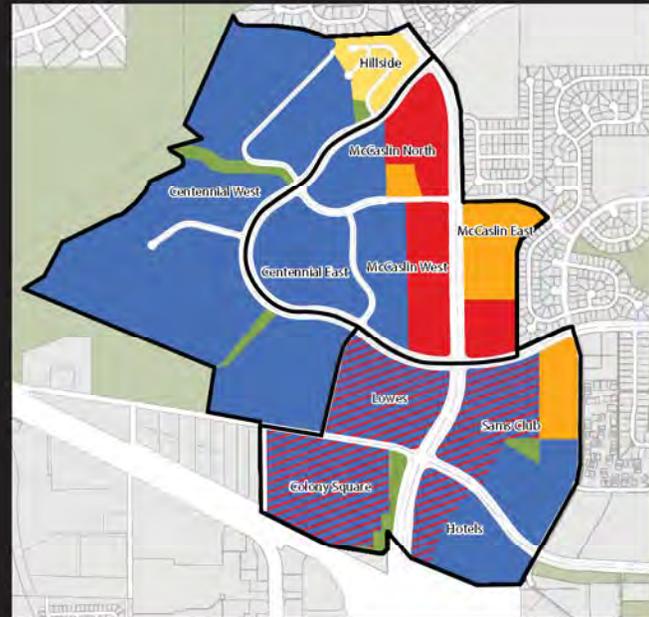
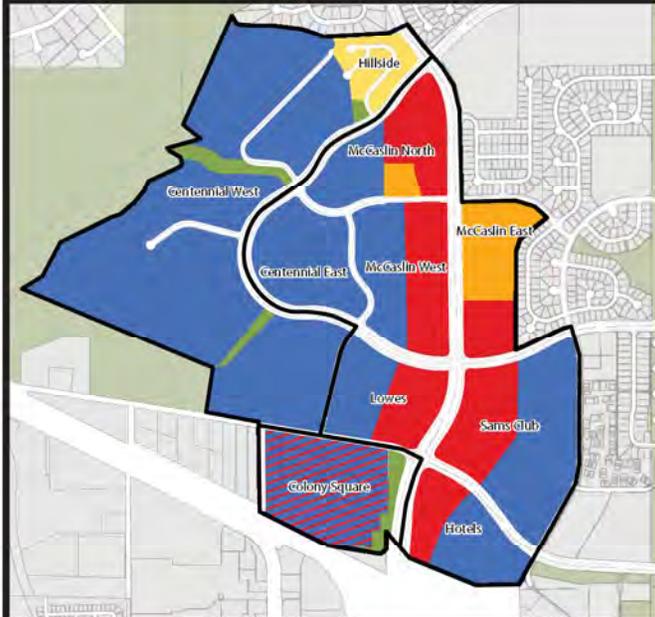
Transit Oriented Development is a new pattern for the City.

Three Scenarios

Small Transit Area
No New Residential

Medium Transit Area
Some New Residential

Large Transit Area
More New Residential



OUTCOMES

Thank you!

Development Types (Transect)

