



## City Council

February 20, 2024  
Packet Addendum #1

## **Meredyth Muth**

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**From:** Rob Zuccaro  
**Sent:** Tuesday, February 20, 2024 3:15 PM  
**To:** Christopher Leh; Deb Fahey; Caleb Dickinson; Judi Kern; Barbara Hamlington; Tim Bierman  
**Cc:** Meredyth Muth; Jeff Durbin; Samma Fox; Kurt Kowar; Cameron Fowlkes; Mary Hamann  
**Subject:** Redtail Ridge County Question

Mayor and Council,

Below is a question received from a Councilmember in italics followed by staff's response.

*What would be the traffic impact from a percentage increase perspective relative to Average Daily Trips today vs full build out (21,285)?*

The answer to this will be influenced by distribution of traffic onto each surrounding road network and the amount of increase in regional background traffic in 2040. It is also important to note that roadway capacity improvements would be implemented with this development on some of the surrounding roadways, and other capacity improvements would be anticipated in the full build out horizon even though not constructed directly by this project.

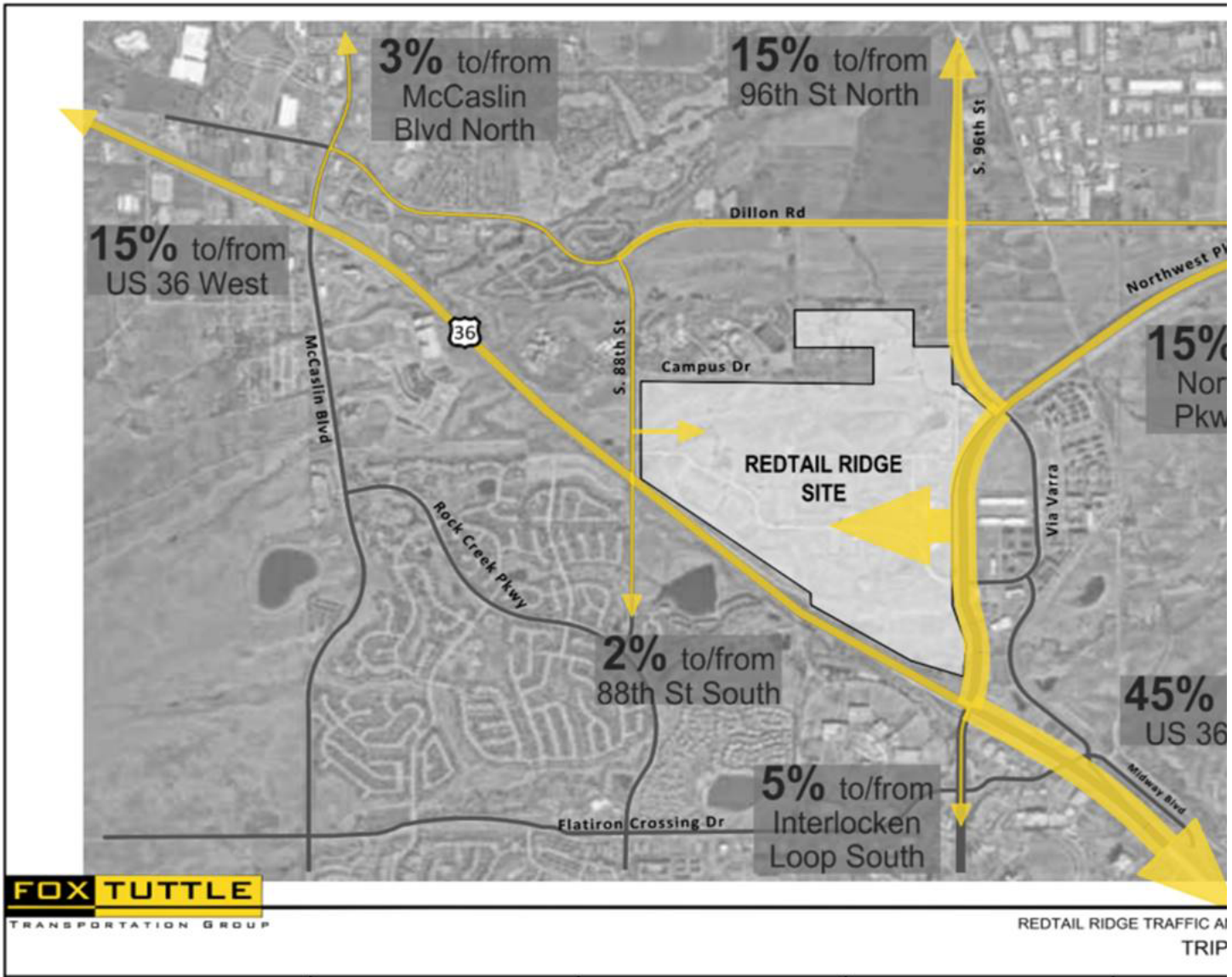
The estimated distribution of traffic is provided in the graphic below and is based on assumptions from the applicant's engineer. Staff reviewed the distribution assumptions with the application and finds that these assumptions are reasonable considering the current traffic patterns and anticipated uses for the property. Using this distribution, an estimate of additional daily total trips at full buildout would be:

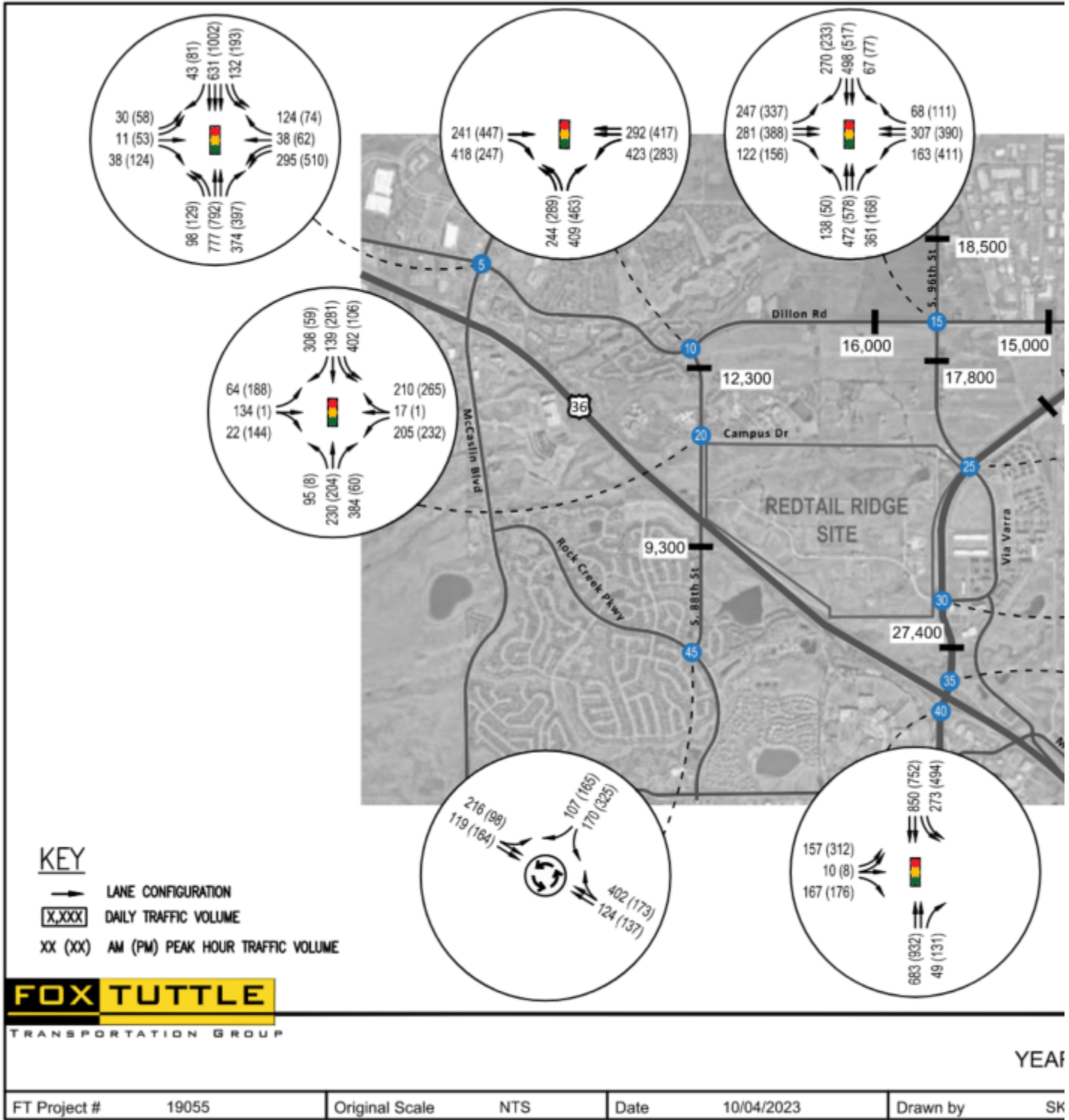
- To/from US 36 east: 9,578 trips (45%)
- To/from US 36 west: 3,192 trips (15%)
- To/from NW Parkway east: 3,192 trips (15%)
- To/from 96<sup>th</sup> St north: 3,192 trips (15%)
- To/from Interlocken Loop south: 1,064 trips (5%)
- To/from McCaslin Blvd north: 638 trips (3%)
- To/from 88<sup>th</sup> St. south: 426 trips (2%)

Copied below are 2023 existing traffic volumes and 2040 estimated background traffic. This provides an estimate of magnitude of anticipated increase in background traffic without the Redtail Ridge development taking place.

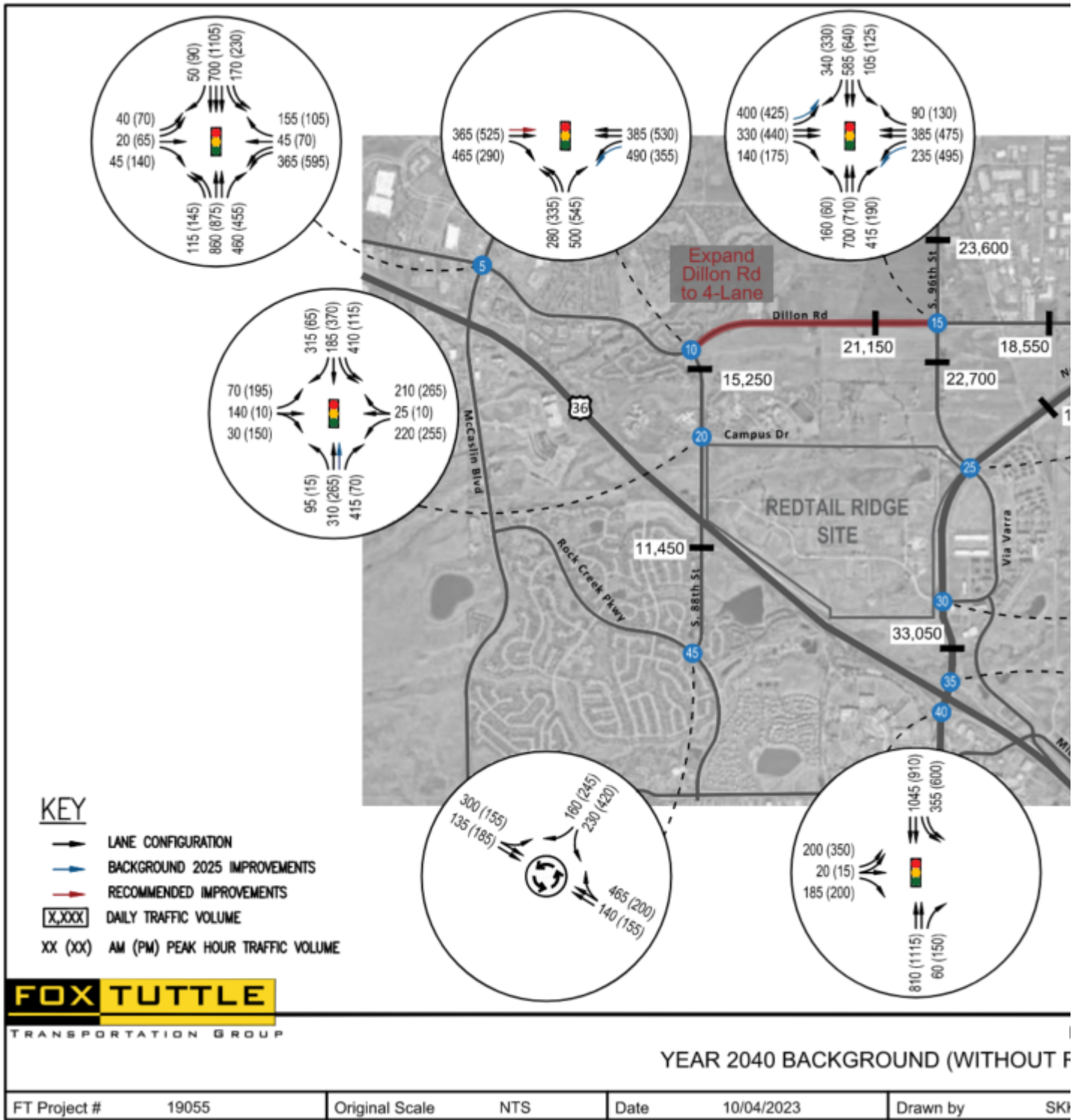
Denver Regional Council of Governments traffic count data is provided below for further comparison with the year of the most recent traffic count.