Edge



Suburban



Town / Corridor



Old Town

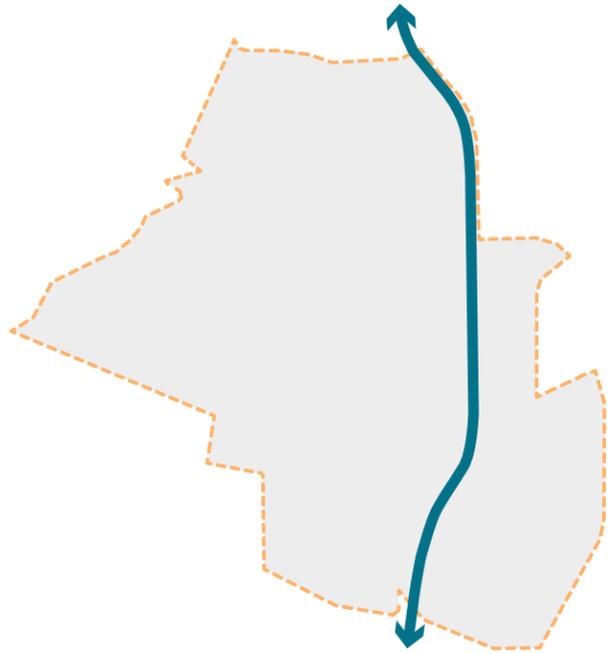


Transit

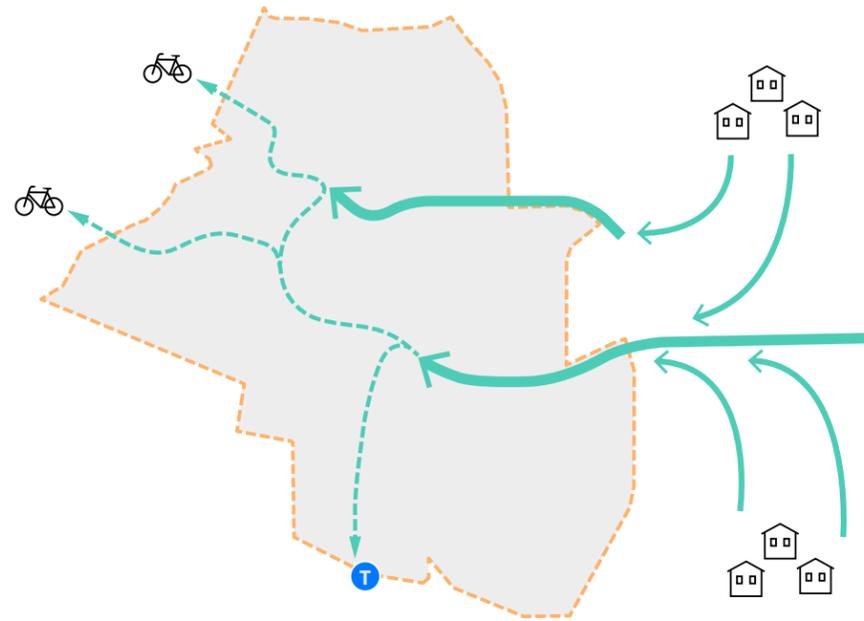


Urban Design Principles

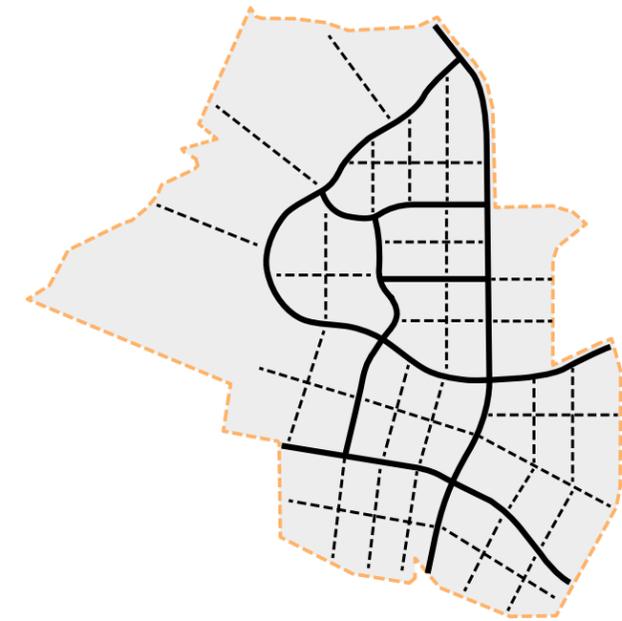
Improve McCaslin



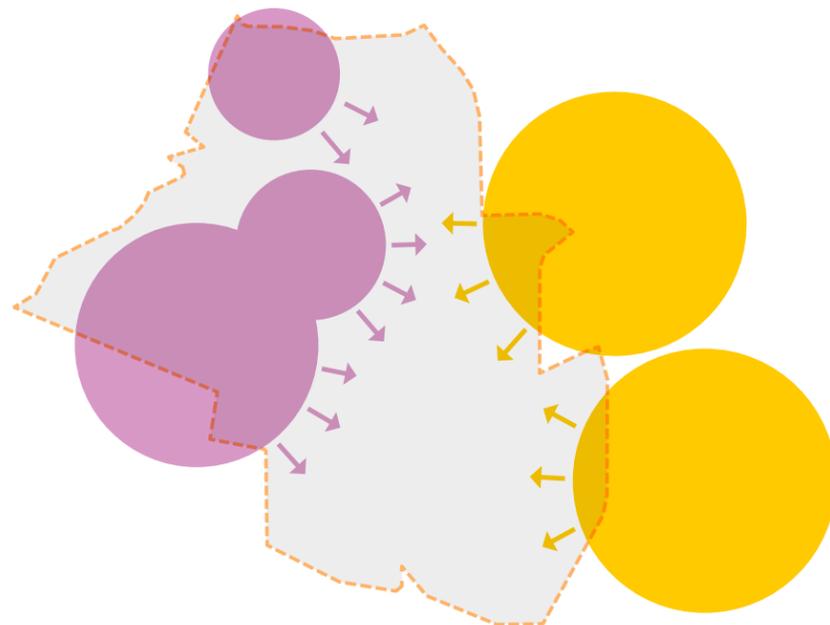
Connect residents to amenities



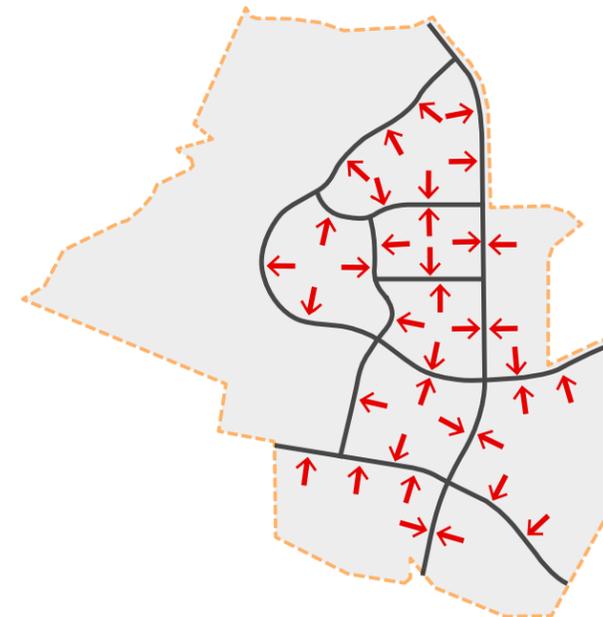
Smaller blocks



Housing grows from housing; office grows from office

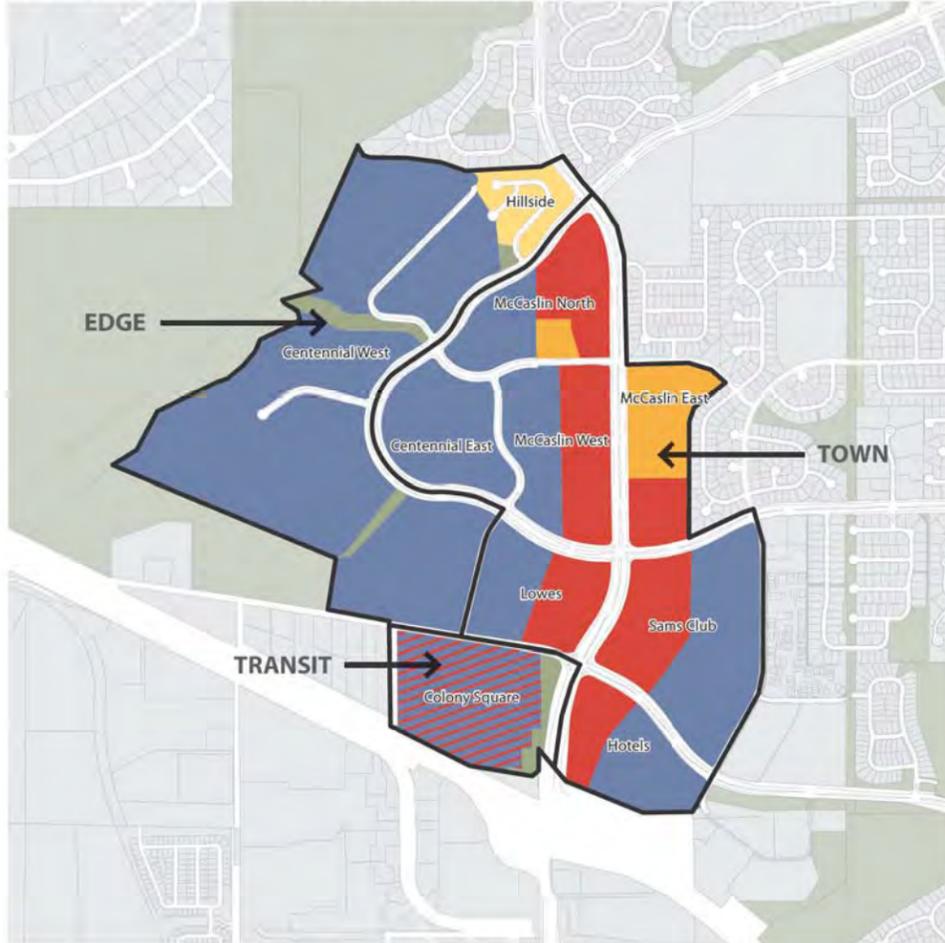


Development faces out

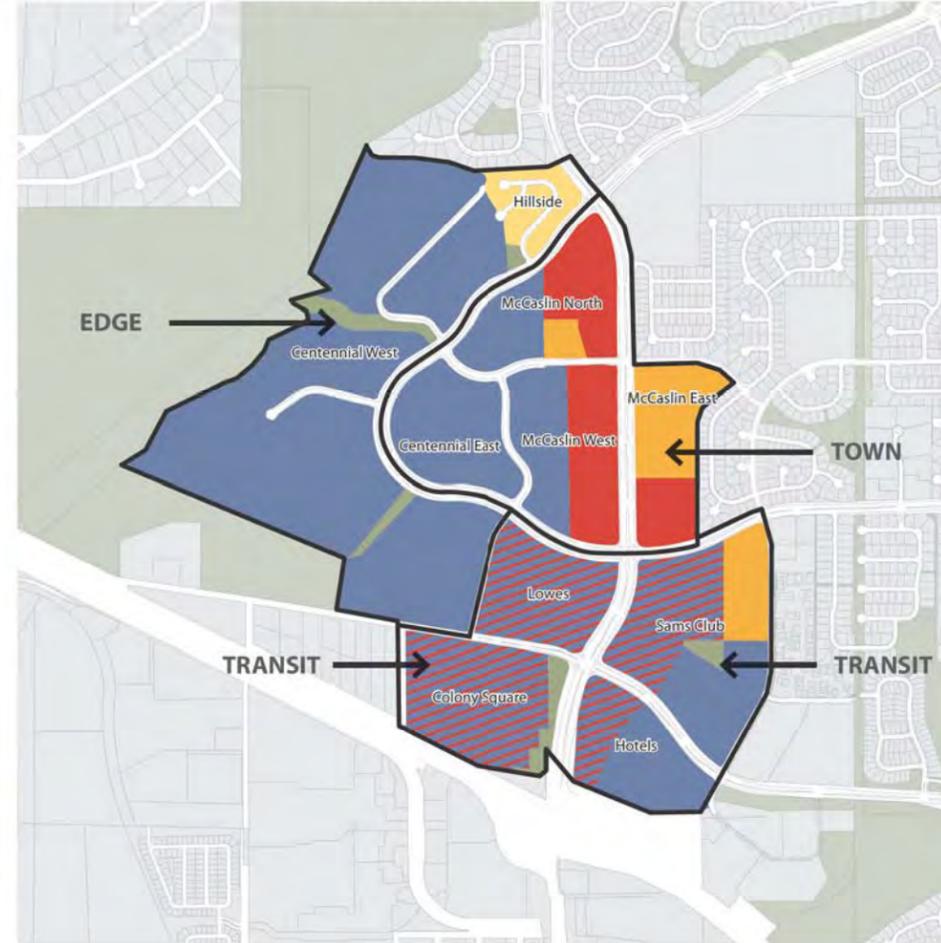


Land Use Alternatives: CGA

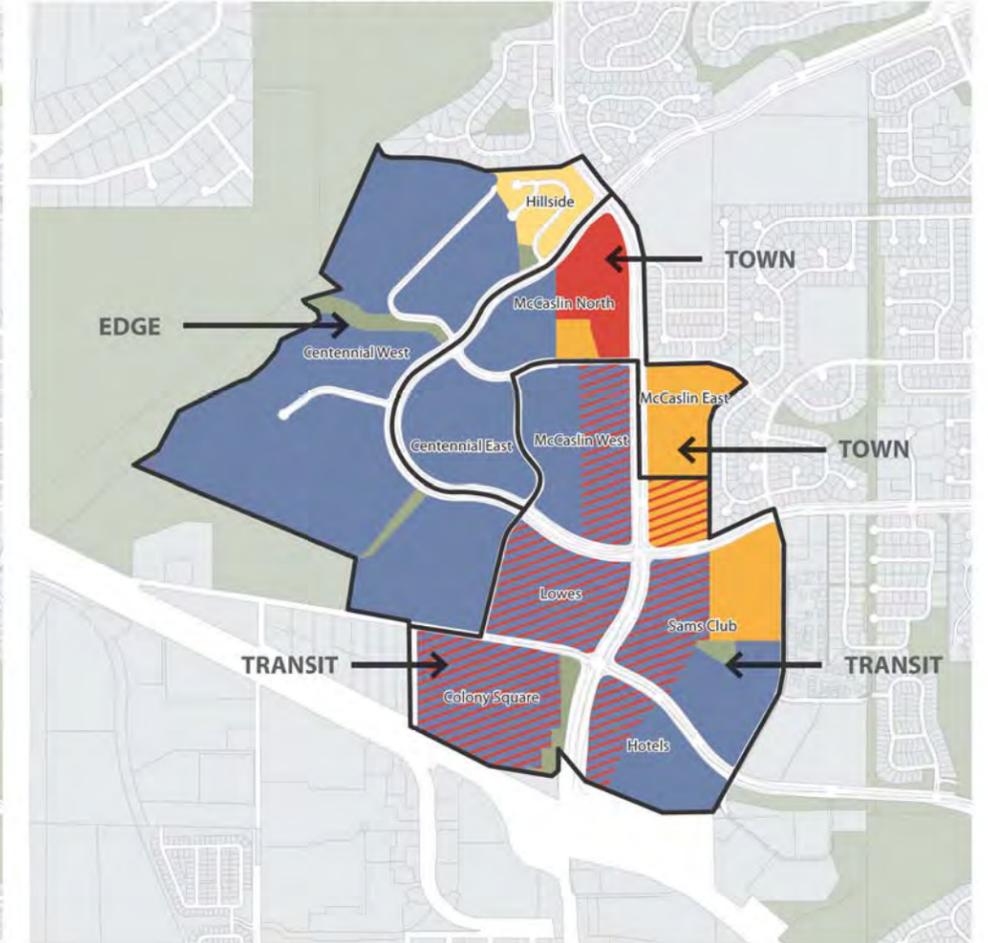
Alternative 1: Small transit area; no new res



Alternative 2: Medium transit area; some new res



Alternative 3: Large transit area; most new res



- Low Density Residential
- Medium Density Residential
- Retail
- Office
- Mixed Use (Office over Retail)
- Mixed Use (Housing over Retail)

Sam's Club



Development faces out onto primary and secondary streets

Introduction of new roads creates smaller blocks

Ground floor retail with office above

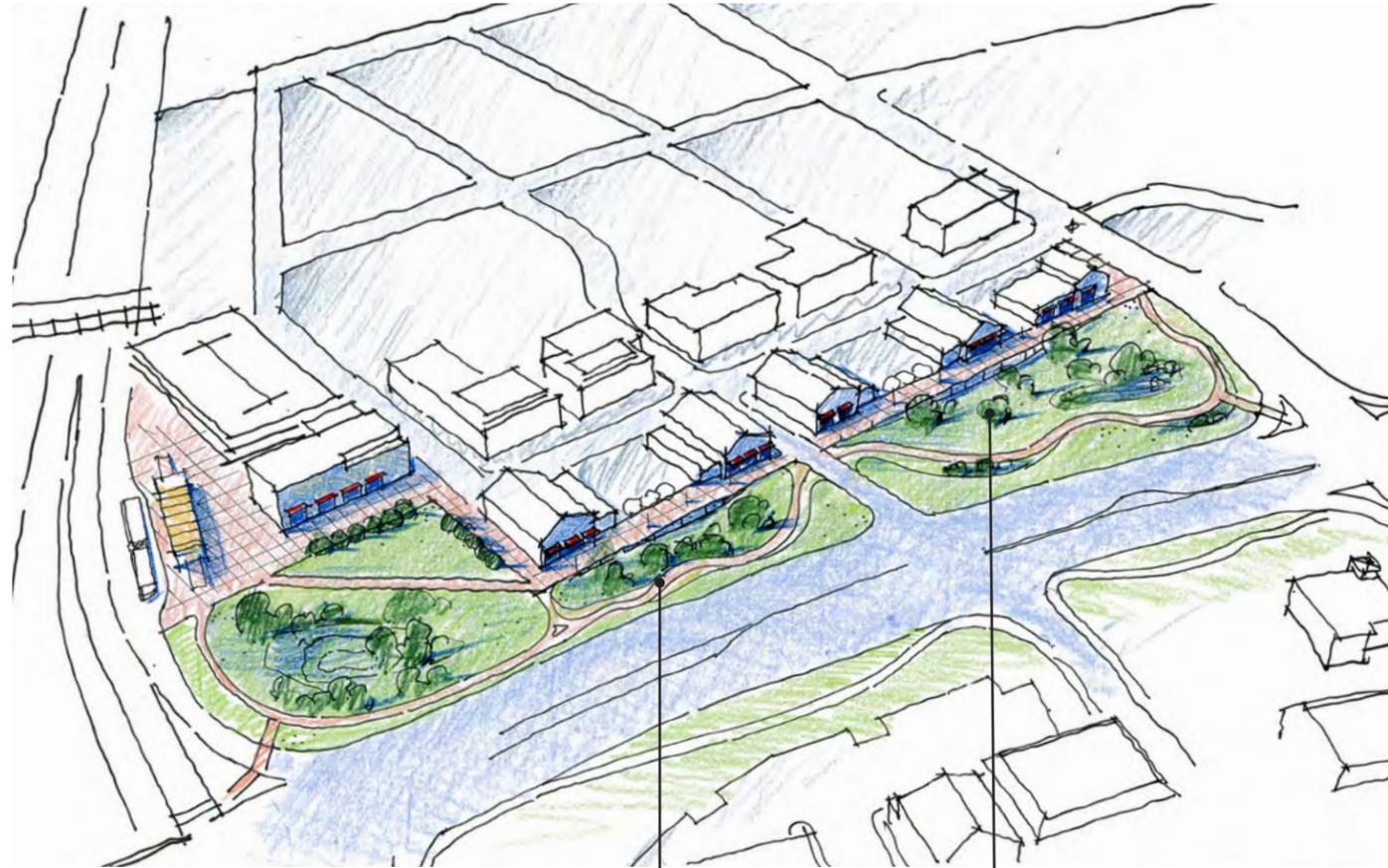
Housing grows from existing housing

New neighborhood park



Colony Square

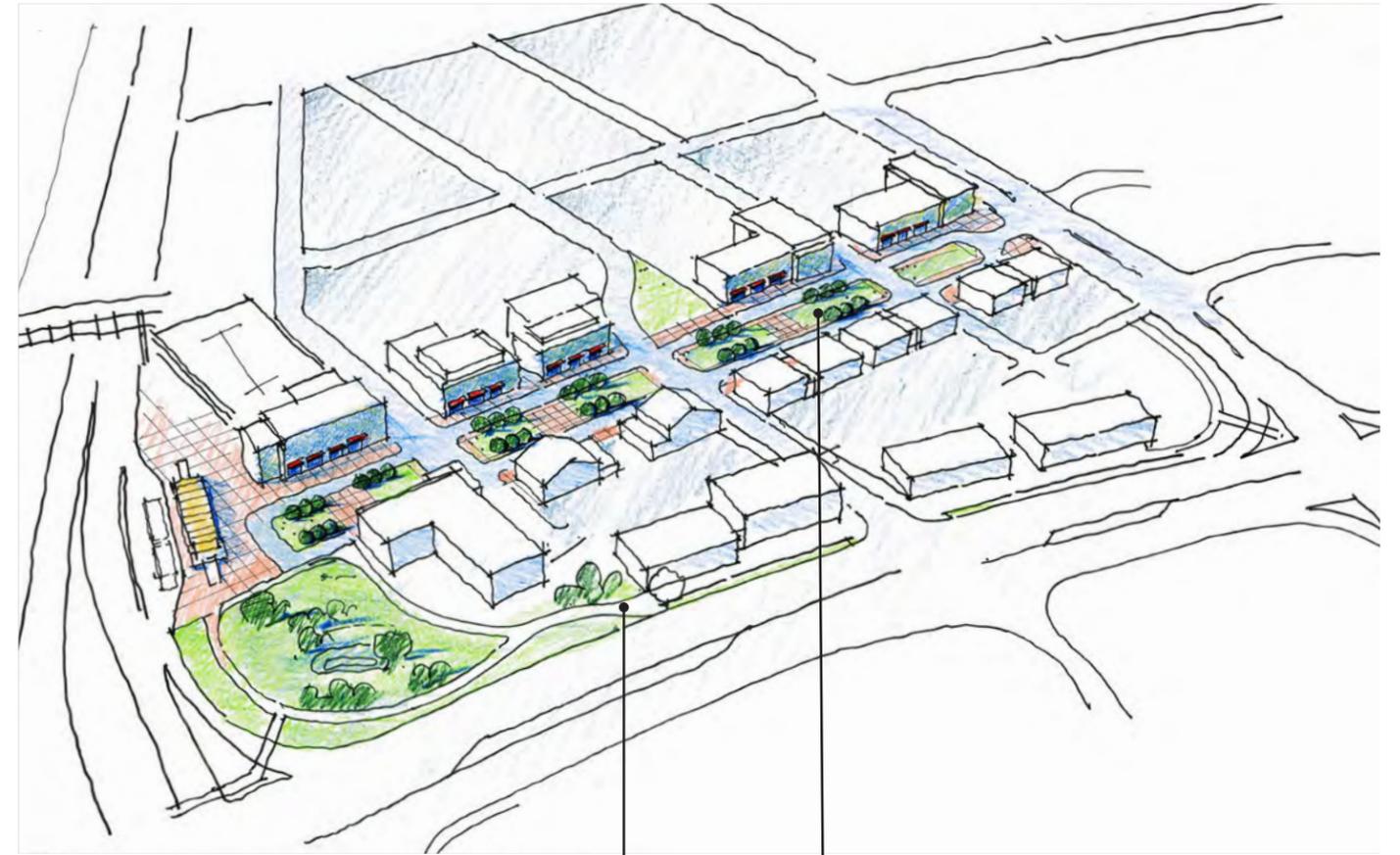
Park along McCaslin



Mixed use trail connects residents to BRT station

Landscape park creates a gateway

Internal Park



Mixed use trail connects residents to BRT station

Boulevard street design creates a series of linear park spaces

Trail access to station



Retail promenade



Landscaping



Stormwater management



Boulevard design



Flexible gathering spaces



Centennial East & West

Trails connect residents to open space amenities

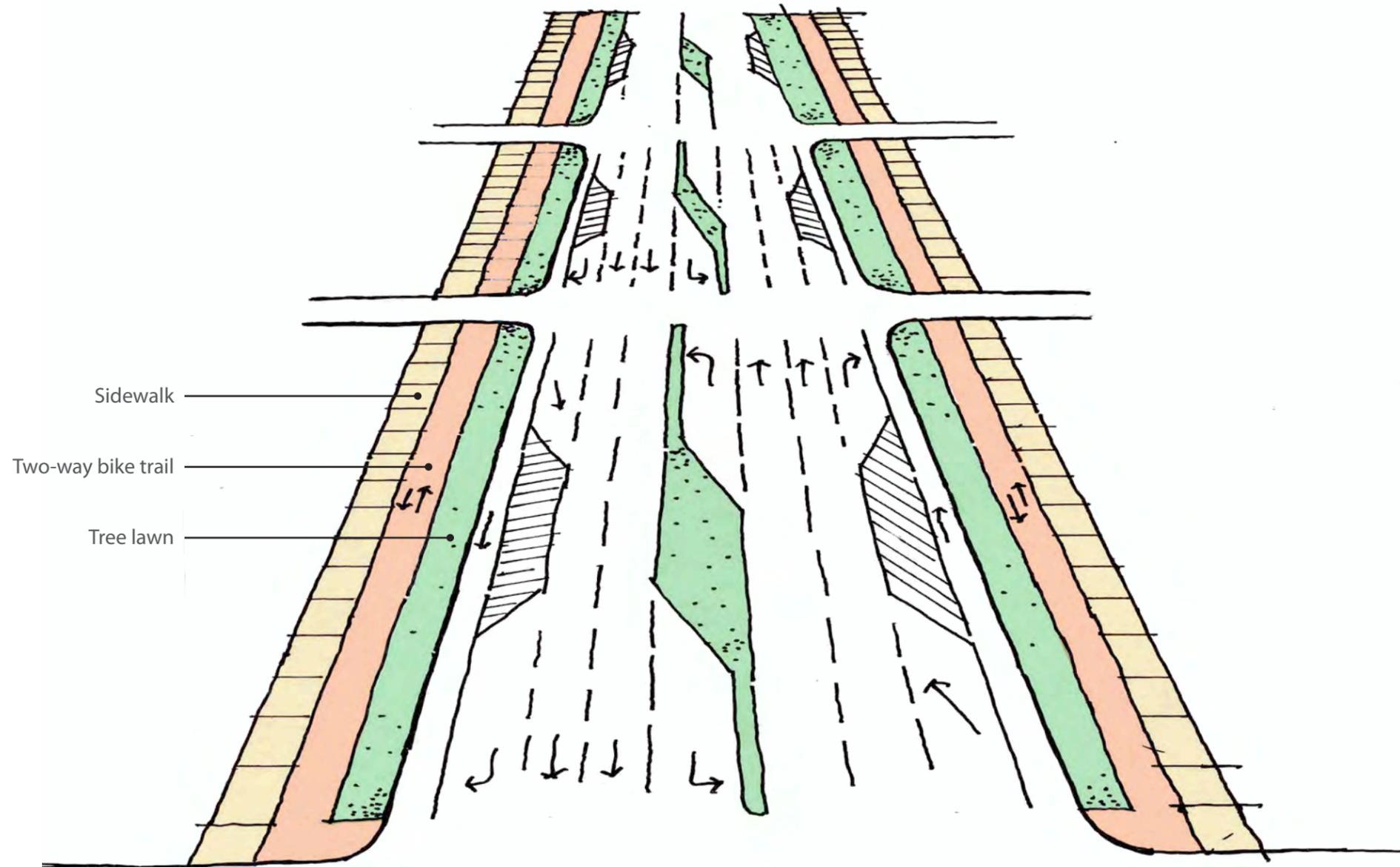
Office grows from existing office

Development faces out

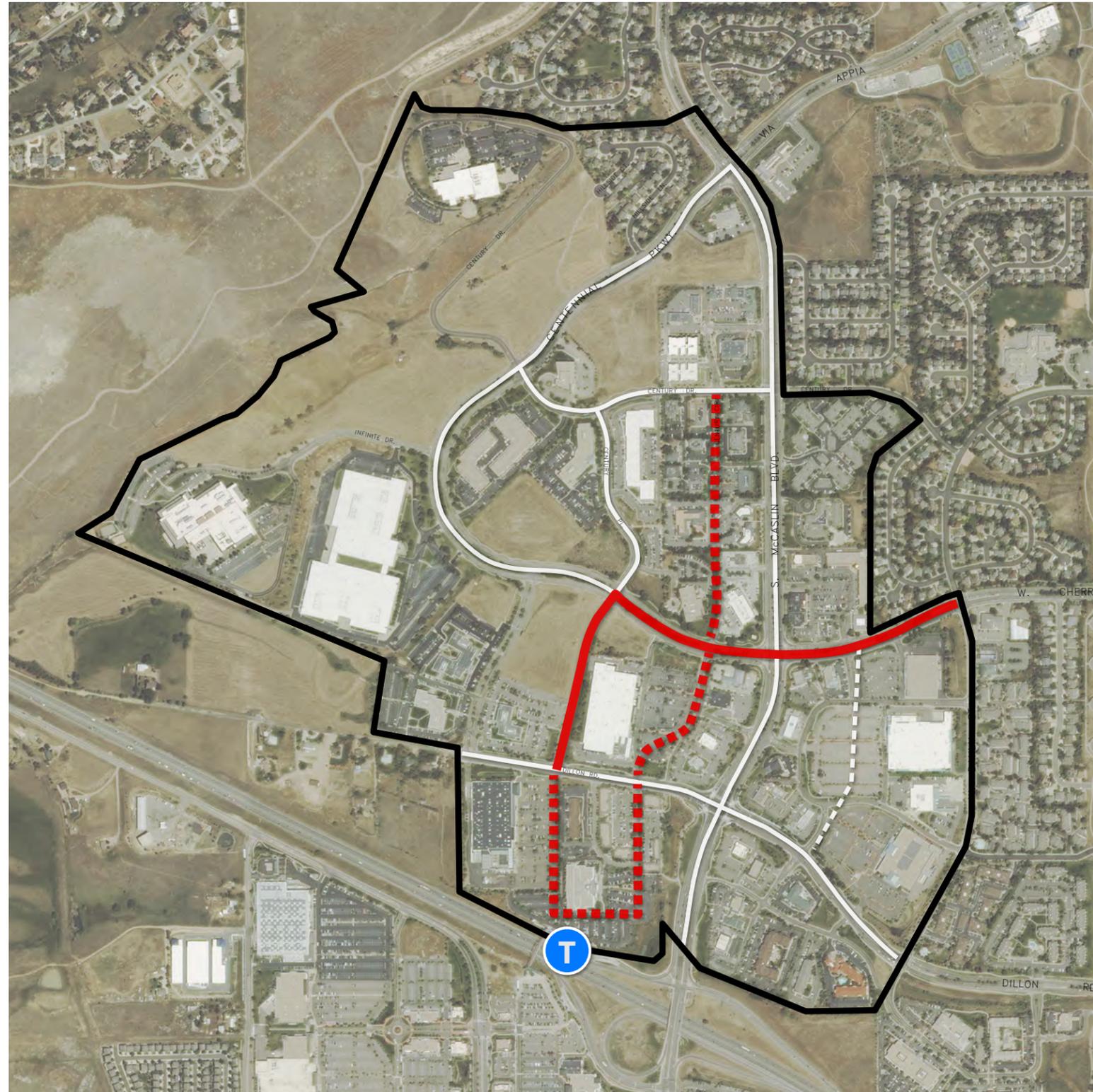
Smaller, clustered office buildings preserve open space and access to Davidson Mesa



McCaslin Boulevard



Primary and Secondary Streets





New Street to McCaslin
Right-in, Right-Out



Narrow Centennial
with On-street parking
and Bike Lane



Construct a Connecting
Access Drive



Construct a mid-block
signalized crosswalk

Narrow Centennial
by widening the
median add bike
lanes

Narrow Centennial
by widening the
median add bike
lanes

Put Bike Lanes
from Century to
Centennial

Redesign to
allow a left out
from side street

Narrow Centennial
by widening the
median add bike
lanes

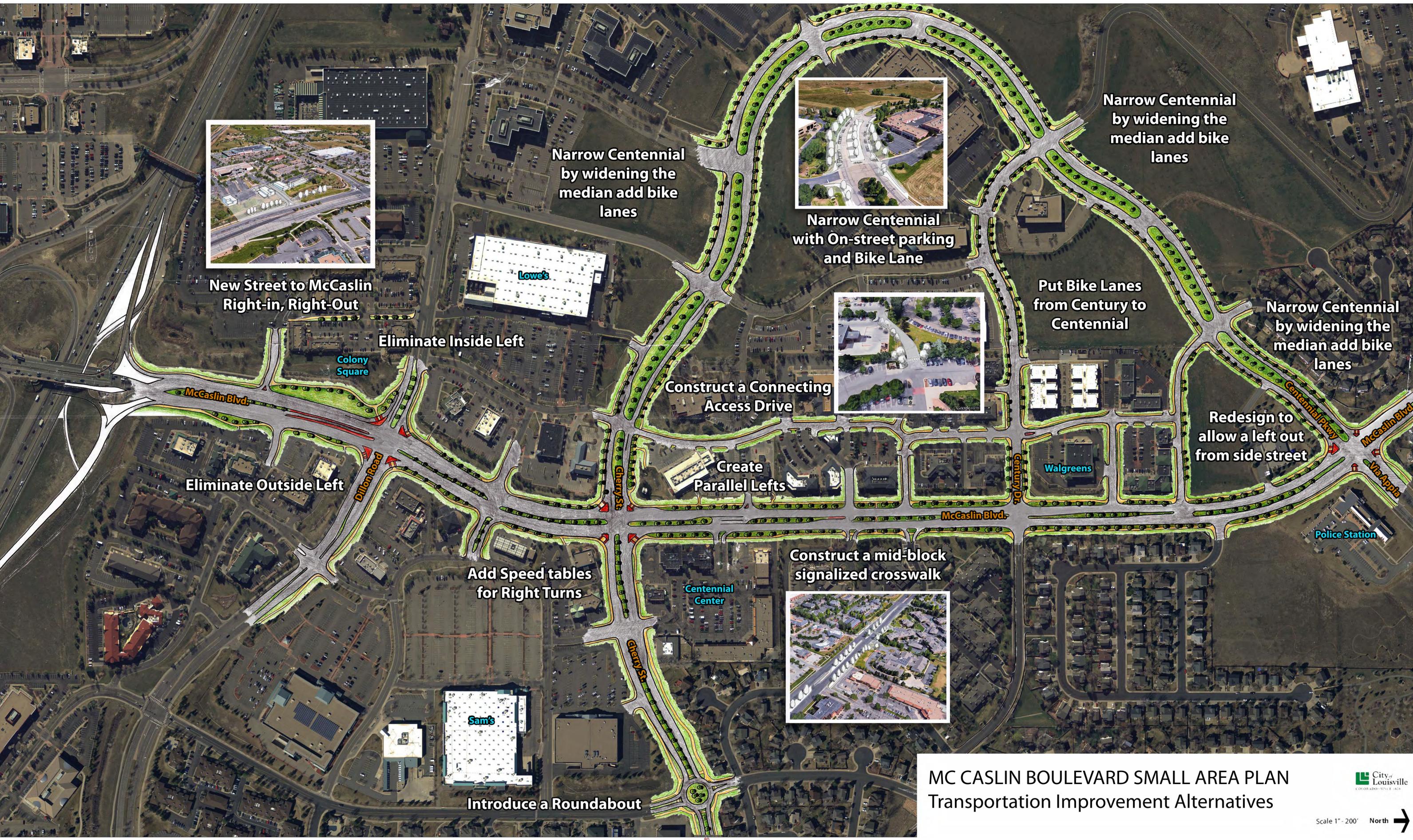
Eliminate Inside Left

Create
Parallel Lefts

Add Speed tables
for Right Turns

Eliminate Outside Left

Introduce a Roundabout



MC CASLIN BOULEVARD SMALL AREA PLAN Transportation Improvement Alternatives

Fiscal Analysis

Projected Development by Scenario	
Existing in Study Area	
Retail	790,603 Square feet
Office	1,638,284 Square feet
Residential	277 Units
Employees	7,993 People
Residents	333 People
20 yr Increase over Existing	
Alternative 1	
Retail	133,362 Square feet
Office	2,396,893 Square feet
Residential	77 Units
Employees	9,366 People
Residents	109 People
Alternative 2	
Retail	337,669 Square feet
Office	2,755,332 Square feet
Residential	293 Units
Employees	10,952 People
Residents	382 People
Alternative 3	
Retail	410,608 Square feet
Office	2,839,743 Square feet
Residential	514 Units
Employees	11,561 People
Residents	669 People