- US 36 east of NW Parkway interchange: 2020 – 71,380 trips
- US 36 west of NW Parkway interchange: 2019 – 92,667 trips
- NW Parkway between 96<sup>th</sup> St and US 36: 2022 – 31,524 trips
- 96<sup>th</sup> St north of NW Parkway: 2020 – 16,899 trips
- Interlocken Loop south of US 36: 2021 – 20,718 trips
- McCaslin Blvd north of Dillon Rd: 2018 – 27,757 trips
- 88<sup>th</sup> Street south of US 36: 2020- 28,754 trips









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**From:** [Rob Zuccaro](#)  
**To:** [Christopher Leh](#); [Deb Fahey](#); [Caleb Dickinson](#); [Barbara Hamlington](#); [Tim Bierman](#); [Judi Kern](#)  
**Cc:** [Jeff Durbin](#); [Samma Fox](#); [Meredyth Muth](#)  
**Subject:** Redtail Ridge Councilmember Questions  
**Date:** Monday, February 19, 2024 6:08:01 PM  
**Attachments:** [CP Traffic Study.pdf](#)

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Mayor and Council,

The following are answers to questions submitted from a Councilmember to staff regarding the Redtail Ridge application. The Councilmember question is in italics followed by staff's response.

- *Are there any traffic studies or reports from when the Redtail Ridge property was owned by Storage Tech or ConocoPhillips?*

Attached is the traffic study included in the 2010 Council packet for the ConocoPhillips Campus application. Staff was not able to locate any traffic studies in our records from the Storage Tech development.

- *Was there ever a time when traffic was limited?*

Staff is not aware of any agreements or restrictions on limiting traffic related to the Storage Tech development or ConocoPhillips approvals.

- *How much traffic does Avista generate at its current location?*

Staff does not have current traffic generation counts from Avista hospital.

Staff or the applicant will be available for any follow up questions at the meeting. This information will also be included in the next packet addendum.

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Traffic Impact Study

**EXECUTIVE SUMMARY FOR  
CONOCOPHILLIPS CAMPUS  
LOUISVILLE, COLORADO  
TRAFFIC IMPACT STUDY**

***Prepared for:***

ConocoPhillips Company  
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Houston, TX 77079

***Prepared by:***

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Project Manager: David E. Hattan, PE  
Project Engineer: Steven C. Marfitano, EI

***In Association with:***

Sustainable Traffic Solutions, Inc.  
823 West 124<sup>th</sup> Drive  
Westminster, CO 80234  
(303) 589-6875

FHU Reference No. 09-123-01  
January 2010

## EXECUTIVE SUMMARY

ConocoPhillips Company is proposing to build a new research, training, and office development in the City of Louisville, Colorado. The new facility would be located north of US 36 between South 88th Street and Northwest Parkway. This site is the former location of Storage Technology Corporation.

The overall site is approximately 432 acres with the PDP boundary including 390 acres. The current site is a developed parcel in which all existing structures have been razed and will be replaced with the new development. At build out, the total development will not exceed 2.5 million square feet (msf). The conceptual layout for the site includes an initial phase totaling 1.60 msf. Initial occupancy (Phase 1) is anticipated in 2013, Phase 2 totals 0.15 msf of additional development with occupancy anticipated in 2018, and Phase 3 (Build Out) totaling 0.75 msf of additional development with occupancy anticipated in 2032.

## PROPOSED DEVELOPMENT AND TRAFFIC GENERATION

The proposed development in the initial phase is expected to include the following land uses:

- Office space – 472,647 sf;
- Research center – 502,617 sf;
- Learning center – 34,967 sf;
- Private Lodge – 120 rooms; and
- Support services – 183 employees.
- Total Trip Generation for Phase 1:
  - Daily – 10,100 vehicle trips
  - AM Peak – 1,530 vehicle trips
  - PM Peak – 1,420 vehicle trips

The proposed development in Phase 2 is expected to include the following additional land uses:

- Research center – 135,630 sf;

The build out of the proposed development is expected to include the following additional land use:

- Office space – 299,155 sf; and
  - Research center – 437,451 sf.
  - Total Trip Generation for Build Out:
    - Daily – 17,500 vehicle trips
    - AM Peak – 2,660 vehicle trips
    - PM Peak – 2,455 vehicle trips
-



By way of comparison, the Storage Tek complex had 1.70 msf of building area and generated approximately 12,400 vehicle trips per day, 1,600 in the morning peak hour, and 1,400 in the evening. Two of these volumes are higher than forecasted for the ConocoPhillips site in Phase 1, and the PM peak hour is essentially the same. Whereas Storage Tek had two entrances, the ConocoPhillips campus will distribute traffic between four access points.

## TRAFFIC DEMAND MANAGEMENT

It is important to note that ConocoPhillips is seeking approval by the City of Louisville of a preliminary development plan that is conceptual in nature. Detailed information concerning specific traffic demand management (TDM) techniques that may be implemented during operations of the campus will be determined during final design of the campus. While it is too early for ConocoPhillips to commit to specific traffic demand management strategies, ConocoPhillips is keenly aware of the opportunities available and will evaluate each option for inclusion into an overall strategy once the approval of the conceptual plans is granted which will allow more detailed planning efforts to proceed.

- The most significant opportunity is to connect our campus to the Flatirons RTD bus stop on US 36. ConocoPhillips will consider direct shuttle service between the campus and the RTD stop.
- Currently the LYNX provides is the only local bus service in the vicinity of the campus. It runs along S. 88<sup>th</sup> Street and has a stop at Campus Drive to serve Avista Adventist Hospital. It currently runs on a half-hour schedule during peak hours. There may be an opportunity to work with the Regional Transportation District (RTD) and the City of Louisville to modify the LYNX route in the future to better serve the campus.
- ConocoPhillips is aware of van pool opportunities in the area. The company runs their own van pools in Houston allowing drivers a transportation alternative to private/rental cars.
- ConocoPhillips is aware of programs such as EcoPass and employee parking cash out and will evaluate them for inclusion into an overall strategy.
- ConocoPhillips has committed to connecting the campus to the regional trail system.
- ConocoPhillips has implemented flexible work hours at other locations to reduce pressure on peak hours. ConocoPhillips will strongly consider doing so at this facility, in particular recognition of the morning peak traffic inbound to Monarch schools (K-8 and high school) on S. 88<sup>th</sup> Street and Campus Drive.
- ConocoPhillips is currently evaluating flexible work practices and workspace programming that allow for widespread telecommuting that would reduce employee trips to existing facilities and will consider doing so at this facility.
- The learning center (including lodging) is a facility that will be designed to accommodate training classes for ConocoPhillips employees from throughout the company. ConocoPhillips anticipates that most of the employees would fly to the Denver metro area and be shuttled to the facility during the off peak. As a result, the number of trips normally expected from a facility of this type will be greatly reduced.



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## PROPOSED IMPROVEMENTS

The following phased improvements have been identified by the traffic impact study. **Figure ES-1** provides a graphical summary of the recommended major roadway improvements.

Background traffic improvements have been identified first for the 2013 and 2035 planning horizons. Background traffic describes traffic that would normally use the road network if ConocoPhillips were not to build on the proposed site. This traffic is based on existing traffic counts taken during August of 2008. The 2035 Denver Regional Council of Governments regional travel demand model was then used to calculate anticipated growth rates on roadways within the study area and used to grow the existing traffic counts at each intersection. In addition, known local developments located close to the ConocoPhillips site (a future expansion of Avista Adventist Hospital and new developments east of Storage Tek Drive in Broomfield) were included in the background traffic to represent traffic conditions in the study area if ConocoPhillips campus is not built. There is significant growth on all roads surrounding the ConocoPhillips Campus which will therefore require City of Louisville and other local agencies to construct roadway improvements to accommodate general growth in the study area. As a result, the following list of background traffic improvements list those improvements required to keep all roadways in the study area at acceptable levels of service in the future.

### *2013 Background Improvements*

**McCaslin Boulevard / Dillon Road** - The City of Louisville should widen the westbound Dillon Road approach to McCaslin Boulevard to add a second full-use left turn lane. This will provide dual left-turn lanes, one through lane, and one right-turn lane for westbound traffic. Currently, there are three lanes (one left-turn lane, one shared left-through lane, and one right-turn lane), and the signal timing is inefficient due to the need for a split-phase.

### *2035 Background Improvements*

**Dillon Road** - Dillon Road should be widened to four continuous through lanes from South 88th Street to east of the intersection with South 96th Street.

**South 96th Street** - South 96th Street should be widened to four continuous through lanes from just north of Dillon Road to the intersection with Northwest Parkway.

**Dillon Road / South 96th Street** - At Dillon Road and South 96th Street dual left turn lanes should be provided for all movements.

**McCaslin Boulevard / Dillon Road** - McCaslin Boulevard at the intersection with Dillon Road should be widened to provide three continuous through lanes in the northbound direction.

**Northwest Parkway/Storage Tek Drive** - This roadway should be widened to six continuous through lanes from the end of the tolled portion of the Northwest Parkway south to the intersection with the eastbound off ramp for US 36.

**McCaslin Boulevard** - McCaslin Boulevard should be widened to four continuous through lanes north of Coalton Road.

Next, total traffic improvements have been identified for the 2013 and 2035 planning horizons. Total traffic describes the sum of traffic previously described in the background scenario with traffic generated by the ConocoPhillips campus. The improvements necessary to accommodate

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ConocoPhillips Campus traffic are enumerated for 2013 and 2035. Some of these improvements should be re-evaluated in the future depending on the success of the TDM program that is implemented.