20 yr Cumulative Fiscal Impact			
Revenue by Fund	Alternative 1	Alternative 2	Alternative 3
General Fund	\$40,060,000	\$58,304,000	\$67,580,000
Urban Revitalization District Fund	\$0	\$0	\$0
Open Spaces & Parks Fund	\$3,993,000	\$6,717,000	\$8,090,000
Lottery Fund	\$0	\$0	\$0
Historic Preservation Fund	\$1,572,000	\$2,525,000	\$3,007,000
Capital Projects Fund	\$12,402,000	\$20,683,000	\$25,214,000
TOTAL REVENUE	\$58,027,000	\$88,229,000	\$103,891,000
Expenditures by Fund			
General Fund	\$35,435,000	\$42,118,000	\$43,838,000
Urban Revitalization District Fund	\$0	\$0	\$0
Open Spaces & Parks Fund	\$447,000	\$842,000	\$932,000
Lottery Fund	\$0	\$0	\$0
Historic Preservation Fund	\$0	\$0	\$0
Capital Projects Fund	\$30,312,000	\$43,204,000	\$46,322,000
TOTAL EXPENDITURES	\$66,194,000	\$86,164,000	\$91,092,000
NET FISCAL RESULT BY FUND			
General Fund	\$4,625,000	\$16,187,000	\$23,742,000
Urban Revitalization District Fund	\$0	\$0	\$0
Open Spaces & Parks Fund	\$3,546,000	\$5,875,000	\$7,158,000
Lottery Fund	\$0	\$0	\$0
Historic Preservation Fund	\$1,572,000	\$2,525,000	\$3,007,000
Capital Projects Fund	-\$17,910,000	-\$22,521,000	-\$21,108,000
NET FISCAL IMPACT	-\$8,167,000	\$2,066,000	\$12,799,000

SUBJECT: 2017 CIP BUDGET INPUT FROM BOARDS AND COMMISSIONS

DATE: MARCH 7, 2016

PRESENTED BY: AARON DEJONG, ECONOMIC DEVELOPMENT

SUMMARY:

March is the month for Boards and Commissions to provide early input into desired projects within the 2017 Capital Improvements Plan (CIP).

DISCUSSION:

City Council will begin considering the 2017 CIP Budget in June 2016. Staff will begin preparing CIP requests in mid-April 2016.

To facilitate discussion, attached is the summary list for the City Manager's Recommended CIP for 2016. City Council made further cuts to this recommended budget, but this is the most comprehensive list of requests made for the previous budget process. The approved CIP budget can be found on the City's website.

<http://louisvilleco.gov/residents/finance-and-utility-billing>

What projects would BRaD like to be funded for 2017 or future years?

What projects are not on this list that BRaD would like to be considered for 2017 and future years?

RECOMMENDATION:

This memorandum is for discussion purposes only.

ATTACHMENT(S):

1. 2016 City Manager's Recommended CIP Budget Summary



**Five Year
Capital Improvements Plan
2016 – 2020**

**Summary of
Recommended Projects
September 15, 2015**

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Open Space & Parks Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	Property Acquisition	23,530	23,530	-	-	-	-	-	-
9	City Services Facility (25%)	2,680,600	2,680,600	3,750	-	-	-	-	3,750
	Trail Improvements	25,000	25,000	-	-	-	-	-	-
10	Annual Tree Planting Program	15,000	25,710	15,000	15,000	15,000	15,000	15,000	75,000
	Trails Reconstruction Projects - Flood	-	7,700	-	-	-	-	-	-
11	Lastoka Property Conservation	17,000	17,000	10,000	8,000	8,000	5,000	-	31,000
	Hecla Lake Reservoir Improvements	20,000	20,000	-	-	-	-	-	-
	US36 Underpass at Davidson Mesa	162,500	162,500	-	-	-	-	-	-
12	Wayfinding & Signs	25,000	25,000	25,000	25,000	25,000	25,000	25,000	125,000
	Irrigation Replacements & Improvements	15,000	15,000	-	-	-	-	-	-
13	New Equipment - Truck	70,000	70,000	35,000	-	-	-	-	35,000
14	Machinery & Equipment	125,000	125,000	75,000	75,000	75,000	75,000	75,000	375,000
15-16	Trail Projects (50%)	-	-	100,000	82,500	62,500	37,500	-	282,500
17	Interpretive Education	-	-	8,000	5,800	-	-	-	13,800
18	Boundary Treatments	-	-	6,500	-	35,000	30,000	6,700	78,200
19	Irrigation Clock Replacements	-	-	15,000	50,000	50,000	50,000	50,000	215,000
20	Arboretum Renovation	-	-	44,800	-	-	-	-	44,800
21	Bucket Truck (40%)	-	-	34,000	-	-	-	-	34,000
22	Snow Removal Equipment (50%)	-	-	25,000	-	-	-	-	25,000
23	Environmental Site Assessment - 1600 Empire Road (25%)	-	-	3,750	-	-	-	-	3,750
24	Fuel Tank Decommissioning (25%)	-	-	7,500	-	-	-	-	7,500
25-26	Open Space & Parks Trails/Signs Wayfinding (84%)	-	-	-	319,100	350,500	572,500	92,400	1,334,500
27	Open Space Management Plan Updates	-	-	-	-	20,000	20,000	-	40,000
28	Vault Restroom	-	-	-	-	34,000	-	-	34,000
29	Open Space Zoning	-	-	-	33,000	-	-	-	33,000
30	Joe Carnival Site Improvements	-	-	-	-	-	-	-	-
	Total Open Space & Parks Fund	3,178,630	3,197,040	408,300	613,400	675,000	830,000	264,100	2,790,800

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Conservation Trust - Lottery Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	Restroom Improvement Program	187,090	187,090	-	-	-	-	-	-
	Recreation Campus Restroom	199,500	199,500	-	-	-	-	-	-
31	Tennis Court Resurfacing	16,000	16,000	16,000	16,000	16,000	16,000	16,000	80,000
32	Park Renovations	39,660	39,660	-	117,000	-	117,000	-	234,000
	Signage & Trails Wayfinding	20,540	20,540	-	-	-	-	-	-
	Emergency Tree Work	10,000	10,000	-	-	-	-	-	-
	Memory Square Improvements	30,000	30,000	-	-	-	-	-	-
33	Playground Replacements	-	-	-	224,000	224,000	-	224,000	672,000
34-35	Trail Projects (50%)	-	-	100,000	82,500	62,500	37,500	-	282,500
36-37	Open Space & Parks Trails/Signs Wayfinding (16%)	-	-	152,700	-	-	-	100,000	252,700
38	Hecla Lake Aeration	-	-	40,000	-	-	-	-	40,000
39	Multi-Purpose Field (Design Only)	-	-	82,500	-	-	-	-	82,500
40	Improvements at Community Dog Park	-	-	-	7,500	50,000	40,000	150,000	247,500
41	Cottonwood Park Development	-	-	-	-	-	-	-	-
42	City Bike Sharing Program	-	84	-	-	-	-	-	-

(continued)

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Conservation Trust - Lottery Fund (continued)

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
43	Sports Complex 'Facelift' with Lafayette	-	-	-	-	-	-	-	-
44	Cowboy Park Amenities	-	-	-	-	-	-	-	-
45	Platform Tennis	-	-	-	-	-	-	-	-
46	Light Upgrades at Recreation Center Campus	-	-	-	-	-	-	-	-
	Total Conservation Trust - Lottery Fund	502,790	502,790	391,200	447,000	352,500	210,500	490,000	1,891,200

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Cemetery Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
47	General Cemetery Improvements	47,000	47,000	17,000	17,000	17,000	17,000	17,000	85,000
48	Bucket Truck (5%)	-	-	4,250	-	-	-	-	4,250
49	Cemetery Expansion Project (Phase II)	-	-	-	-	-	-	-	-
	Total Cemetery Fund	47,000	47,000	21,250	17,000	17,000	17,000	17,000	89,250

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Capital Projects Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	General Government:								
	Property Acquisition	385,000	-	-	-	-	-	-	-
	Louisville Housing Authority & Habitat for Humanity	10,560	10,500	-	-	-	-	-	-
	City Hall Fire Sprinkler System	23,530	32,160	-	-	-	-	-	-
	Fiber Enhancement - Library & Museum	30,000	30,000	-	-	-	-	-	-
	Sculpture Maintenance	8,000	8,000	-	-	-	-	-	-
	Victor Hellburg Memorial	30,000	30,000	-	-	-	-	-	-
	Arts Center ADA Improvements	5,000	5,000	-	-	-	-	-	-
	Upgrade City Website	10,740	10,740	-	-	-	-	-	-
	Downtown Bicycle Parking	10,000	10,000	-	-	-	-	-	-
	Downtown Pedestrian Improvements	10,000	10,000	-	-	-	-	-	-
	Library Copier Replacement	21,000	21,000	-	-	-	-	-	-
	Enhanced Security System for Human Resources	10,000	10,000	-	-	-	-	-	-
50	Police Dept Furniture, Fixtures, Equipment	21,500	21,500	21,000	26,000	8,500	8,500	12,000	76,000
	Police Dept Intercom Radio System Replacement	7,670	7,670	-	-	-	-	-	-
	Police Dept Printer, Copier, Scanner Replacemt	20,000	20,000	-	-	-	-	-	-
51	LTE D-Block Radio Program	15,000	15,000	15,000	15,000	15,000	-	-	45,000
	Rolling Shelving Storage for Evidence	10,000	10,000	-	-	-	-	-	-
	Handheld Portable Radio Replacement	12,000	12,000	-	-	-	-	-	-
	TruCAM Video Laser	6,500	6,500	-	-	-	-	-	-
	City-Wide Telephone System Upgrade	125,000	125,000	-	-	-	-	-	-
	Video Display in Patrol Area	6,200	85,620	-	-	-	-	-	-

(continued)

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Capital Projects Fund (continued)

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	General Government (continued):								
	Toughbooks, Printers, Docking Stations	8,000	8,000	-	-	-	-	-	-
52	Enterprise Resource Planning System (70%)	525,000	581,250	310,000	-	-	-	-	310,000
53	Lucity Software (25%)	18,750	18,750	6,250	-	-	-	-	6,250
	Minute Recording System	5,490	5,490	-	-	-	-	-	-
	IT Core Routing & Switching - City Hall	50,000	50,000	-	-	-	-	-	-
	Technology - City Services Facility	25,000	25,000	-	-	-	-	-	-
	Desktop Management Software	15,000	15,000	-	-	-	-	-	-
	Desktop Productivity Suite of Software	48,000	48,000	-	-	-	-	-	-
	Library Network (Data) Switching	30,000	30,000	-	-	-	-	-	-
	Police Network (Data) Switching	20,000	20,000	-	-	-	-	-	-
	Software Update - Self-Check Machines	15,000	15,000	-	-	-	-	-	-
54	Main Street Patios	-	-	40,000	-	-	-	-	40,000
55	Surveillance Upgrades at City Hall	-	-	30,000	-	-	-	-	30,000
56	Virtualization Phase II - Business Continuity	-	-	80,000	-	-	-	-	80,000
57	Library Furniture Replacement, Reupholstering	-	-	6,050	-	-	-	-	6,050
58	Integrated Library System Upgrade	-	-	19,370	-	-	-	-	19,370
59	Ballistic Helmets for Police Officers	-	-	14,000	-	-	-	-	14,000
60	FM Radio Stations	-	-	26,000	-	-	-	-	26,000
61	Body Cams	-	-	45,000	-	-	-	-	45,000
62	Police Records Management System Replacement	-	-	-	300,000	-	-	-	300,000
63	Handheld Portable Radio Replacement	-	-	12,000	12,000	12,000	-	-	36,000
64	Police Department Basement Restrooms and Lockers	-	-	60,000	-	-	-	-	60,000
65	Camera System - Police & Courts Building	-	-	15,000	-	-	-	-	15,000
66	Fire Proof File Cabinet	-	-	5,000	-	-	-	-	5,000
67	Downtown Parking Structure Feasibility Study (50% City)	-	-	40,000	-	-	-	-	40,000
68	Bus then Bike Shelter (net)	-	-	25,000	-	-	-	-	25,000
69	Community Sculpture Garden - Art in the Park	-	-	-	-	-	30,000	30,000	60,000
70	Center for the Arts - AudioVisual Equipment	-	-	11,300	-	-	-	-	11,300
71	Center for the Arts - ADA Compliance & Storage Remodel	-	-	30,000	-	-	-	-	30,000
72	IT Security Audit (Net)	-	-	-	30,000	-	-	-	30,000
73	Visitor Center & Historical Museum (Design Only)	-	-	-	227,500	-	-	-	227,500
74	Old Town Bike Boulevard	-	-	-	5,000	-	-	-	5,000
75	Wayfinding Implementation	-	-	-	-	200,000	-	-	200,000
	Total Capital Projects - General Govt	1,537,940	1,217,760	810,970	615,500	235,500	38,500	42,000	1,742,470

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Capital Projects Fund (continued)

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	Public Works:								
76	City Services Facility (25%)	2,680,600	2,680,600	3,750	-	-	-	-	3,750
77	Concrete Replacement	90,000	67,340	90,000	90,000	90,000	90,000	90,000	450,000
78	Street Reconstruction Program	1,446,500	1,951,300	1,950,000	1,800,000	1,850,000	1,900,000	1,950,000	9,450,000
79	Pavement Booster Program	220,000	359,030	460,000	600,000	300,000	1,000,000	500,000	2,860,000
	Bridge Reconstruction Projects - Flood	3,160,000	3,204,600	-	-	-	-	-	-

(continued)

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Capital Projects Fund (continued)

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	Public Works (continued):								
	Highway 42 & Pine Street Intersection	5,040	5,040	-	-	-	-	-	-
	Wayfinding	78,900	78,900	-	-	-	-	-	-
	South Street Underpass (95%)	2,476,870	900,000	1,576,870	-	-	-	-	1,576,870
	State Highway 42 Traffic Signals	426,190	394,540	-	-	-	-	-	-
	Wayfinding - McCaslin & Centennial Valley	90,610	90,610	-	-	-	-	-	-
	McCaslin/US36 Interchange (DDI)	1,275,730	1,425,730	-	-	-	-	-	-
80	BNSF RR Underpass/N Drainage (25%)	45,460	45,460	51,000	119,000	136,000	204,000	-	510,000
	Short Street Traffic Signal	4,000	4,000	-	-	-	-	-	-
81	Downtown Parking/Transit Project	320,000	417,000	440,000	-	-	-	-	440,000
	SH 42 Short Crossing Improvements	500,000	200,000	-	-	-	-	-	-
	Dillon Road/St Andrews Intersection	391,000	391,000	-	-	-	-	-	-
	Downtown Surface Parking Expansion	100,000	215,000	-	-	-	-	-	-
	Motor Vehicle/Road Equipment	135,100	135,100	-	-	-	-	-	-
82	Traffic Signals	95,000	95,000	53,000	68,000	53,000	53,000	53,000	280,000
83	Environmental Site Assessment - 1600 Empire Road (25%)	-	-	3,750	-	-	-	-	3,750
84	SH 42 Corridor Improvements	-	-	1,500,000	200,000	1,540,000	400,000	250,000	3,890,000
85	Railroad Quiet Zones	-	-	160,000	-	1,200,000	-	-	1,360,000
86	Contract Striping w/Epoxy Paint	-	-	70,000	-	70,000	-	70,000	210,000
87	Fuel Tank Decommissioning (25%)	-	-	7,500	-	-	-	-	7,500
88	GPS for Snow Removal Equipment	-	-	7,000	-	-	-	-	7,000
89	Kaylix Ave Extension South	-	-	-	50,000	400,000	-	-	450,000
90	Kaylix Ave Extension North (Net)	-	-	-	25,000	150,000	-	-	175,000
91	BCHA Affordable Housing Assistance	-	-	-	-	486,120	-	-	486,120
92	Front St. Pass through to Community Park	-	-	10,000	-	-	-	-	10,000
93	Communications Fiber Project	-	-	-	-	-	250,000	-	250,000
94	CTC/96th Street Connector (Net of Funding from CTC Metro)	-	-	-	-	-	50,000	500,000	550,000
95	Dillon & 104th Traffic Signal	-	-	-	-	-	-	45,000	45,000
	Total Capital Projects - Public Works	13,541,000	12,660,250	6,382,870	2,952,000	6,275,120	3,947,000	3,458,000	23,014,990

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Capital Projects Fund (continued)

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	Parks & Recreation:								
	Pond Liner Replacement (50%)	41,960	44,950	-	-	-	-	-	-
96	Median Improvements	39,680	39,680	25,000	25,000	88,000	25,000	25,000	188,000
97	Athletic Fields Annual Upgrades	14,000	14,000	14,000	14,000	14,000	14,000	14,000	70,000
	Rec Center - Senior Kitchen Appliances	25,000	25,000	-	-	-	-	-	-
98	Recreation Equipment	65,000	65,000	70,000	70,000	70,000	70,000	70,000	350,000
	ADA Requirements	18,670	18,670	-	-	-	-	-	-
	Rec Center - Pool Upgrades	17,900	17,900	-	-	-	-	-	-
99	Tennis Court Renovations	-	-	50,000	168,000	-	84,000	-	302,000
100	Rec Center - Industrial Washer & Dryer	-	-	18,000	-	-	-	-	18,000
101	Rec Center - Dri-Deck	-	-	10,000	-	10,000	-	10,000	30,000
102	Rec Center - Lap Line Replacement	-	-	7,000	-	-	-	-	7,000

(continued)

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Capital Projects Fund (continued)

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	Parks & Recreation (continued):								
103	Rec Center - Tennis Ball Machine	-	-	6,610	-	-	-	-	6,610
104	Rec Center - Parking Lot Lighting	-	-	25,000	-	-	-	-	25,000
105	Rec Center - Aerobics Floor Replacement	-	-	-	-	30,000	-	-	30,000
106	Rec Center - Door Replacement	-	-	-	-	85,000	-	-	85,000
107	Rec Center - Carpet Replacement	-	-	-	-	35,000	-	-	35,000
108	Bucket Truck (50%)	-	-	42,500	-	-	-	-	42,500
109	Recreation Center - Aquatic Center Expansion	-	-	25,000	60,000	-	-	-	85,000
110	Reuse Water Line Expansion (50%)	-	-	-	10,000	-	-	-	10,000
111	Rec Center - Power Washer	-	-	-	15,000	-	-	-	15,000
112	Rec Center - Pool Concrete Resurfacing	-	-	-	-	-	-	-	-
113	Repurpose In-Line Skating Rink	-	-	-	-	-	81,000	-	81,000
114	Rec Center - Lobby Floor Renovation	-	-	-	-	50,000	-	-	50,000
115	Park Irrigation Upgrades	-	-	-	-	165,000	220,000	165,000	550,000
116	Rec Center - Ceiling Renovation	-	-	-	-	-	-	100,000	100,000
117	Community Park Sprayground Renovation	-	-	-	-	-	35,000	250,000	285,000
118	Rec Center - Pool Table	-	-	-	-	-	-	6,000	6,000
119	Rec Center - Circuit Weight Equipment	-	-	-	-	-	-	70,000	70,000
120	City Hall/White House Plaza	-	-	-	-	-	-	-	-
121	City Entry Signs	-	-	-	-	-	-	-	-
	Total Capital Projects - Parks & Rec	222,210	225,200	293,110	362,000	547,000	529,000	710,000	2,441,110

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Water Utility Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
122	Vehicle & Equipment Replacement	28,300	28,300	-	-	-	-	23,000	23,000
	Sid Copeland WTP Contact Tank Improvements	160,000	160,000	-	-	-	-	-	-
123	Water Line Replacement	210,000	210,000	220,000	230,000	245,000	255,000	260,000	1,210,000
	US36 Raw Waterline Replacement	177,000	177,000	-	-	-	-	-	-
	3 MG Tank	2,340	2,340	-	-	-	-	-	-
	Valve R and R	5,930	14,900	-	-	-	-	-	-
	Eldorado Intake - Flood Reconstruction	1,200,000	1,804,320	-	-	-	-	-	-
	Raw Water Master Plan	150,000	150,000	-	-	-	-	-	-
124	City Services Facility (25%)	2,680,600	2,680,600	3,750	-	-	-	-	3,750
	Lateral Lining	93,780	93,780	-	-	-	-	-	-
	Sludge Treatment/Handling	2,210,000	2,210,000	-	-	-	-	-	-
	North Plant Carbon Feed	12,460	12,460	-	-	-	-	-	-
	Heating Upgrades (HBWTF)	32,000	32,000	-	-	-	-	-	-
	North Plant Flooring Replacement	15,000	15,000	-	-	-	-	-	-
	Pressure Reducing Valve/Vault Removal	25,000	26,900	-	-	-	-	-	-
125	Enterprise Resource Planning System (15%)	112,500	84,375	45,000	-	-	-	-	45,000
126	Lucity Asset Management Software (25%)	18,750	18,750	6,250	-	-	-	-	6,250
	Computer Software	-	6,500	-	-	-	-	-	-
	Water System Tie-In with Superior	450,000	450,000	-	-	-	-	-	-
127	NCWCD-Windy Gap Firing Project	400,000	400,000	375,000	275,000	580,000	580,000	580,000	2,390,000

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(continued)

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Water Utility Fund (continued)

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	Utility Rate Study	-	2,250	-	-	-	-	-	-
	Core Area Utility (11%)	-	51,660	-	-	-	-	-	-
128	Environmental Site Assessment - 1600 Empire Road (25%)	-	-	3,750	-	-	-	-	3,750
129	SCWTP Contact Tank Improvements	-	-	600,000	-	-	-	-	600,000
130	SCWTP Pump Station Improvements	-	-	2,410,000	-	-	-	-	2,410,000
131	Louisville Pipeline Condition Assessment	-	-	250,000	-	-	-	-	250,000
132	SCWTP Drying Bed Rehabilitation	-	-	75,000	170,000	-	-	-	245,000
133	Water Facilities Security Upgrades	-	-	100,000	120,000	-	-	-	220,000
134	HBWTP Filter Media Replacement	-	-	155,000	-	-	-	-	155,000
135	Howard Diversion Upgrades	-	-	10,000	-	-	-	-	10,000
136	SCWTP Recycle Pond Maintenance	-	-	50,000	-	50,000	80,000	-	180,000
137	SCWTP - Recycle Pump Rehabilitation	-	-	7,000	-	-	-	-	7,000
138	Water Facilities SCADA Upgrades	-	-	145,000	-	25,000	-	-	170,000
139	HBWTP - Groundwater Pumps	-	-	10,000	-	-	-	-	10,000
140	Harper Lake Stop Logs	-	-	55,000	-	-	-	-	55,000
141	Bulk Water Meter/Backflow Replacement	-	-	17,600	-	-	-	-	17,600
142	Fuel Tank Decommissioning (25%)	-	-	7,500	-	-	-	-	7,500
143	PRV Replacement	-	-	40,000	-	-	-	-	40,000
144	Solar Buyout - WTP	-	-	216,410	-	-	-	-	216,410
145	Louisville Lateral Ditch Piping	-	-	-	200,000	200,000	200,000	200,000	800,000
146	HBWTP Flash Mixer Replacement	-	-	-	85,000	-	-	-	85,000
147	Tube Settler Replacement	-	-	-	575,000	-	730,000	-	1,305,000
148	WTP Facility Painting	-	-	-	120,000	-	-	-	120,000
149	Chlorine Dioxide Generator Rehabilitation	-	-	-	80,000	-	-	-	80,000
150	Sid C Facility Floc/Sed Basin Covers	-	-	-	-	850,000	610,000	-	1,460,000
151	SBR Ditch Lining	-	-	-	-	80,000	80,000	80,000	240,000
152	SWSP Transmission Capacity	-	-	-	-	-	120,000	1,200,000	1,320,000
153	Water Plants Disinfectant Evaluation	-	-	-	-	-	100,000	450,000	550,000
	Total Water Utility Fund	7,983,660	8,631,135	4,802,260	1,855,000	2,030,000	2,755,000	2,793,000	14,235,260
			(9,500)						