*2013 Total Improvements (Additional improvement attributable to the development)*

**Campus Drive** - Campus Drive will be extended east as a collector street from its current terminus near Monarch High School to intersect with South 96<sup>th</sup> Street at Paradise Lane. This is the primary access to the north side of the site. At the intersection of Campus Drive / South 96<sup>th</sup> Street a southbound auxiliary right turn lane, a northbound auxiliary left turn lane, and an eastbound auxiliary right turn lane will be constructed. Signal warrants were evaluated, and the intersection of Campus Drive (at Paradise Lane) and South 96<sup>th</sup> Street should be signalized with initial construction.

It is recommended that Campus Drive be constructed according to Louisville collector street standards with two through lanes and auxiliary turn lanes at appropriate intersections. The functional classification of collector is recommended based on the following characteristics of the extension of this road.

- The new roadway will function as a connection between the local driveways, Monarch schools, and ConocoPhillips and the arterial streets – South 88<sup>th</sup> Street and South 96<sup>th</sup> Street.
- Arterial classification is not appropriate since arterials typically carry traffic with longer distance trips, and Campus Drive will be constructed as an approximately 1 mile segment with no prospect for further extensions.
- Existing Campus Drive has a speed limit of 25 mph near the school, and the future extension will likely also be set at a posted speed limit no greater than 30 or 35 mph.
- Although laneage and classification are not closely linked, Campus Drive will remain at 2 lanes (3,200 ADT west of South 96<sup>th</sup> Street to 6,900 ADT east of South 88<sup>th</sup> Street) at build out of the ConocoPhillips Campus. The maximum capacity of a collector such as Campus Drive is normally considered to be approximately 10,000 vehicles per day. In addition, peak hour LOS analyses at the S. 88th and 96th Street intersections also show acceptable traffic operations with the laneage recommended in this study. As a note, the analysis included consideration of the unique peaking characteristics associated with Monarch High School.

The alignment of the Campus Drive extension, east of the Monarch schools, was based on a number of factors. First, extending Campus Drive straight through to South 96<sup>th</sup> Street along the existing east-west alignment would have resulted in an intersection 800 feet northwest of the South 96<sup>th</sup> Street/Northwest Parkway intersection and interfere with the access to the new fire station located at that location. Second, it would have resulted in a difficult transition due to grade differences between the super elevations at the intersection. As a result, curves were added into the roadway design, consistent with collector roadway standards, to connect the future Campus Drive extension north to the existing intersection with Paradise Lane. This access provides ample spacing (1,500 feet) between the proposed intersection at Paradise Lane and the South 96<sup>th</sup> Street/Northwest Parkway intersection. By providing access at Paradise Lane, it also aligns with the access on the east side of South 96<sup>th</sup> Street for the future thirteen



dwelling unit subdivision in Broomfield. Additionally, the curved alignment provides a 35 foot buffer between the proposed Campus Drive alignment and the two remaining ranchettes on Paradise Lane.

**Internal Road Network** - All internal roadways will need to be completed to accommodate Phase 1 traffic. Phase 1 involves completion of significant portions of both the north and south sides of the site so convenient access will be necessary from Site Accesses A, B, C, and D.

**Site Access A** – Although initial analyses showed that the existing dual northbound left turn lanes on Storage Tek Drive at the site access could handle traffic at this intersection, ConocoPhillips intends to construct triple northbound left turn lanes during Phase 1.

**Site Access B** – Construct a westbound auxiliary left turn lane and an eastbound auxiliary right turn lane for inbound traffic. Separate northbound left turn and right turn lanes will be needed at the new site access to accommodate outbound traffic.

**Site Access C** - The right-in/right-out only (RIRO) access point on Northwest Parkway should be constructed to provide direct access to the site to/from southbound Northwest Parkway. A continuous auxiliary right lane from South 96<sup>th</sup> Street to Site Access C should be provided to allow for sufficient weaving between drivers merging onto Northwest Parkway and drivers entering the campus. A continuous auxiliary right lane should also be provided from Site Access C to Site Access A to allow for sufficient weaving between drivers merging onto Northwest Parkway from the site exit and drivers entering the campus at Site Access A. This continuous right auxiliary lane will not necessarily be continuous at Site Access C due to grading differences between Northwest Parkway and the site.

**Site Access D** – Construct a southbound auxiliary left turn lane and a northbound right turn deceleration lane for inbound traffic at this access. Outbound traffic will need separate westbound left turn and right turn lanes at the site access. The outbound volumes are not high enough at the completion of Phase 1 to warrant signalization with initial construction.

**Street A** – Construct as a four lane roadway.

**Street B** – Construct as a two lane roadway.

**Street C** – Construct as a two lane roadway.

**Street D** – Construct as a two lane roadway.

**Street E** – Construct as a two lane roadway.

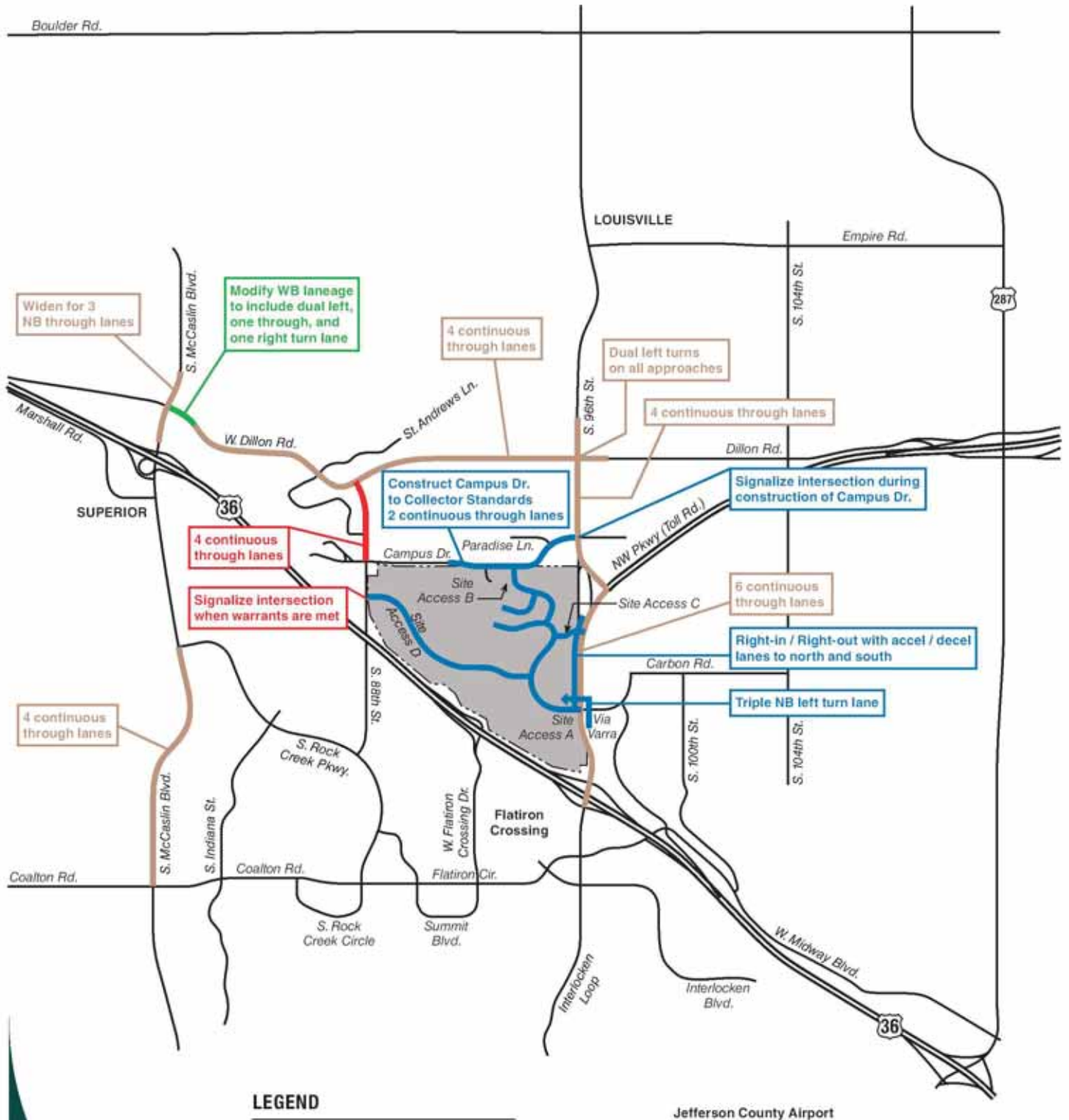
**Street F** – Construct as a two lane roadway.

*2035 Total Improvements (Additional improvement attributable to the development)*

**South 88th Street** - South 88th Street should be widened to four continuous through lanes from Dillon Road to Campus Drive.

**Internal Road Network** – Additional laneage improvements required for the 2035 total traffic volumes, above those listed for the 2013 scenario, follow:

**Site Access D** – This intersection should be signalized when traffic counts show that traffic is sufficient to meet the appropriate MUTCD signal warrant.



**LEGEND**

- = 2013 Background
- = 2013 Total
- = 2035 Background
- = 2035 Total

**Figure ES-1**  
Summary of Major Roadway Improvements

**NORTH**





## CAMPUS DRIVE TRAFFIC CALMING

Currently, Campus Drive has a posted speed limit of 25 mph due to the locations of Monarch High School and Monarch K-8. Since Campus Drive east of South 88<sup>th</sup> Street is a wide, straight road, there may be a recurring need for enforcement of this speed limit. Obviously, such enforcement measures are beyond ConocoPhillips' authority. However, ConocoPhillips is considering the following measures:

**Dynamic Speed Monitoring Displays (DSMD)** – These are pole-mounted signs that use radar to inform drivers of their speeds (see illustration).

- **Advantages**
  - They can be solar powered so a connection to the electrical grid is not necessary, and additional environmental benefits may be realized as a result.
  - They are widely used due to their general effectiveness in keeping speeds down.
- **Disadvantages**
  - As with any passive device, police enforcement may still be necessary.



**School Speed Zone** – This would probably involve raising the normal speed limit on Campus Drive to 30 mph, and posting the existing section of Campus Drive with flashing signs that state "20 mph speed limit when flashing". School speed zones are commonly used in the vicinity of schools, but they normally are related to children crossing the street at marked crosswalks.

- **Advantages**
  - Commonly used - drivers are familiar with the concept.
- **Disadvantages**
  - As with any passive device, police enforcement will still be necessary.
  - School hours for the two schools may overlap enough that the flashing signs could be active essentially all day.

# ConocoPhillips Alternative Transportation Strategies

12/29/09

page 1

## Introduction

The Traffic Impact Study (TIS) suggests that approximately ten lane miles of additional roadway capacity are needed to satisfy the growth in background traffic that will occur in the study area by 2035. In addition, ten intersections will need to be widened for additional turning and though capacity. The study recommends that the City of Louisville be responsible for these improvements and that ConocoPhillips only be responsible for capital infrastructure improvements within the site since the trigger for these improvements stems from general background traffic.

Background traffic, as defined in traffic engineering studies, results from increased commercial and residential development. As the largest single development in Louisville for the next 50 years, the ConocoPhillips development will in fact be a major - if not the primary - contributor to background traffic on the surrounding transportation network. We believe that there is a rational nexus between the transportation improvements recommended and the traffic generated by this site.

The recently adopted Transportation Element of the Boulder County Comprehensive Plan prioritizes travel demand management and alternative mode enhancements over increases in roadway capacity. These strategies can achieve the same goals - moving people effectively through the region - as roadway expansion projects, often for less costs with improved environmental and social equity benefits. Strengthening the multimodal network in Louisville will create a transportation system that is more resilient to long-term economic fluctuations while reducing the city's overall capital maintenance costs. In addition, multimodal facilities such as bicycle and trail connections will be viewed as community-wide amenities by future Louisville businesses and residents.