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Wastewater Utility Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	Pond Liner Replacement (50%)	41,960	44,950	-	-	-	-	-	-
	Roof Structure	20,000	20,000	-	-	-	-	-	-
154	Sewer Utility Line Replacement	300,000	300,000	315,000	330,000	350,000	365,000	370,000	1,730,000
	Sewer Main Video	25,000	25,000	-	-	-	-	-	-
155	City Services Facility (25%)	2,680,600	2,680,600	3,750	-	-	-	-	3,750
	WWTP Facilities Plan & Aeration Basin Repair	-	5,250	-	-	-	-	-	-
156	Enterprise Resource Planning System (15%)	112,500	84,375	45,000	-	-	-	-	45,000
157	Lucity Asset Management Software (25%)	18,750	18,750	6,250	-	-	-	-	6,250
158	Wastewater Plant Upgrade	13,750,000	13,750,000	13,735,000	3,063,000	-	-	-	16,798,000
	Core Area utility (9%)	-	42,270	-	-	-	-	-	-
159	Environmental Site Assessment - 1600 Empire Road (25%)	-	-	3,750	-	-	-	-	3,750
160	Reuse System Replacement	-	-	95,000	-	30,600	45,000	-	170,600
161	WWTP Laboratory Equipment	-	89	6,500	6,500	-	-	-	13,000

(continued)

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Wastewater Utility Fund (continued)

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
162	CTC Lift Station Controls	-	-	20,000	-	-	-	-	20,000
163	Fuel Tank Decommissioning (25%)	-	-	7,500	-	-	-	-	7,500
164	Solar Buyout - WWTP	-	-	106,590	-	-	-	-	106,590
165	Reuse Water Line Expansion (50%)	-	-	-	10,000	-	-	-	10,000
166	WWTP Security Upgrades	-	-	-	-	35,000	-	-	35,000
167	Drum Thickener Component Replacement	-	-	-	-	-	25,000	-	25,000
	Total Wastewater Utility Fund	16,948,810	16,971,195	14,344,340	3,409,500	415,600	435,000	370,000	18,974,440
			(9,500)						

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Storm Water Utility Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	South Street Underpass (5%)	133,380	133,380	-	-	-	-	-	-
168	Lucity Asset Management Software (25%)	18,750	18,750	6,250	-	-	-	-	6,250
	Sand-Salt Storage Building	135,000	135,000	-	-	-	-	-	-
169	BNSF RR Underpass/N Drainage (75%)	146,370	146,370	99,000	231,000	264,000	396,000	-	990,000
	Core Area Utility (80%)	600,000	600,000	-	-	-	-	-	-
170	Storm Sewer Detention Pond Maintenance	110,000	110,000	110,000	110,000	110,000	110,000	110,000	550,000
	CCS Drainage	250,000	250,000	-	-	-	-	-	-
	Golf Course Drainage Mitigation	150,000	154,500	-	-	-	-	-	-
171	City-Wide Storm Sewer Outfall Improvements	6,500,000	6,500,000	2,500,000	-	-	-	-	2,500,000
	Total Storm Water Utility Fund	8,043,500	8,048,000	2,715,250	341,000	374,000	506,000	110,000	4,046,250

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Golf Course Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
	Machinery & Equipment - Maintenance Equipment	750,000	675,000	-	-	-	-	-	-
	Golf Course Flood Reconstruction		227,570	299,300	-	-	-	-	-
	Golf Course Startup	250,000	200,000	-	-	-	-	-	-
	CCGC Identity Package	68,000	68,000	-	-	-	-	-	-
	Perimeter Fencing	15,000	15,000	-	-	-	-	-	-
	New Equipment - Truck	28,000	35,000	-	-	-	-	-	-
	Golf Course Clubhouse HVAC	35,000	35,000	-	-	-	-	-	-
	Information Technology	50,000	50,000	-	-	-	-	-	-
172	Coal Creek Range Furniture	-	-	5,000	-	-	-	-	5,000
173	Chemical Storage	-	-	35,000	-	-	-	-	35,000
174	Golf Maintenance Facility Improvements	-	-	251,000	122,000	-	-	-	373,000
175	Snow Removal Equipment (50%)	-	-	25,000	-	-	-	-	25,000
176	Clubhouse South Deck Repair	-	-	25,000	-	-	-	-	25,000
177	Bucket Truck (5%)	-	-	4,250	-	-	-	-	4,250

(continued)

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Golf Course Fund (continued)

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
178	Year-Round Golf Learning & Fitting Center	-	-	-	49,800	-	-	-	49,800
179	Golf Shop Furniture & Fixtures	-	-	-	-	10,000	-	-	10,000
180	Irrigation Pump and Motor Maintenance	-	-	-	-	30,000	-	-	30,000
181	Back 9 Restroom/Shelter	-	-	-	-	105,600	-	-	105,600
182	Golf Launch Monitor	-	-	-	-	-	16,000	-	16,000
	Total Golf Course Fund	1,423,570	1,377,300	345,250	171,800	145,600	16,000	-	678,650

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Technology Management Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
183	Computer Hardware Replacement	60,000	60,000	30,000	30,000	30,000	30,000	30,000	150,000
	Total Technology Management Fund	60,000	60,000	30,000	30,000	30,000	30,000	30,000	150,000

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
Fleet Management Fund

Detail Page	Project Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
184-185	Motor Vehicle/Road Equipment	390,750	390,750	233,100	205,100	150,300	187,500	193,125	969,125
	Total Fleet Management Fund	390,750	390,750	233,100	205,100	150,300	187,500	193,125	969,125

City of Louisville
Five-Year Capital Improvement Program
For the Years 2016 Through 2020
All Funds

Fund Description	2015 Budget	2015 Estimate	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	5-Year Totals
Open Space & Parks Fund	3,178,630	3,197,040	408,300	613,400	675,000	830,000	264,100	2,790,800
Conservation Trust - Lottery Fund	502,790	502,790	391,200	447,000	352,500	210,500	490,000	1,891,200
Cemetery Fund	47,000	47,000	21,250	17,000	17,000	17,000	17,000	89,250
Capital Projects Fund	15,301,150	14,103,210	7,486,950	3,929,500	7,057,620	4,514,500	4,210,000	27,198,570
Water Utility Fund	7,983,660	8,631,135	4,802,260	1,855,000	2,030,000	2,755,000	2,793,000	14,235,260
Wastewater Utility Fund	16,948,810	16,971,195	14,344,340	3,409,500	415,600	435,000	370,000	18,974,440
Storm Water Utility Fund	8,043,500	8,048,000	2,715,250	341,000	374,000	506,000	110,000	4,046,250
Golf Course Fund	1,423,570	1,377,300	345,250	171,800	145,600	16,000	-	678,650
Technology Management Fund	60,000	60,000	30,000	30,000	30,000	30,000	30,000	150,000
Fleet Management Fund	390,750	390,750	233,100	205,100	150,300	187,500	193,125	969,125
Total for All Funds	53,879,860	53,328,420	30,777,900	11,019,300	11,247,620	9,501,500	8,477,225	71,023,545

SUBJECT: ECONOMIC DEVELOPMENT UPDATE

DATE: MARCH 7, 2016

PRESENTED BY: AARON DEJONG, ECONOMIC DEVELOPMENT

550 S. McCaslin Urban Renewal – Proposals are due March 10, 2016. The Louisville Revitalization Commission will begin review of proposals at their Friday, March 18, 2016 meeting.

North End Marketplace Development to Planning Commission

Markel Homes is proposing a mixed use development upon their 6 acre parcel east of King Soopers on South Boulder Road. The development includes 65 residential units (31 units 50+ age restriction) and 40,000 sf of retail/office development. Planning Commission will hear the proposal at their March, 10, 2016 meeting.

Street Faire Manager Position

The Street Faire sub-committee hired Jennifer Grathwohl to coordinate the Street Faire for 2016. She has already hit the ground running and lining up services for the season.

Business Relocation inquiries up

February continued the trend from previous months with several businesses contacting staff requesting property availabilities and potential city programs in relocating their businesses in Louisville.

Xceligent 4th Quarter 2015 Office Market Report

Xceligent, a commercial property database, released their 4th Quarter Office report. The Louisville/Superior submarket is showing an office vacancy of 6.1% with net absorption of -6,600 sf for the year. Lots of activity in the market, but the area isn't seeing significant increased demand.



XCELIGENT™
BUILDING DATA. EVERYWHERE.

OFFICE MARKET REPORT

Boulder

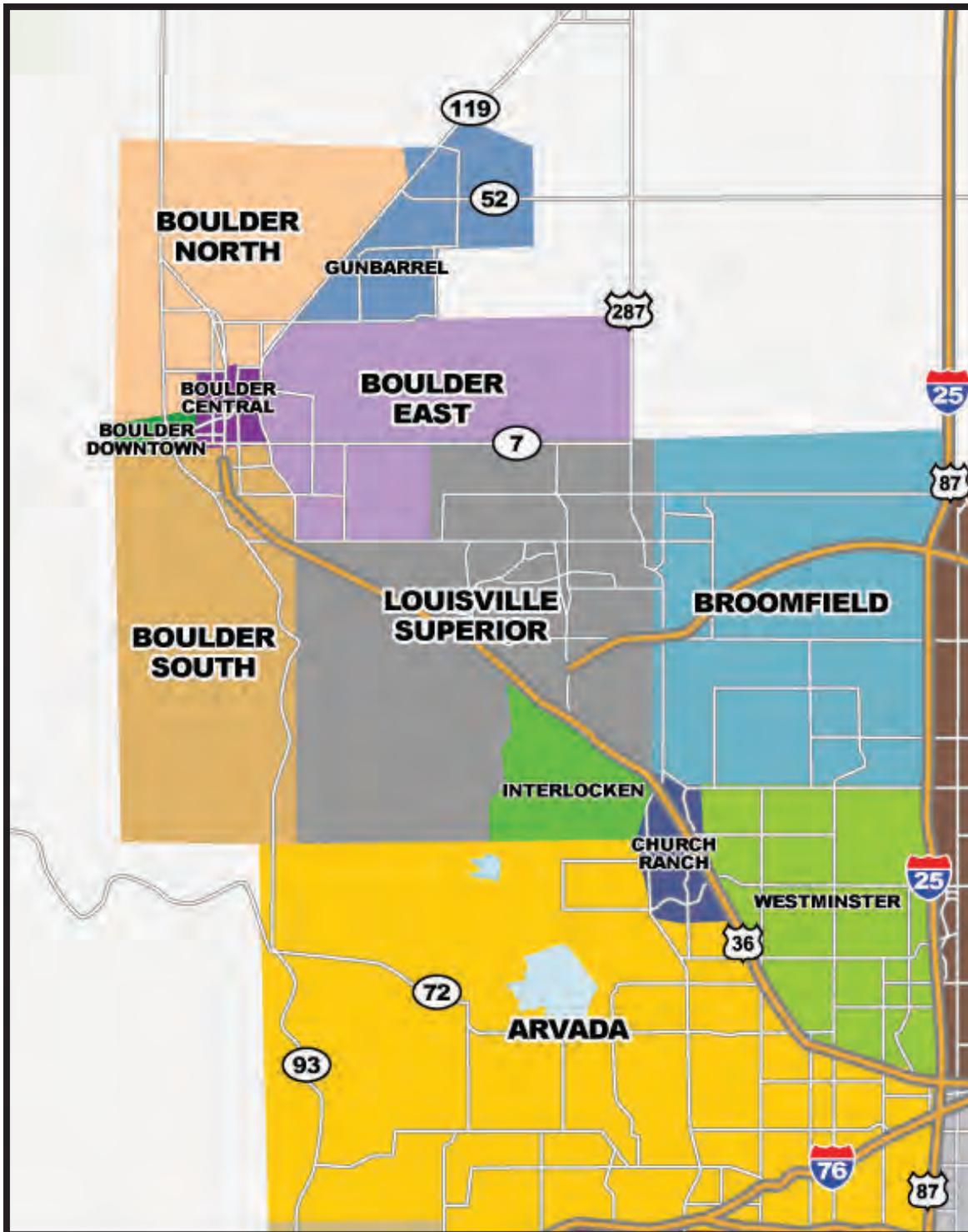
4th Quarter 2015

Xceligent is a leading provider of verified commercial real estate information which assists real estate professionals, appraisers, owners, investors and developers that make strategic decisions to lease, sell, buy and develop commercial properties.

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Vacancy Rates & Asking Rates	7-8
Leasing & Absorption	9-10
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Office Advisory Board Members	12
Xceligent Team	13

The Boulder tracked set consists of an inventory of buildings considered to be competitive by the brokerage community. All buildings within the competitive tracked set have been reviewed and verified by members of the Advisory Boards for the market area.