As such, Boulder County has developed a list of specific program and infrastructure recommendations that we would like to see in lieu of roadway capacity expansion. The following section details these program and infrastructure improvements along with the expected reductions in trip generation. *Most importantly, full implementation of these strategies will enhance personal mobility to and from the ConocoPhillips site while significantly reducing the need for any roadway expansion.*

## I. Programs

### A. Transportation Demand Management (TDM)

1. **Parking Cash Out.** Implement a parking permit program for all employees. The tag used to get into the closed campus (e.g. through automatic gates) can be used as a rear view mirror hang tag to identify parking privileges for that employee. Those who do not need this parking permit (i.e. those using alt modes) can elect to "cash out" their permit. Cash out amount should be on the order of \$50/ month. One to three day parking passes should be provided for those who "cash out" in case of an emergency need to drive to work.
2. **Online carpool matching.** Offer an online resource to all employees as a mechanism for forming rides. Numerous online match sites current exist.
3. **Preferential Parking Spaces.** Parking stalls closest to the buildings (or the covered parking stalls) should be reserved for carpools.
4. **Eco Pass.** Participate in RTD's Business Eco Pass for all full and part-time employees. Eco Pass is generally rewards the largest ROI for alternative transportation funds.



5. **Vanpool.** Subsidize participation in the RideArrangers and VanGo Vanpools to encourage employees with particularly long commutes to rideshare.

6. **Pool Vehicles.** Offer company vehicles stored on-site that can be reserved by employees who use alternative transportation to work and who need an automobile for workday trips.

## **B. Visitor Programs**

1. **Airport Shuttle.** The TIS states guests traveling to and from DIA will use a shuttle. (The report states that the Lodge will generate only 0.73 trips/ room; normal hotels are 8 trips per room) This will require a dedicated vehicle and a driver. Driver could share responsibilities with mail delivery, etc. It is critical that this shuttle is convenient, comfortable and reliable to break the ingrained ritual of walking off the plane directly to the rental car counter.

2. **RTD Passes & Information.** Free maps, schedules information and daily/ weekly passes should be provided to all Lodge guests to encourage regional trips to downtown Boulder and Denver to be made by transit.

## **C. Employee Transportation Coordinator (ETC)**

1. **Full-time staff member.** Often housed under Human Resources, this full-time staff member will be responsible for implementing the company's TDM programs. It is critical to establish this position immediately as program and staff resources are difficult to implement in hindsight.

## **II. Infrastructure**

### **A. Bicycle Improvements**

1. **Bike lanes on all local facilities.** *Please see map*

2. **Bike intersection improvements.** Improvements include carrying the bike lanes through the intersection and developing loop detectors for bikes at signalized intersections. The Boulder County Transportation Standards has detailed schematics of appropriate bike lane treatment through intersections. *Please see map for locations.*

3. **Trail Connections.** *Please see map*

4. **Bike Parking.** Provide 1 covered bicycle parking space for every 10 car parking spaces (the 1 to 10 rule). Bike parking should be immediately adjacent to main entrances of all buildings. This creates for convenient parking for cyclists but more importantly demonstrates to employees that alternative transportation is dignified, and appreciated and encouraged. See Boulder County Transportation Standards for more detail on bicycle parking specifications.

### **B. Transit Improvements**

1. **Final Mile Solutions from RTD Transit Stop.** Developing a transit circulator between the park-n-Rides and the campus is unlikely to be successful due to the many low-density locations within the campus that must be served. (See Inverness Office Park Study) Personalized Final Mile Solutions are needed to provide immediate point-to-point transportation. A small fleet of motorized scooters (Vespas) could be parked at the RTD Flatirons park-n-Ride to be used solely for ConocoPhillips employees. These vehicles would provide 24-hour immediate connections between the park-n-Ride and the front door of the office.

### **C. Parking**

1. **No guest parking at Lodge.** Since all visitors will be taking the airport shuttle, eliminate all guest parking. This will save money, land and improve the public space around the Lodge.

## III. Culture

### A. Work Schedules

1. **Work from home.** An employee who works one day a week from home reduces his/ her impact on the transportation network by 20%. Largest gains come from spreading work from home days across the five-day work week (In other words advantages are less if everyone works from home on Friday)

2. **Flex Days (4-10's; 44-36)** Similar to working at home, this reduces the number of trips to and from the campus by 10%-20%.

3. **Work Hour Flexibility-** The TIS analyzes peak hour trip generation. The most cost-effective method of reducing peak hour congestion is to allow (and encourage) employees to stratify their work shifts across a 7am to 6pm. For example, some employees would start at 7:00am, leave at 3:30pm. Some would start at 8:00am, leave at 4:30pm. Some would start at 9:00am and leave at 5:30pm and some would start at 10:00am and leave at 6:30pm. Core work hours - when all staff are present and when meetings should be scheduled- are between 10am and 3pm. This can reduce peak hour congestion four-fold by better using the existing roadway capacity.

### B. Employee Education

1. **Transportation Footprint.** Develop employee transportation footprint calculator that evaluates the GHG emitted from employee commute patterns. Use this calculator to help justify investments made in alternative transportation programs and infrastructure. Allow and promote individuals to quantify their own transportation footprint.

## Expected trip reduction levels

PROGRAM	Minimum Trip Reduction	Maximum Trip Reduction
1.A.1. Parking Cash Out	8%	12%
1.A.2. Online carpool matching	1%	3%
1.A.3. Preferential Parking Spaces	2%	5%
1.A.4. Eco Pass	-	-
1.A.5. Vanpool	-	-
1.A.6. Pool Vehicles	<i>Required for program implementation</i>	
1.B.1. Airport Shuttle	-	-
1.B.2. RTD Passes & Information	-	-
1.C.1. Full-time staff member	<i>Required for program implementation</i>	
<b>INFRASTRUCTURE</b>		
2.A.1. Bike lanes on local facilities	1%	2%
2.A.2. Bike intersection improvements	1%	2%
2.A.3. Trail Connections	-	-
2.A.4. Bike Parking	-	-
2.B.1. Final Mile Solutions from RTD Transit Stop	2%	4%
2.C.1. No guest parking at Lodge	-	-
<b>CULTURE</b>		
3.A.1. Work from home	1%	4%
3.A.2. Flex Days (4-10's; 44-36)	7%	10%
3.A.3. Work Hour Flexibility	-	-
3.B.1. Transportation Footprint	-	-
<b>TOTAL-All Strategies Implemented</b>	<b>23%</b>	<b>42%</b>



## IV. Keys to success

The programs identified above will provide ConocoPhillips an opportunity to “walk the talk” when it comes to green transportation investment and innovation. Some keys to success for program implementation include:

- **Publicize ConocoPhillips as a “Green Transportation” company**
- **Demonstrate financial sustainability**
- **Demonstrate and brag about GHG and ozone emission reductions**

## V. Monitoring

On-going trip reduction programs, as opposed to one-time capital improvements, require regular monitoring to insure effectiveness. Boulder County recommends that the City of Louisville monitor vehicle trip generation to and from the site at least twice a year by using vehicle hose counts at the site entrances, made possible in this case by the limited number of entrances to the site.

Boulder County recommends that over the next few months explicit trip reduction expectations be developed between the City of Louisville and ConocoPhillips. These trip reductions will be credited against their proportional financial contributions. ConocoPhillips would otherwise be required to make for roadway expansion.

Meredyth Muth

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From: Rob Zuccaro  
Sent: Tuesday, February 20, 2024 2:11 PM  
To: Christopher Leh; Caleb Dickinson; Deb Fahey; Barbara Hamlington; Tim Bierman; Judi Kern  
Cc: Meredyth Muth; Jeff Durbin; Samma Fox  
Subject: Redtail Ridge Comments  
Attachments: Combined 8.11.2022 Adendum.pdf

Mayor and Council,

Please find attached an additional group of public comments not yet included in the packet materials. These comments were an addendum to the August 11, 2022 Planning Commission meeting.

Thanks,  
Rob

**Rob Zuccaro, AICP**  
Community Development Director  
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[Building Safety | City of Louisville, CO \(louisvilleco.gov\)](https://louisvilleco.gov)  
[Economic Vitality | City of Louisville, CO \(louisvilleco.gov\)](https://louisvilleco.gov)

**From:** Katherine Little <kat.little99@gmail.com>  
**Sent:** Thursday, August 11, 2022 1:33 PM  
**To:** Planning Commission  
**Cc:** Paul Little  
**Subject:** Redtail Ridge proposal

Louisville residents voted against the Redtail Ridge development in the referendum. I'm in agreement with Citizens for a Vibrant, Sustainable Louisville that "this proposal should be changed to protect habitat, vegetation, and topography. Buildings should be clustered near transportation in the SE area of the site. The Open Space dedication must be unaltered from its natural state."

Please reject the current plan until these concerns can be remedied.

Sincerely,  
Katherine Anderson  
Louisville resident

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## Lisa Ritchie

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**From:** Norma Anderson <norma22@me.com>  
**Sent:** Tuesday, August 9, 2022 3:56 PM  
**To:** Planning Commission  
**Subject:** Brue Baukol and its Redtail Ridge plans

Dear Planning Commissioners,

I wrote to you several days ago about the on-going controversy between Brue Baukol and its Redtail Ridge plans, and the residents of Louisville. I'm writing again, enclosing a clipping of the arguments and facts about Brue Baukol and its plans, since you will be having a meeting on this on Thursday, August 11th.

Mine is only one voice in this matter, but there is strong evidence there are many others who live in Louisville who are against what Brue Baukol is continuing to try to do with the Phillips/Conoco "Redtail Ridge" site.

This property has been under consideration for months, now, with the City Council voting against Brue Baukol's plans once, and at a second City Council, by the narrow margin of one vote, asking for a special election so the citizens of Louisville could have a say in whether the plans proposed by Brue Baukol should go forward. The special election saw the Brue Baukol plans rejected soundly by Louisville voters, despite calling in "outside money" trying to influence the vote in favor of Brue Baukol.

Please do not be swayed by any presentation Brue Baukol makes to you on August 11th, unless there are totally new plans submitted that will cluster the buildings, leave as much undeveloped area for wildlife as possible, not change the current drainage system for the area, and show sensitivity to the negative kinds and volume of traffic Brue Baukol's current plans will allow.

Brue Baukol needs to understand there are issues involved in the plans being made for "Redtail Ridge" they're failing to address, whether because the company chooses not to respect the will and wishes of the residents of Louisville, or whether the company feels the only way the property can be developed is their way, without consideration of the effects it will have on Louisville, its citizens, and how we want our City to grow.

Brue Baukol should be made to understand that either it's able and willing to submit plans that adhere more closely to what Louisville residents have made clear they want this property to look like by redesigning and resubmitting new plans, or they should consider withdrawing from development of this property.

Sincerely,

Norma Anderson  
1904 Steel Street  
Louisville, Colorado 80027  
[norma22@me.com](mailto:norma22@me.com)  
(Landline) 303-954-9373  
(Cell phone) 720-537-5901

Louisville City Council can't adopt an ordinance that was repealed in a referendum election for a period of four years.

- **Louisville Home Rule Charter Section 7-5: Prohibited Action by Council - Initiated or Referred Measure (b)** *No referred ordinance repealed by the registered electors of the City may be readopted by the Council during a period of four (4) years after the date of the election on the referred ordinance, unless the readoption is approved by the registered electors.*

The current Redtail Ridge proposal has not materially changed from the ordinance overturned in the Special Election. This proposal uses the same Final Drainage Report (which alters nearly all the natural drainage and uses ponds for storm water and runoff), the same grading plan (which grades wildlife habitat, natural vegetation, and topography in greenfields), and does not cluster buildings. Traffic projections are actually worse.

This proposal should be changed to protect habitat, vegetation, and topography. Buildings should be clustered near transportation in the SE area of the site. The Open Space dedication must be unaltered from its natural state.

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## Lisa Ritchie

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**From:** Norma Anderson <norma22@me.com>  
**Sent:** Friday, August 5, 2022 2:54 PM  
**To:** Planning Commission  
**Cc:** Ashley Stolzmann; Caleb Dickinson; Christopher Leh; Deb Fahey; Maxine Most; Kyle Brown; Dennis Maloney; preservelouisville@gmail.com  
**Subject:** August 11 meeting about Brue Baukol's latest Redtail Ridge Proposal

Dear Planning Commission Members Steve Brauneis, Ben Diehl, Dietrich Hoefner, Keaton Howe, Tamar Kranz, Jeff Moline and Allison Osterman,

I'm writing to you to make the appeal that you turn down the plans Brue Baukol has for the property known as "Retail Ridge", as the development company intend to present them to you in your August 11th meeting with their representatives.

This has been an on-going and highly-contentious issue between the residents of Louisville and the developers Brue Baukol. Brue Baukol has tried all kinds of strategies to accomplish what their company wants in the way of development of the former Conoco/Phillips property, despite having been turned away by the City Council and a special election put to the residents of Louisville. With the single exception of one City Council meeting, when one of the Council members gave a deciding vote in favor of the residents of Louisville having the special election (where the residents voted overwhelmingly against the Redtail Ridge/Brue Baukol project, despite considerable "outside money" trying to influence the vote in Brue Baukol's favor), Brue Baukol's plans have repeatedly been turned down by Louisville.

Apparently Brue Baukol is now trying — once again — to come before the Planning Commission for approval of a proposal that fails to acknowledge any of the issues Louisville residents have made clear we want addressed:

1. The proposal still sprawls over the entire site, just like the plan we, Louisville residents, turned down in the special election. Building footprints and parking lots remain unchanged, and there has been no attempt to cluster buildings on the site.
2. Despite less square footage, this new proposal will generate more traffic than the plan that was turned down in the special election.
3. Shockingly, this new plan would grade the entire site with the exception of the NW park dedication, destroying ALL wildlife habitat and natural vegetation on the site. Louisville residents have been very clear on how important it is to reserve a maximum amount of area for wildlife habitat and natural vegetation for this property.
4. Sixty percent of the site is classified as prime farmland, which the current Brue Baukol plan will destroy. In addition, all natural drainage will be altered and all five ponds on the property will be used to catch storm water and road runoff.
5. In the current plans, Campus Drive will remain a four-lane road that bisects any open space that remains, crossing the historic Goodhue Ditch.

This newest proposal by Brue Baukol fails to address any of the issues Louisville residents have brought up in city meetings and in the special election: sprawl, traffic and air quality, sustainability and open space that will be degraded.

As a resident of Louisville, I ask you to vote “No” on the upcoming proposal Brue Baukol is presenting for the land designated as Retail Ridge, formerly the Conoco/Phillips property. The obdurate stance Brue Baukol has taken toward this project, continuing to present variations on plans that change little and fail almost completely to acknowledge the importance of this property to our City and its residents, shows a great deal of disrespect for the Louisville City Council, the Louisville Planning Commission, and the residents of Louisville.

It’s up to you, as our representatives, to make the voice of Louisville residents heard by Brue Baukol. It’s time for this corporation to respect the wishes of those of us who will continue to live in Louisville long after the developers have come and gone. They are not the ones who will live in and love this place, after they’ve done their work and left. We are, and we care deeply about open space, wildlife and respecting the importance of our natural environment. It’s possible to develop the land and respect the qualities that make this property important to Louisville, but not in the way Brue Baukol has continued in its plans to develop Redtail Ridge.

Thank you for your time and attention.

Sincerely,  
Norma Jean Anderson  
1904 Steel Street  
Louisville, Colorado 80027  
[norma22@me.com](mailto:norma22@me.com)  
(Landline) 303-954-9373  
(Cell) 720-537-5901

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## Lisa Ritchie

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**From:** MYM <socmedia@q.com>  
**Sent:** Saturday, August 6, 2022 1:47 PM  
**To:** Planning Commission  
**Subject:** NO on redtail ridge

Dear Commissioners:

Please vote NO on Redtail Ridge.

Please listen to your citizens. The citizens of Louisville have been advising you that Redtail Ridge is a bad idea for Louisville.

We don't want any new development.  
We don't need more cars on the road.

The whole town of Louisville is trying to recover from the Marshall fire. Please keep the Storage Tek area undeveloped. If you want to create to honor the families that lost everything in the fire that would be a kind thing to do. Keep the area as it is but maybe add a wall with the names of those that lost their homes (like the Vietnam Memorial in Washington DC))

Again, please listen to the people, this bad idea was voted down by the people and it should stay that way!.

To keep Louisville a small town that is nice to live in, PLEASE VOTE NO.

Thank you  
Anne

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**Lisa Ritchie**

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**From:** Irfan Azeem <smirfanazeem@yahoo.com>  
**Sent:** Wednesday, August 10, 2022 10:48 AM  
**To:** Planning Commission  
**Subject:** Proposed Development at the former StorageTek site

To the members of the Planning Commission:

I am not against development at the former StorageTek site. But I have opposed every single plan put forward for Redtail Ridge so far, including the current one, which is functionally the same as the one I voted against in the spring. This is because I believe development at this property should be ecologically responsible and should not contribute to the ugly sprawl along US-36. To these ends, the development should not exceed the footprint of the StorageTek buildings that were there before.

The plan before you this week calls for the senseless destruction of wildlife habitat, including the water sources they use. It paves over roughly 80% of the site with buildings, parking lots, and roads. One road quite irrationally bisects the small area set aside for open space. If I'm reading the proposal correctly, the entire site, including the open space, will be graded before construction even begins. This is wanton destruction for the sake of wanton destruction.

We need a plan from this developer – or anyone else who might come along to develop this site – that limits development to the StorageTek footprint and preserves at least 50% of the site as undeveloped land suitable for wildlife habitat. Most of this 50% should be in the ecologically valuable northern portion of the land.

For these reasons, I urge the planning commission to not approve the plan submitted by the Redtail Ridge developer.

Thank you,

Irfan Azeem

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## Lisa Ritchie

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**From:** Susan Bauer <susanmbauer@yahoo.com>  
**Sent:** Monday, August 8, 2022 7:51 PM  
**To:** Planning Commission  
**Cc:** Susan Bauer  
**Subject:** Please Vote NO on the proposed RedTail Ridge (RTR) commercial development

Dear Louisville Planning Commission,

Thank you for all you do to thoughtfully build a vibrant community. But growth and development never happen in a silo and all actions have consequences.

Living directly across from the proposed RedTail Ridge (RTR) commercial development in Superior, closer than most Louisville residents, I am **adamantly opposed** to how the plan currently stands on the following grievances:

- 1) LIVING DEGRADATION: It is a massively sprawling urbanization of office buildings and parking lots, greater than a building a few Mile High Broncos Stadiums with adjacent parking lots or over 20 Costco.
- 2) HEALTH DEGRADATION: It will contribute horrifically to neighborhood traffic, noise, air and *light* pollution. All which are already problematic during the day.
- 3) NATURE DEGRADATION: Besides the small NW park dedication, the entire site will be graded, destroying ALL natural vegetation/habitat and altering ALL natural drainage - with 5 ponds collecting stormwater and road runoff.

—The Pandemic taught us we need more open space for people to recreate. The Marshall Wildfire taught us we need improved emergency escape routes for existing residents and businesses. This plan does not take these two **RECENT** and **REAL** scenarios into consideration!

Please, vote NO on this proposal.

Susan Bauer  
1770 Morrison Court  
Superior, CO 80027

**Susan Bauer**  
susanmbauer@yahoo.com  
c. 303-517-5141

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**Lisa Ritchie**

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**From:** Becky P <blue\_mountain\_sun@yahoo.com>  
**Sent:** Wednesday, August 10, 2022 4:34 PM  
**To:** Planning Commission  
**Subject:** Red tail request

This proposal should be changed to protect habitat, vegetation, and topography. Buildings should be clustered near transportation in the SE area of the site. The Open Space dedication must be unaltered from its natural state.

In other words, Planning should send this proposal back to the drawing board!

Sent from my iPhone

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## Lisa Ritchie

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**From:** cindy Bedell <cyndilarton@yahoo.com>  
**Sent:** Monday, August 8, 2022 1:14 PM  
**To:** Planning Commission  
**Cc:** City Council  
**Subject:** Redtail Ridge Preliminary and Final Plat/ Agenda Item 8/11/22

Dear Louisville Planning Commission,

I am writing about the Redtail Ridge Preliminary and Final Plat which is on your agenda for the 8/11/22 Planning Commission meeting.

You are tasked with making a recommendation about the fate of this land, which constitutes about 8% of the land area in the City of Louisville.

This land is full of natural features and previously undeveloped green fields which constitute our visual buffer and entrance to Louisville's south east gateway. You have an opportunity to make a recommendation to save more of this area for open space.

During the May 2022 Open Space Advisory Board meeting, Director Zuccaro referred to these ordinances which allow the recommendation for more open space:

Sec. 16.16.010

D.Natural features, historical and archaeological sites, and vegetation of the area, including trees, must be preserved to the extent possible.

E.Schools, parks, churches and other community facilities should be planned for as an integral part of the area to the extent possible. Open space, park, and recreation areas must be located in such a manner as to create an area that is usable and accessible to the residents of the subdivision and shall otherwise conform to all applicable city standards and requirements. The need for additional open space, park, and recreation areas shall be based on the following factors: the city's comprehensive plan; topography, drainage, vegetation and other physical conditions; the type and density of the proposed development; the availability of other open space, park and recreation areas; and the overall need within the proposed development for such areas.

The Open Space Advisory Board then proceeded to make their recommendation at their June meeting, seemingly under the confusion that they could not recommend more open space. I encourage you to take into consideration this anomaly when you hear that the Louisville Open Space Advisory Board approved the open space dedication for this plat.

You can recommend more open space, and you should. It is your moral imperative.

We need to preserve the greenfields, natural features, topography, vegetation, viewsheds, and wildlife of everything north of Disc Drive.

We need at least 30% of the land within Louisville preserved with quality, undisturbed, and contiguous open space.

Brue Baukol Capital Partners has offered 47.40 acres, outside of the City of Louisville in unincorporated Boulder County, and which

is already under a restrictive IGA which limits the development which could occur on that land. This area should be protected, and

this is good; however this should not be counted in the total public land dedication. We need more open space within the City of Louisville subdivision plat.

Brue Baukil has also offered a strip of steep 18 acres open space along Highway 36, which is not quality open space. I believe that this land was previously determined to be undesirable as open space by the City of Louisville.

One way to facilitate contiguous open space north of Disc Drive would be to cluster the approved 2.56 mil sq ft development

below Disc Drive. Also if the buildings are sited below grade, this would reduce the visual impact. Underground parking will further reduce the amount of impervious surface and heat island impact of concrete surface parking.

As you know, the Citizens of Louisville overturned City Council's approval of the previous Redtail Ridge development of 3.1 mil sq ft.