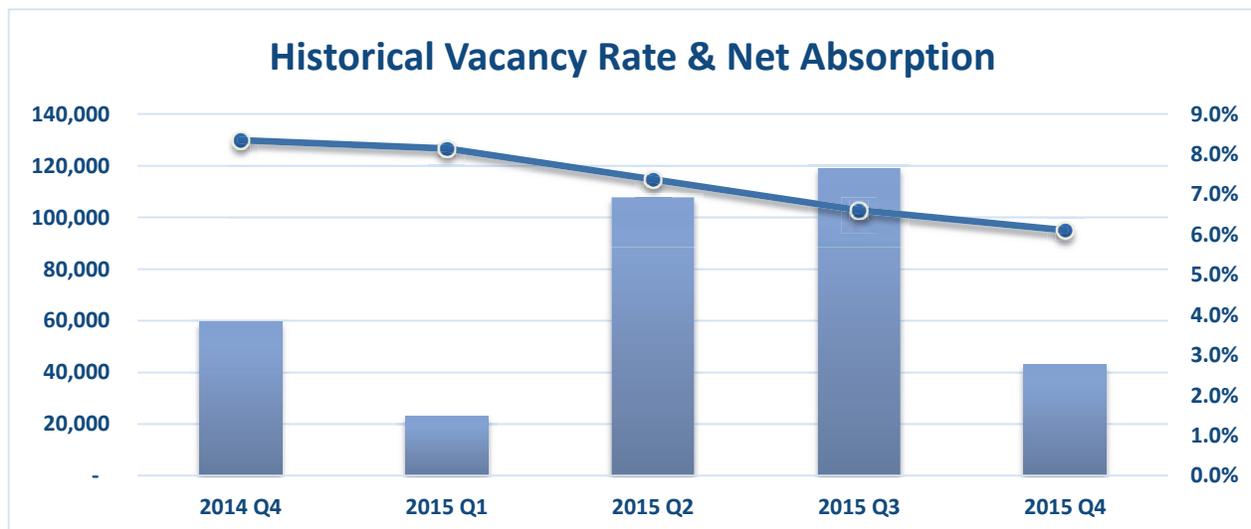
Tracked Inventory (Office)	The total square feet of all competitive, existing single and multi-tenant office properties greater than 10,000 sf.
Class A	Most prestigious buildings competing for premier office users with rents above the market average. Buildings have high quality standard finishes, state of the art systems, exceptional accessibility and a definite market presence.
Class B	Buildings competing for a wide range of office users with average market rents. Building finishes are fair to good for the area and systems are adequate, but the property does not compete with Class A product.
Class C	Buildings competing for office users requiring functional office space at rents below the market average for the area.
Total Available SF	All of the available leasable space within a building, whether it is occupied or vacant, for direct lease or sublease space. Space can be available but not vacant, for example, if the landlord, or his agent is marketing space that will be coming available at a future date because a tenant is planning to move.
Total Vacant SF	The total of all of the vacant square footage within a building, including both direct and sublease space.
Direct Vacant SF	The total of the vacant square footage in a building that is being marketed by an agent representing the landlord.
Sublease SF	Space that is offered for lease by a current tenant or his agent, within a property. Whether the tenant is paying rent or not, the space is considered vacant only if it is unoccupied.
Net Absorption	The net change in occupied square feet from quarter to quarter, expressed in square feet.



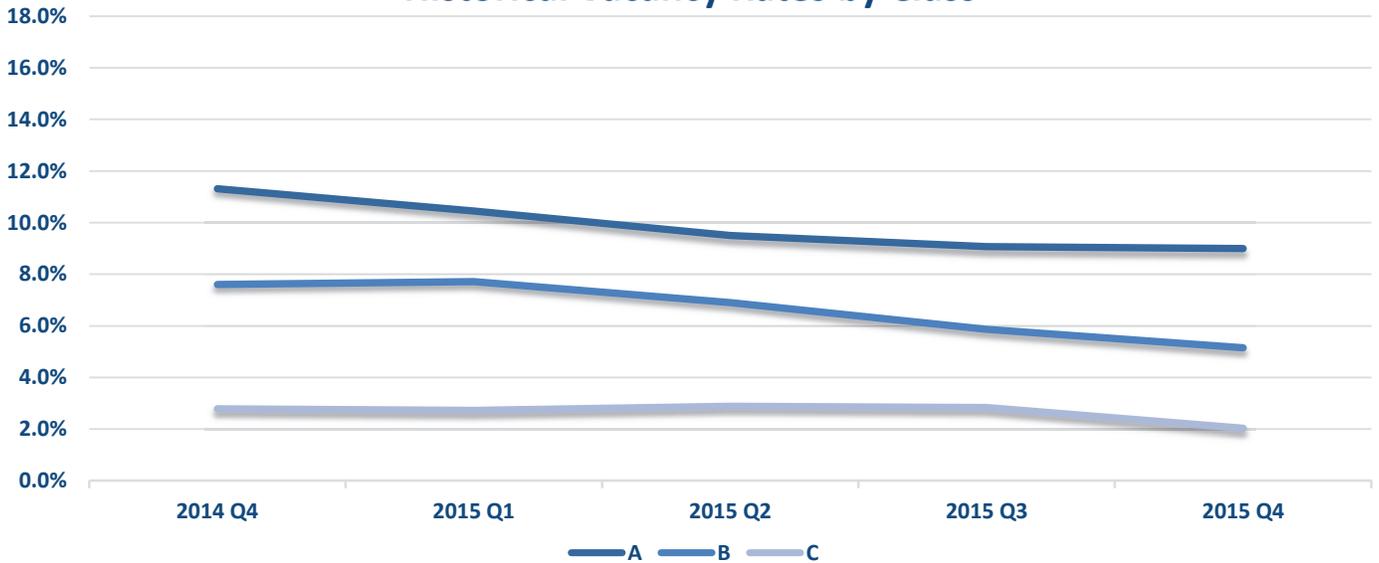
Overview

- The Boulder area experienced 43,179 square feet of positive absorption in the fourth quarter of
- Rental rates are continuing to increase especially in Downtown Boulder. This is causing potential tenants to rethink their desire to be in the Boulder area and are moving their businesses eastward towards Denver.
- There are several law firms and wealth management businesses that are vacating the Boulder area and are moving East.
- During the upcoming quarters of 2016, over 200,000 square feet of space will be brought back to the market as businesses vacate the area. Downtown will see most of this vacant space.
- Many Landlords are paying real estate brokers bonuses to help encourage them to bring their clients to the Downtown area.

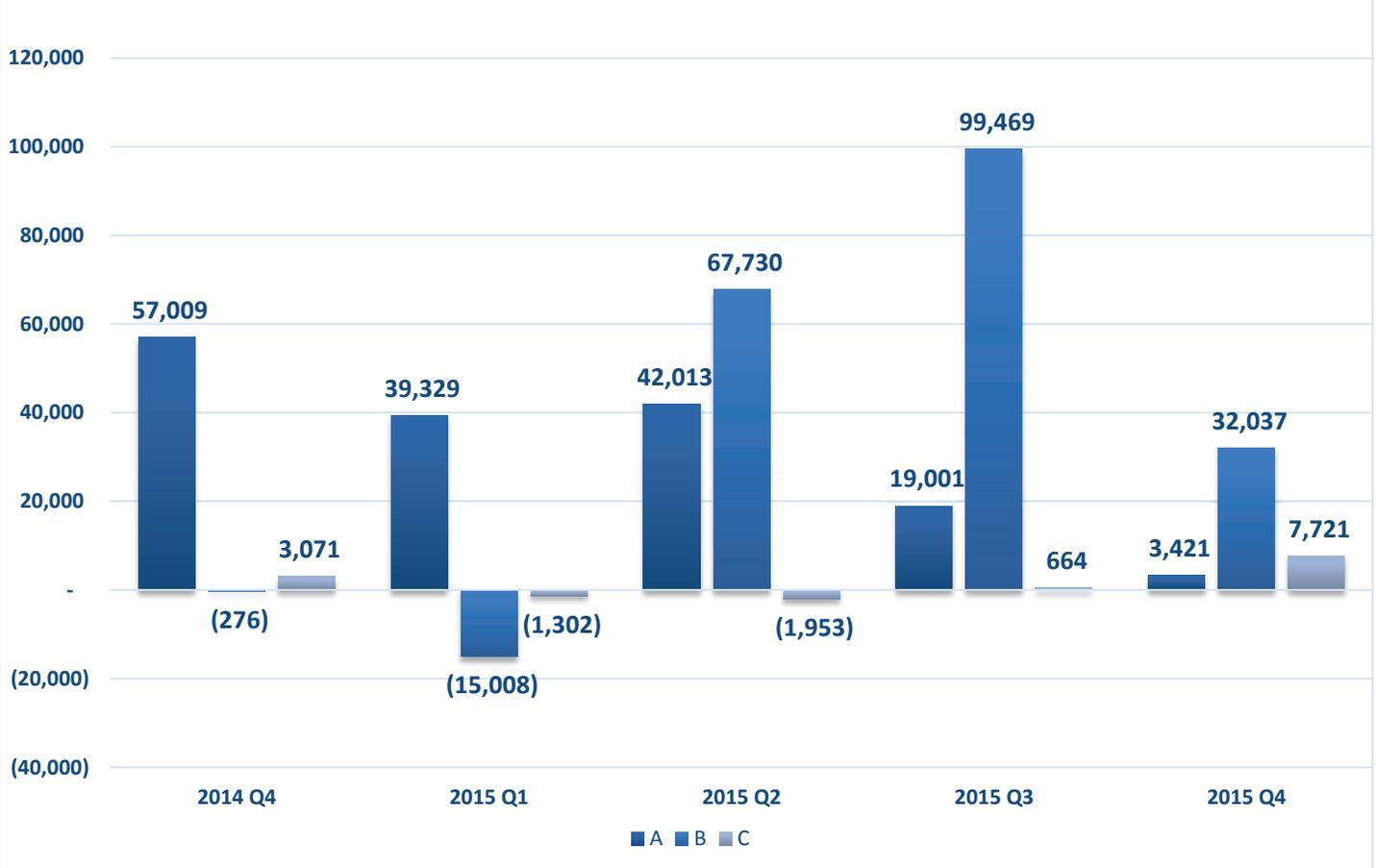
	# of Bldgs	Inventory (SF)	Total Available (SF)	Total Vacant (SF)	Total Vacancy Rate (%)	Direct Available (SF)	Direct Vacant (SF)	Direct Vacancy Rate (%)	Available Sublease (SF)	Quarterly Net Absorption (SF)	YTD Net Absorption
A	51	4,409,115	848,129	396,456	9.0%	660,616	324,100	7.4%	187,513	3,421	103,764
B	227	8,306,569	931,139	427,894	5.2%	814,278	427,894	5.2%	116,861	32,037	177,005
C	58	1,166,127	108,791	23,634	2.0%	84,280	20,398	1.7%	24,511	7,721	5,130
Grand Total	336	13,881,811	1,888,059	847,984	6.1%	1,559,174	772,392	5.6%	328,885	43,179	285,899



Historical Vacancy Rates by Class



Historical Net Absorption by Class



	# of Bldgs	Inventory (SF)	Total Available (SF)	Available Sublease (SF)	Vacancy Rate (%)	Net Absorption (SF)	YTD Net Absorption
Boulder	275	9,177,016	878,866	189,035	4.4%	37,984	170,214
Central	57	1,751,809	171,392	74,826	7.1%	6,809	-23,059
A	5	336,264	78,093	66,912	20.1%	0	-2,363
B	38	997,248	63,548	7,914	5.4%	7,037	-22,585
C	14	418,297	29,751	0	0.8%	-228	1,889
Downtown	53	2,095,952	189,492	52,560	4.1%	3,877	2,935
A	16	1,065,168	88,372	31,845	1.1%	-1,549	29,877
B	33	971,982	98,354	20,715	7.3%	5,426	-25,659
C	4	58,802	2,766	0	4.0%	0	-1,283
East	73	2,691,545	266,613	52,182	3.4%	24,715	175,613
A	4	46,372	3,957	0	2.1%	-980	1,356
B	55	2,383,750	219,150	27,671	3.6%	25,695	173,912
C	14	261,423	43,506	24,511	1.9%	0	345
Gunbarrel	16	560,977	17,393	4,734	1.5%	0	6,716
B	15	546,093	17,393	4,734	1.6%	0	6,716
C	1	14,884	0	0	0.0%	0	0
Longmont	47	1,232,353	192,557	4,733	6.0%	-2,057	8,245
A	6	130,152	23,350	4,733	7.5%	0	6,195
B	32	932,836	152,354	0	6.7%	-1,082	2,695
C	9	169,365	16,853	0	0.6%	-975	-645
North	6	67,607	4,452	0	2.6%	0	-12,220
B	4	41,907	4,452	0	4.1%	0	-12,220
C	2	25,700	0	0	0.0%	0	0
South	23	776,773	36,967	0	2.7%	4,640	11,984
A	3	377,362	0	0	0.0%	0	0
B	10	244,393	27,632	0	6.5%	1,599	12,565
C	10	155,018	9,335	0	3.5%	3,041	-581
Denver Northwest	61	4,704,795	1,009,193	139,850	9.4%	5,195	115,685
Arvada	1	165,538	0	0	0.0%	0	0
B	1	165,538	0	0	0.0%	0	0
Broomfield	5	292,220	17,410	15,291	0.7%	5,883	5,883
B	4	268,094	17,410	15,291	0.8%	0	0
C	1	24,126	0	0	0.0%	5,883	5,883
Church Ranch	1	111,160	0	0	0.0%	0	0
A	1	111,160	0	0	0.0%	0	0
Interlocken	23	2,681,280	766,598	108,911	12.9%	5,950	79,028
A	14	2,238,647	642,481	84,023	13.2%	5,950	68,699
B	9	442,633	124,117	24,888	11.4%	0	10,329
Louisville/Superior	31	1,454,597	225,185	15,648	6.5%	-6,638	30,774
A	2	103,990	11,876	0	11.4%	0	0
B	26	1,312,095	206,729	15,648	5.8%	-6,638	31,252
C	3	38,512	6,580	0	17.1%	0	-478
Grand Total	336	13,881,811	1,888,059	328,885	6.1%	43,179	285,899