The overwhelming reason given by citizens who signed the referendum petition was they want that area preserved as open space.

Please carefully consider your recommendation and preserve as much as possible of our small town gateway.

Thanks for your consideration,

Cindy Bedell  
662 W Willow St  
Louisville, CO 80027

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## Lisa Ritchie

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**From:** Carol Bosshard <carolbosshard@gmail.com>  
**Sent:** Friday, August 5, 2022 9:34 AM  
**To:** Planning Commission  
**Subject:** Redtail Ridge Development

Hello Planning Commission and City Council;

We are disappointed to here the developers are spending more money to disregard the communities wishes. Where is our elected City Council and where has our Mayor gone off to? Why aren't you demanding what the people have asked for?

Residents voted down the last proposal based on concerns about sprawl, traffic and air quality, sustainability and open space not proportional to impact.

I am hopeful the city will reject this proposal and demand improvements in these areas.

Concerned citizen,  
Carol Bosshard

I am hopeful City Council

Sent from my iPhone

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**Lisa Ritchie**

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**From:** Alex Bradley <alex.southpole@gmail.com>  
**Sent:** Tuesday, August 9, 2022 10:53 PM  
**To:** Planning Commission  
**Subject:** New Redtail Ridge Preliminary and Final Plat

Planning Commission,

I am unable to attend this week's meeting so wanted to send a quick note.

**I urge you to reject the proposed plan for Redtail Ridge.** The community rejected the prior plan and the new plan does not reflect the communities wishes/concerns. Please tell Brue Baukol that they should go back to the drawing board and address our concerns about traffic, sustainability, and open space. I am not at all against developing this site but it should be done right and the community's wishes should be heard.

Please require the development to have at least 50% public land dedication with at least 40% as open space (that will allow for current wildlife and natural vegetation maintained - i.e., do not destroy/grade).

Cluster the buildings to decrease the impact.

Make sure that the roads will be able to handle the increased traffic and that public transportation will be available. 42 is already a mess!

Thank you.

Cheers,  
Alex Bradley  
1385 Caledonia Circle, Louisville

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**From:** joy brook <joyalbrook@hotmail.com>  
**Sent:** Thursday, August 11, 2022 11:11 AM  
**To:** Planning Commission  
**Subject:** Redtail Ridge

**Dear Planning Commission - send this latest development proposal back to the drawing board – and keep sending it back until they come up with a plan that lines up with Louisville values.**

- Louisville residents voted down the last proposal based on concerns about sprawl, traffic, air quality, sustainability, wildlife habitat, and open space.

- This proposal sprawls over the entire site, just like the plan voters turned down in the special election.

- Grading would destroy all existing wildlife habitat and natural vegetation on the site, including areas that currently support up to 5,000 prairie dogs and the species that rely on them.
- All natural drainage would be altered, including five ponds, which catch storm water and road runoff.

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**Lisa Ritchie**

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**From:** Sal <sal@bitstream.net>  
**Sent:** Thursday, August 4, 2022 4:05 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge Plan

Dear commissioners,

For land's sake! From what I can tell, the revised version of the Redtail Ridge development is nearly the same as the one we already voted down. The new plan needs more open space, not less! The voters have spoken. Please listen to them!

Sincerely,  
Sally Bruggeman  
Louisville

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**From:** Weiyen Chen <weiyanch@yahoo.com>  
**Sent:** Wednesday, August 10, 2022 9:05 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge Proposal

Dear Planning Committee members,

This past Monday night, after I picked up a book in Louisville public library, I stopped by the brewery in the Main Street. It was a lovely summer evening to sit outside, no heavy traffic rolling by. Although a lot of people were hanging out there, it was still very quiet. The air started to cool down. Then, I rode my bike through the Waremburg open Space to home. The sun just set, the entire west part of sky was in orange, a coyote was roaming in the distance. I love this place and am grateful to live here. If you like these as much I do, please deny Redtail Ridge proposal that will ruin everything we love here.

This new proposal will increase \$20+K cars/trips in Louisville. That is no difference with the original proposal that we voted NO. It is TOO big for Louisville. Please deny the proposal.

After the Marshall fire, I was displaced from my house and lived in north Boulder for nearly two months. During that time, I walked quite a few of the trails near the hotel. The walk in Boulder was never as pleasant as in Louisville. The trails are either parallel with busy streets or constantly cross the heavy traffic roads, noise and bad air. We don't want Louisville to be the next Boulder. The 'No' vote already said that. We want 50% of the land to be open space, even better, just leave it as it is now.

Thank you

Weiyen Chen

146 Cherrywood Lane

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**Lisa Ritchie**

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**From:** Lawrence Crowley <magic@ecentral.com>  
**Sent:** Tuesday, August 9, 2022 3:35 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge

Dear Commissioners,

Please reject the latest proposal to develop Retail Ridge. It is essentially what we just voted down. This proposal should be changed to protect habitat, vegetation, and topography. Buildings should be clustered near transportation in the SE area of the site. The Open Space dedication must be unaltered from its natural state. These developers just do not seem to understand or care about our concerns. Back to the drawing board, please.

Thank you,

Lawrence Crowley  
303-666-0640

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**Lisa Ritchie**

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**From:** Lawrence Crowley <magic@ecentral.com>  
**Sent:** Saturday, August 6, 2022 9:01 AM  
**To:** Planning Commission  
**Subject:** Red-tail Ridge

Dear Commissioners,

Please reject this latest development proposal for Red-tac Ridge. It is even worse than the one which we voted down. Please assure that development of this area preserves its unique features and wildlife.

Thank you,

Lawrence Crowley  
303-666-640

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**Lisa Ritchie**

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**From:** Tam Dalle Molle <tamdallemolle@gmail.com>  
**Sent:** Wednesday, August 10, 2022 4:04 PM  
**To:** Planning Commission  
**Subject:** In Support of Brue Baukol

Dear Planning Commission:

My name is Tam Dalle Molle, and I have been a Louisville resident for 25 years, and an active Monarch parent for 12. I voted YES for Brue Baukol's plan to redevelop Red Tail Ridge because I was enthusiastic about the benefits it would bring to the community.

Unfortunately (for me) the NO campaign came out ahead by a very narrow margin. By voting NO, Louisville residents opted to revert development according to the GDP that was approved in 2010, and this is what Brue Baukol is legally doing. The 2010 GDP was approved for 2.5 million SF of development, and Redtail Ridge is already legally entitled for redevelopment.

I am excited about the new life-science tenants this development will attract. I'm excited that the City of Louisville has decided to change the code to allow for Avista to be a part of this new community – we all benefit by letting Avista move into a brand new facility in a new location. I am also excited that Brue Baukol has increased their donation of public lands – which is the second largest donation of open space in Louisville's history.

As you can tell, I have a lot of excitement about this development. Please do not let a few loud voices be heard over those of us who wish to see Louisville move in a positive direction through thoughtful and sustainable growth.

Tam Dalle Molle  
872 W Mulberry Street  
Louisville, CO 80027  
[tamdallemolle@gmail.com](mailto:tamdallemolle@gmail.com)  
(303) 870-7330

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Dear Planning commission members,

In Mr. Baukol's plans is very concerning.

1. With this plan on Campus Drive remains a four-lane road that bisects open space and crosses the historic Goodhue Ditch. This is a poorly executed design. In the recent meeting report at the Open Space Advisory Board, a gentlemen gave the report regarding Goodhue Ditch and the natural drainages should not be touched. If we go with Mr. Baukol's plan, we will be held responsible in terms of creating and costly environmental and unrepairable mess. This should be shouldered on Mr. Baukol's part who should cover this future damages.

There is a better and simple plan. Connecting Campus Drive as one way street to Paradise Lane and only right turn are allowed at the 95<sup>th</sup> St. toward the Northwest Parkway. This is the same concept at the DIA's entering and exiting traffic at the terminals.

2. It is vital to have the cluster building in the SE section by the Tape Drive. The reason behind it is close to the light signal and creating one road into the business area like a Doughnut. Transportation is close by and very convenient. This type of engineering design was and now being created in the Scandinavian countries. We can do it and be an example for the City of Louisville and the Nation by following those European countries who are far advance in creating environmental, net zero and sustainability programs.

It is important for the City of Louisville, State and Federal environmental and traffic engineers to work with international peers. I would like to see the engineering reports from all three : City of Louisville, State and Federal.

3. Lastly, do not accept Mr. Baukol's offering the remaining open space above the Campus Drive because it is not Redtail property that he is designing. It is a ploy to pull our heart strings. It is imperative for you to use and understand the charter rules, municipal codes, and the bylaws.

I strongly recommend this proposal should be changed to protect habitat, vegetation, and topography. Designate are north of Disk Drive as a public land dedication. Open Space dedication must be unaltered from a natural state.

OR

Firmly sent Mr. Baukol to go back to the drawing board

Thank you for your service and consideration on this matter.

M. Christiansen

543 Adams Ave., Louisville



## Lisa Ritchie

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**From:** Justin Deister <justindeister22@gmail.com>  
**Sent:** Tuesday, August 2, 2022 8:12 AM  
**To:** Planning Commission  
**Subject:** Retail Ridge

I am opposed to Retail Ridge or any such development based on the apparent lack of ability to successfully develop and manage Louisville's downtown which languishes without enough retail and other business.

We don't need new development which will serve to draw attention out of downtown to a secondary location.

Justin Deister

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## Lisa Ritchie

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**From:** shari.edelstein@gmail.com  
**Sent:** Sunday, August 7, 2022 2:24 PM  
**To:** Planning Commission  
**Subject:** Wasn't the vote enough?

As a concerned citizen, I am frustrated with the failure of both the builder (Brue Baukol) and the City's Planning Commission to address our concerns. It feels like we are going from bad to worse. Why is this?

We need a plan that protects our environment, traffic, air quality, sustainability, wildlife habitat and open space. This new proposal shows ZERO improvement in these areas compared to the 2021 proposal – and in some ways is even worse. I feel like the parties are just trying to wear us down.

PLEASE take responsible action to address the concerns of the community.

Thank you

Shari L. Edelstein  
PO Box 270249  
Louisville, CO 80027

*I slept and dreamt that life was joy. I awoke and saw that life was service. I acted and behold, service was joy. Tagore*



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**Lisa Ritchie**

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**From:** Natasha Flyer <natasha.flyer@gmail.com>  
**Sent:** Monday, August 8, 2022 9:03 PM  
**To:** Planning Commission  
**Subject:** VOTE NO ON RTR DEVELOPMENT PROPOSAL

Dear Louisville Planning Commission

Living directly across from the proposed RedTail Ridge (RTR) commercial development in Superior, closer than most Louisville residents, I am **adamantly opposed** to how the plan currently stands on the following grievances:

- 1) LIVING DEGRADATION: It is a massively sprawling urbanization of office buildings and parking lots, greater than a building a few Mile High Broncos Stadiums with adjacent parking lots or over 20 Costocs.
- 2) HEALTH DEGRADATION: It will contribute horrifically to neighborhood traffic, noise, air and light pollution. All which are already problematic during the day.
- 3) NATURE DEGRADATION: Besides the small NW park dedication, the entire site will be graded, destroying ALL natural vegetation/habitat and altering ALL natural drainage - with 5 ponds collecting stormwater and road runoff.

Please vote NO on this proposal.  
Natasha Flyer  
1640 Egret Way - Saddlebrooke  
Superior, CO 80027

--  
Natasha Flyer  
Flyer Research LLC  
Adjunct Professor, Dept. Applied Mathematics  
University of Colorado-Boulder, USA  
+1 303 - 434-9000  
<https://www.colorado.edu/amath/natasha-flyer>

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## Lisa Ritchie

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**From:** Mary Ginnane <ginn2mary@outlook.com>  
**Sent:** Tuesday, August 9, 2022 9:00 PM  
**To:** Planning Commission  
**Subject:** Proposal for Redtail Ridge

Dear Members of the Louisville Planning Commission:

I am a resident of Superior living near the property proposed for the Redtail Ridge project. Thank you for the mailing about the latest iteration of the project. I believe the Marshall Fire blew over and burned part of that property. Certainly fields nearby burned. It's difficult to hypothesize about a future fire of that magnitude but in my view buildings on the property would have spread the conflagration further—perhaps down to Saddlebrooke, perhaps over Hwy 36. Evacuating via 88<sup>th</sup> St. was a precarious operation and evacuees were forced to turn around as the development on the corner of 88<sup>th</sup> and Dillon Rd. was engulfed. More burning buildings sending burning chunks airborne would make that evacuation route too dangerous.

I am of the opinion that any more development on the fields and prairie spaces in Louisville and Superior will cause impacts that are not worth it. Water won't soak into the ground in the same manner due to tarmac and building footprints. Groundwater is crucial in drought conditions which we have now and will experience in the future. The letter updating the traffic study indicates somewhat more traffic under the latest proposal and at certain times of day currently the 88<sup>th</sup> St. traffic fosters problems. Greater energy and water needs in the development will stress availability and contribute to long-term environmental impacts.

Thank you for the opportunity to comment. I urge the Planning Commission to turn down the final plat proposal.

Sincerely,  
Mary Ginnane  
1831 Mallard Dr.  
Superior, CO 80027

Sent from [Mail](#) for Windows

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**Lisa Ritchie**

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**From:** Gail Hartman <gail.a.hartman@gmail.com>  
**Sent:** Tuesday, August 9, 2022 10:48 AM  
**To:** Planning Commission  
**Subject:** The latest Redtail Ridge plan

To the Louisville Planning Commission,

Here we go again. After Brue Baukol was sent a loud message from Louisville voters, the developer has decided to act like a petulant child and give the city a plan for the site that is far worse than the one voted down by the city in our recent referendum. This hugely problematic revised plan includes, but is not limited to:

- Senseless sprawl
- More traffic than the original plan
- Grading the entire site—thereby destroying existing wildlife habitats, natural vegetation, and other critical ecosystems
- Altering natural drainage that catches stormwater and road runoff

None of this is acceptable and is an utter waste of time for City staff, Planning Commission, and City Council, not to mention residents.

I urge you to vote this plan down unanimously and admonish Brue Baukol, reminding them that Louisville is a community in which residents have a voice. Please tell this developer to shake off their anger at losing the referendum vote, and instead choose to work alongside the City with a positive attitude to develop a plan that actually aligns with Louisville’s 21st century values.

Thank you,

Gail Hartman  
Louisville, CO

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**Lisa Ritchie**

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**From:** E Kaufman <e3d.kaufman@gmail.com>  
**Sent:** Wednesday, August 10, 2022 4:02 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge

Dear Planning Commission,

I am a resident of the city of Louisville. Please vote to approve the Plat submission for RTR. The NO campaign got what they wanted and all redevelopment has reverted to the 2010 GDP, and this is what Brue Baukol is legally doing. This GDP was for 2.5M SF and this land is already entitled. The campus is for a Life Sciences businesses and not for heavy industrial and will bring jobs to Louisville. It's fantastic that the city has determined that Avista Hospital is an allowed business per the 2010 GDP code. It's a bonus that the developer increased their donation of public land when they were not required to do so.

Thank you for your time and your work for the City of Louisville.

Sincerely,

Elizabeth

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Elizabeth Kaufman  
783 Orchard Dr  
Louisville

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**Lisa Ritchie**

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**From:** Zachary Leinberger <zachleinberger@gmail.com>  
**Sent:** Monday, August 8, 2022 11:11 AM  
**To:** Planning Commission  
**Subject:** Reject Preliminary and Final Plat – Redtail Ridge

I'm writing to urge the commission to reject the "Preliminary and Final Plat – Redtail Ridge" that is on the agenda for the August 11, 2022 Planning Commission meeting. The current proposal does not have enough quality open space. So much of it is on the periphery - divided by what will be ever busier roads, or adjacent to highways. That's not what the people of Louisville want or deserve.

Zach Leinberger  
Louisville resident

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## Lisa Ritchie

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**From:** Erin Lindsay <tenaciously.pink@gmail.com>  
**Sent:** Tuesday, August 9, 2022 7:09 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge

Hello city council members,

Despite being in the middle of rebuilding my home, navigating a fire insurance nightmare, and surviving the first few months of my baby's life, I am writing to you expressing my concern for this project.

The citizens of Louisville have voted loud and clear that this project is unwanted. Louisville home rule charter section 7-5 states that since we've voted down this project you cannot adopt it, at least not for four years. This project in its current form is too close to the original plan we voted down to be used, therefore it must not be approved. Please vote no on this proposal and send it back to the drawing board. Tell Brue Baukol to:

-keep buildings clustered near the south east corner of the lot, near the transportation -keep the existing topography in place to protect the existing habitat and landscape -keep all dedicated open space areas untouched and unaltered from their original form -dramatically reduce the traffic congestion to the area

I moved here partly because of how much the city council listens to the voters. I've been troubled to see how much that trend has regressed in recent years. Please make this right. Thank you for your time.

Erin Lindsay  
826 Trail Ridge Dr.

Sent from my iPhone

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## Lisa Ritchie

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**From:** Paul T. Little <plittle@ptlittle.com>  
**Sent:** Tuesday, August 9, 2022 4:36 PM  
**To:** Planning Commission  
**Cc:** Kat Little  
**Subject:** please reject Redtail Ridge plan until it protects habitat, vegetation, topography, open space, etc.

Hi, and thanks for your time. Please reject Redtail Ridge plan until it protects habitat, vegetation, topography, open space, etc.

Thank you.

Paul Little  
193 W. Elm. St, Louisville.

--  
Regards,  
Paul

Paul T. Little  
[plittle@ptlittle.com](mailto:plittle@ptlittle.com)  
720-317-7014

## Did you know?

Louisville City Council can't adopt an ordinance that was repealed in a referendum election for a period of four years.

- **Louisville Home Rule Charter Section 7-5:** *Prohibited Action by Council - Initiated or Referred Measure (b) No referred ordinance repealed by the registered electors of the City may be readopted by the Council during a period of four (4) years after the date of the election on the referred ordinance, unless the readoption is approved by the registered electors.*

## How does this apply to the Redtail Ridge plan?

The current Redtail Ridge proposal has not materially changed from the ordinance overturned in the Special Election. This proposal uses the same Final Drainage Report (which alters nearly all the natural drainage and uses ponds for storm water and runoff), the same grading plan (which grades wildlife habitat, natural vegetation, and topography in greenfields), and does not cluster buildings. Traffic projections are actually worse.

## What should we ask Planning Commission?

This proposal should be changed to protect habitat, vegetation, and topography. Buildings should be clustered near transportation in the SE area of the site. The Open Space dedication must be unaltered from its natural state.

In other words, Planning should send this proposal back to the drawing board!

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**Lisa Ritchie**

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**From:** Scott MacLaughlin <STMacLaughlin@msn.com>  
**Sent:** Friday, August 5, 2022 3:27 PM  
**To:** Planning Commission  
**Subject:** Vote NO on Brue Baukol "new" Redtail Ridge plans

I see no improvement or attempt to address the Louisville residents' concerns that resulted in us originally voting down his sprawling, high traffic, wildlife destroying, no open space plans. My recommendation is to send him packing until he can "put his big boy pants on" and start addressing the community's concerns.

Our home burned in the Marshall Wildland Fire. I have more important things to do that listed to Brue Baukol continue to regurgitate his old voted-down plans.

Scott MacLaughlin  
948 St Andrews Lane  
Louisville, CO 80027

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**Lisa Ritchie**

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**From:** Martha <margene17@q.com>  
**Sent:** Saturday, August 6, 2022 1:45 PM  
**To:** Planning Commission  
**Subject:** Please do no vote for RedTail Ridge. We don't want it.

Dear Commissioners:

Please vote NO on Redtail Ridge.

Please listen to your citizens. The citizens of Louisville have been advising you that Redtail Ridge is a bad idea for Louisville.

We don't want any new development.  
We don't need more cars on the road.

The whole town of Louisville is trying to recover from the Marshall fire.  
Please keep the Storage Tek area undeveloped. If you want to create to honor the families that lost everything in the fire that would be a kind thing to do. Keep the area as it is but maybe add a wall with the names of those that lost their homes (like the Vietnam Memorial in Washington DC))

Again, please listen to the people, this bad idea was voted down by the people and it should stay that way!.

To keep Louisville a small town that is nice to live in, PLEASE VOTE NO.

Thank you  
Marilyn

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## Lisa Ritchie

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**From:** Joel <shay25@q.com>  
**Sent:** Saturday, August 6, 2022 1:44 PM  
**To:** Planning Commission  
**Subject:** Please Vote No on the RedTail Ridge Project

Dear Commissioners:

Please vote NO on Redtail Ridge.

Please listen to your citizens. The citizens of Louisville have been advising you that Redtail Ridge is a bad idea for Louisville.

We don't want any new development.  
We don't need more cars on the road.

The whole town of Louisville is trying to recover from the Marshall fire. Please keep the Storage Tek area undeveloped. If you want to create to honor the families that lost everything in the fire that would be a kind thing to do. Keep the area as it is but maybe add a wall with the names of those that lost their homes (like the Vietnam Memorial in Washington DC))

Again, please listen to the people, this bad idea was voted down by the people and it should stay that way!.

To keep Louisville a small town that is nice to live in, PLEASE VOTE NO.

Thank you  
Martha Miller

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**Lisa Ritchie**

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**From:** Cory Nickerson <corynick@hotmail.com>  
**Sent:** Wednesday, August 10, 2022 2:59 PM  
**To:** Planning Commission  
**Subject:** Support fo Brue Baukol's submission tonight

Dear Planning Commission,

I am writing in support of Brue Baukol's Plat Submission for the Redtail Ridge site tonight. While I supported the YES campaign, the NO campaign got what they wanted. It is time to move forward, not go back to the drawing board and negate what the voters wanted.

As you know, all redevelopment has reverted to the GDP that was approved in 2010 (just as the No Campaign voted) and as a result, Brue Baukol, is moving forward legally and appropriately.

- The GDP was approved for 2.5M SF, and the land is already entitled
- This campus will be for a new life sciences campus, and is a great use of space
- Good news that the City decided to change the code to allow for Avista to have a new home at Redtail
- It's great that Brue Baukol has increased their donation of public lands — this would be the second-largest donation of open space in Louisville's history

Your consideration is greatly appreciated.

Best,

**Cory Nickerson**  
**Louisville resident**

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## Lisa Ritchie

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**From:** Annie Parnell <parnell.sisterhood@gmail.com>  
**Sent:** Sunday, August 7, 2022 5:21 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge

To whom it may concern:

My name is Channah Horst and I have lived and paid taxes in our town for over twenty years. I am sick and tired of every committee cow-towing to that lying group of developers known as Bru Bukol. Not one of our elected leaders or volunteers serving on any board has voted to do the best for our town.

What is going on? BB has been allowed to get away with lying to us right and left and yet you all give them the yeoman's share of the time at meetings to show some benighted and slick slide show like we are a bunch of children and we citizens are relegated to the end of the meeting and limited to 3 or less minutes per comment.