	Vacancy Rate %					Weighted Asking Rate (FSG)				
	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4
Boulder	6.6%	6.5%	6.0%	5.1%	4.4%	\$24.31	\$25.92	\$27.36	\$27.14	\$25.62
A	6.3%	5.2%	4.9%	4.5%	4.6%	\$34.62	\$32.28	\$37.95	\$38.41	\$40.60
B	7.5%	7.8%	7.1%	5.9%	4.9%	\$23.19	\$25.60	\$25.94	\$25.93	\$23.56
C	1.9%	1.8%	1.9%	1.9%	1.5%	\$20.38	\$20.85	\$20.97	\$23.80	\$21.82
Denver Northwest	11.8%	11.3%	10.0%	9.6%	9.4%	\$27.32	\$26.96	\$25.66	\$26.64	\$27.47
A	15.3%	14.6%	13.2%	12.7%	12.5%	\$30.19	\$30.49	\$28.87	\$28.52	\$29.73
B	7.8%	7.5%	6.3%	5.8%	5.9%	\$23.15	\$23.34	\$23.41	\$23.37	\$23.40
C	19.1%	19.9%	19.9%	19.9%	10.5%	\$14.23	\$10.28	\$10.28	\$10.28	\$10.28
Grand Total	8.3%	8.1%	7.4%	6.6%	6.1%	\$26.33	\$26.58	\$26.46	\$26.85	\$26.79

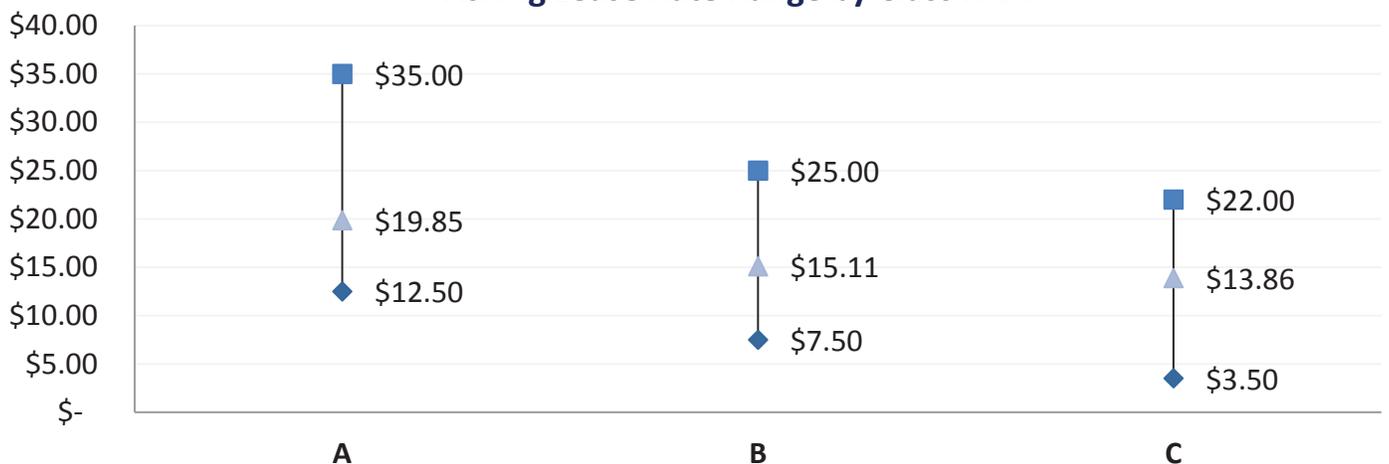
Vacancy Rate by Market

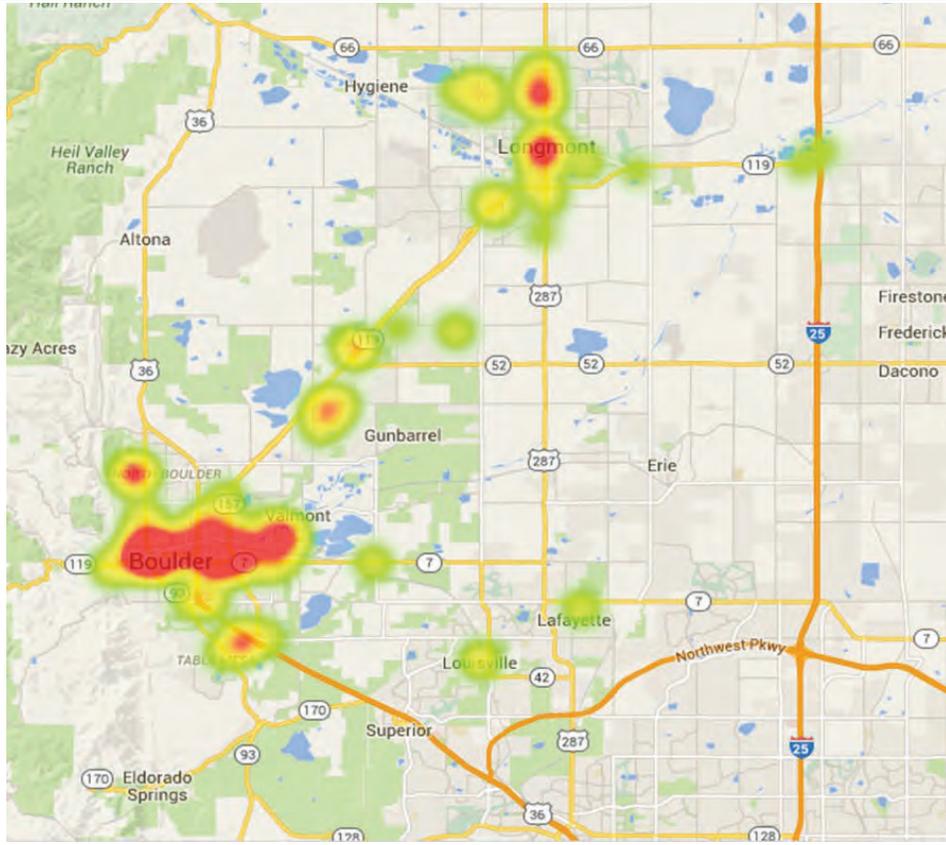


Weighted Asking Rates by Market



Asking Lease Rate Range by Class NNN

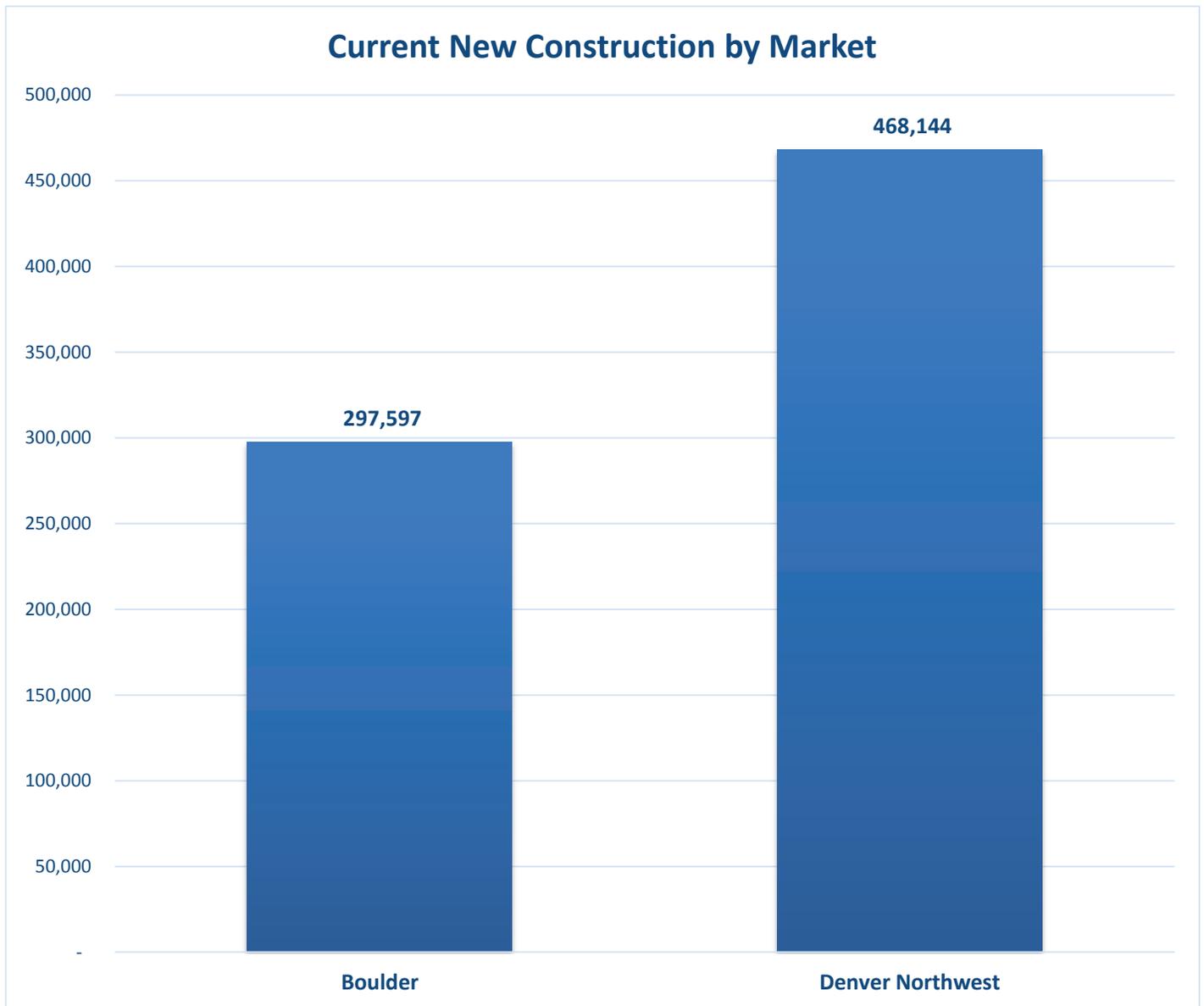




Largest Absorption Changes

Property Name	SF Occupied or Vacated	Tenant Name	Market	Building Class
2465 Central Avenue	12,209 SF	Stable Laser Systems	East	B
Three Pearl Plaza	10,470 SF	QSC Audio	East	B
Pearl Street Square	4,851 SF	Goldman Sachs	Downtown	B
2011 Cherry Street	3,578 SF	J3 Engineering	Louisville/Superior	B

Top Transactions						
Property Name	Sale Price	SF Sold	Buyer	Seller	Market	Building Class
Maxim Building	\$8,100,000	18,300 SF	EAT- 1519 LLC	1900 9th Street Associates LLC	Boulder	B
Gunbarrel Medical Center	\$4,042,000	27,909 SF	Tebo-OConnor LLC	Gunbarrel City Centre LLC	Boulder	B
The Tree House	\$1,800,000	6,396 SF	Wilton Fortress LLC	29th Street Tree House LLC	Boulder	B
10184 E I-25 Frontage Rd	\$1,250,000	13,909 SF	Simply Inspiring LLC	Flatiron Constructors Inc	Boulder	B
4735 E Walnut St	\$1,045,000	6,238 SF	Cloudburst LLC	BriarPatch Lane LLC	Boulder	B
2245 Broadway St	\$1,000,000	2,152 SF	Bolder Independence LLC	Russell D & Barbara J Brown	Boulder	C



Boulder	
Re/Max Commercial	Keith Kanemoto
Gibbons White Commercial	Chris Boston
Dean Callan	Hunter Barto
New Option Partners	Aaron Evans
The Colorado Group	Todd Walsh

This information has been obtained from sources believed reliable. While we do not doubt its accuracy, we have not verified it and make no guarantee, warranty or representation about it. It is your responsibility to independently confirm its accuracy. **For more information, please contact :**

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