I have yet to see anyone call the developer on their open and repetitive lies. An example: During the second review in front of the open space board, BB came back and said they were increasing the amount of open space. Do you know what they were including in their largesse? The land they had designated for the road to Monarch HS. They plan to grade that entire stretch of land.

A graded and degraded piece of land is not OPEN SPACE. It is a piece of sophistry designed to appease the gullible populace. When is someone going to say, "Ah, no. That is not open space. Stop Lying."

As a citizen of this town I have questions. Why are we not actively looking for developers to take existing structures and convert them for reuse? We, as in this town, this county, this state, this planet needs to stop destroying carbon sinks willy nilly. Our atmosphere is overburdened with carbon. Plants, trees, weeds, pollinators need your help--Not BB.

I know that is private property. You can make demands on them that comply with the present and future health of our environment--not some 1970's manifest destiny bs. I am asking you to stand up for the citizens, which includes our children, of our town.

Thank you for reading my message.

Regards,

C. Horst (aka Annie Parnell)

136 Hoover Ave

Louisville, CO 80027

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**Lisa Ritchie**

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**From:** Brad Pugh <bpugh1@gmail.com>  
**Sent:** Saturday, August 6, 2022 10:51 AM  
**To:** Planning Commission  
**Subject:** Redtail Ridge Planning Commission Hearing

Hello,

I'm writing to express my concern about the current proposal for Redtail Ridge. Frankly I find it outrageous and inexcusable that the current plans are WORSE and cause MORE DESTRUCTION to the site and surrounding area than before. **I implore the Planning Commission to vote NO on this proposal and continue to vote no until Brue Baukol submits a plan that represents Louisville's values and gets as close as possible to what the citizens voted against.**

Sincerely,

Brad Pugh

Brad Pugh  
303.819.4232

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**Lisa Ritchie**

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**From:** Sally Wilkinson <colo.wilks@gmail.com>  
**Sent:** Tuesday, August 9, 2022 9:16 AM  
**To:** Planning Commission  
**Subject:** Brue Baukol Proposal

I urge you to vote NO on August 11th for the most recent Brue Baukol proposal for Louisville. It seems to be as bad or worse than the last proposal voted down by Louisville residents.

Thank you.

Sally Wilkinson  
Louisville resident for 24 years

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**Lisa Ritchie**

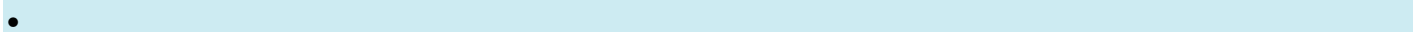
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**From:** Susan Robertson <docsue13@gmail.com>  
**Sent:** Friday, August 5, 2022 5:01 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge

I continue to be disappointed that the developer does not seem to listen to any of the feedback from Louisville residents. He just proposed a similar project without any changes. I encourage you to send him back to the drawing board again after the 8/11 meeting.

The new proposal is even more destructive than before showing the intent to grade the entire site except the NW park dedication which will destroy the ecosystem and habitat for the wildlife. Traffic and sprawl has not been addressed.

Susan Robertson  
Louisville citizen since 1991 and Boulder County resident since 1960



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## Lisa Ritchie

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**From:** stephanierowe00@gmail.com  
**Sent:** Tuesday, August 9, 2022 8:17 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge

Dear Louisville Planning Commission,

I am writing to ask you to reject the application for the Redtail Ridge development proposed for the old StorageTek property. This is on two grounds: 1) The current plan is essentially the same as the plan voters rejected a few months ago, and 2) The plan does not meet the criteria of Louisville's municipal code.

Section 7-5 of the city's home rule charter prevents the city from approving an ordinance that voters have rejected by referendum. This means that, in order for the city to approve a plan for Redtail Ridge, the plan has to be substantively different from the plan that was overturned this spring. As a former teacher, I can tell you that changing a few minor details on a term paper does not a new term paper make. Before you vote on this plan, please compile a list of the differences between this one and the rejected one, and see for yourselves whether those changes amount to something any reasonable person would recognize as a truly new plan.

I am confident that you will see they do not.

When the developer does submit a new plan, eventually, it is imperative that city council and the planning commission make a real, earnest effort to ascertain whether or not it complies with the city's municipal code. It's our code – and not any warm feelings toward the developer we might entertain, or desire to surrender to the exhaustion of looking at the same plan over and over again – that provides our community with a fair, rational, unbiased guide to growth.

Personally, my chief concern is that none of the iterations of the Redtail Ridge plan have yet demonstrated compliance with LMC 16.16.010. This section of the code says this: **“Natural features, historical and archaeological sites, and vegetation of the area, including trees, must be preserved to the extent possible.”**

Questions for discussion:

1. What does the phrase “natural features” mean here?
2. Do “natural features” play a role in biodiversity? Is biodiversity important to the city of Louisville?
3. Does the plan submitted for Redtail Ridge demonstrate that the developer is making a good-faith effort to preserve the old StorageTek site's natural features “to the extent possible”?
4. How might the planning commission ascertain that the current plan is the result of such an effort?

One criterion I'd like to suggest for making this determination is the developer's plan for the prairie dog towns on the site. Pam Wanek's response to the Redtail Ridge Prairie Dog Management Plan, which was

sent to city council last spring, should be instrumental here. Ms. Wanek's report shows that the developers are relying on a flawed assessment by their environmental consultants to reach the conclusion that up to 5,500 prairie dogs must be exterminated to make way for buildings and parking lots. She also notes the beneficial role of prairie dogs and their burrows in creating diverse and healthy native plant landscapes and in combatting Colorado's ongoing drought, pointing out the scientific consensus that drought conditions worldwide are exacerbated by the destruction of burrowing animal habitat.

I appreciate that serving on the planning commission is an enormous commitment of time and effort. Some of you are probably heartily sick of having to engage the Redtail Ridge question over and over. It's a shame the developer has been so unwilling to create a new plan, one that respects the city's municipal code, and the concerns of residents, and your hard work on our behalf. Please don't let them wear you down. Send this plan back, once again, to the drawing board.

Thank you,

Stephanie Rowe  
631 West Street, Louisville

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**Lisa Ritchie**

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**From:** Daniel Rupp <daniel.w.rupp@gmail.com>  
**Sent:** Sunday, August 7, 2022 2:02 PM  
**To:** Planning Commission  
**Subject:** Fwd: Planning Commission on August 11

Dear planning commission,

The new proposal is even worse than the old one. Louisville said no to the old proposal already with the referendum vote. Please say no also to this proposal, and let Brue Baukol come up with a solution which suits the city of Louisville.

Thanks!

----- Forwarded message -----

**From:** Citizens for a Vibrant, Sustainable Louisville <[preservelouisville@gmail.com](mailto:preservelouisville@gmail.com)>  
**Date:** Fri, Aug 5, 2022 at 10:48 PM  
**Subject:** Planning Commission on August 11  
**To:** <[daniel.w.rupp@gmail.com](mailto:daniel.w.rupp@gmail.com)>

## Stop Sprawl and Destruction at Redtail Ridge!

### **Planning Commission Hearing on Redtail Ridge is Thursday, August 11**

None of the issues that brought people out in droves to vote NO on the Redtail referendum have been addressed. Now we've learned that Brue Baukol plans to grade almost the entire site - even the places without buildings, parking lots, or roads - destroying long-standing, important ecosystems.

**Let's tell our Planning Commission to send this latest development proposal back to the drawing board - and keep sending it back until they come up with a plan that lines up with Louisville values.**

Thursday's meeting starts at 6:30 p.m. in the Council Chambers at 749 Main St. Please plan to **come to the meeting and comment**, or **Zoom in and comment** if you can't come in person. And remember to **email Commissioners** with your thoughts, ideas, and concerns: [planningcommission@louisvilleco.gov](mailto:planningcommission@louisvilleco.gov)

The agenda for the meeting should be posted [HERE](#) early next week.

### **Senseless Sprawl, More Traffic:**

- This proposal sprawls over the entire site, just like the plan voters turned down in the special election.
- The footprint of buildings and parking lots remains unchanged.
- Brue Baukol has made no attempt to cluster buildings on the site. Even with less square footage, this proposal generates more traffic than the plan we just voted down.

### **Wholesale Destruction:**

- Brue Baukol's new plans for Redtail Ridge are even more destructive than before. The current proposal shows intent to grade the entire site except the NW park dedication.
- Grading would destroy all existing wildlife habitat and natural vegetation on the site, including areas that currently support up to 5,000 prairie dogs and the species that rely on them.
- All natural drainage would be altered, including five ponds, which catch storm water and road runoff.



- Campus Drive remains a four lane road that bisects open space and crosses the historic Goodhue Ditch.

**If Brue Baukol wants to be part of this community, they need to listen:**

- Louisville residents voted down the last proposal based on concerns about sprawl, traffic, air quality, sustainability, wildlife habitat, and open space.
- This proposal shows ZERO improvement in these areas compared to the 2021 proposal – and in some ways is even worse.
- Brue Baukol is wasting the time and resources of city staff, city council and planning commissioners, and residents.

**Ask Planning Commission to vote No on this proposal:**

- **Email** [planningcommission@louisvilleco.gov](mailto:planningcommission@louisvilleco.gov)
- **Show up:** Thursday, August 11, 6:30 p.m. City hall.
- **Zoom in** if you can't come in person.
- **Spread the word:** family, friends, neighbors, and social media (including Facebook!)

Visit our website

Take Action

Join our E-mail List



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Citizens for a Vibrant, Sustainable Louisville

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Vibrant Sustainable Louisville | Public Engagement , Louisville, CO 80027

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**Lisa Ritchie**

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**From:** shawn scott <shawn@shawnskott.com>  
**Sent:** Monday, August 8, 2022 5:36 PM  
**To:** Planning Commission  
**Subject:** Red Tail Ridge

Dear Louisville Planning Commission,

I live in Saddlebrooke across from the proposed RedTail Ridge (RTR) commercial development in Superior, and I am closer than most Louisville residents. I am **opposed** to how the plan currently stands on the following grievances:

- 1) LIVING DEGRADATION: It is a massively sprawling urbanization of office buildings and parking lots, greater than building a few Mile High Broncos Stadiums with adjacent parking lots.
- 2) HEALTH DEGRADATION: It will contribute greatly to neighborhood traffic, noise, air and light pollution.
- 3) NATURE DEGRADATION: Besides the small NW park dedication, the entire site will be graded, destroying ALL natural habitat and altering ALL natural drainage - with 5 ponds collecting stormwater and road runoff.

Please vote NO on this proposal.

Thank you!  
Shawn Scott  
2112 Concord Lane  
Superior, CO 80027

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**Lisa Ritchie**

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**From:** Satin Scott <satinpreston@gmail.com>  
**Sent:** Monday, August 8, 2022 5:25 PM  
**To:** Planning Commission  
**Subject:** Vote NO on RTR Commercial Proposal

Dear Louisville Planning Commission,

I live in Saddlebrooke across from the proposed RedTail Ridge (RTR) commercial development in Superior, and I am closer than most Louisville residents. I am **opposed** to how the plan currently stands on the following grievances:

- 1) LIVING DEGRADATION: It is a massively sprawling urbanization of office buildings and parking lots, greater than a buliding a few Mile High Broncos Stadiums with adjacent parking lots.
- 2) HEALTH DEGRADATION: It will contribute horrifically to neighborhood traffic, noise, air and light pollution.
- 3) NATURE DEGRADATION: Besides the small NW park dedication, the entire site will be graded, destroying ALL natural habitat and altering ALL natural drainage - with 5 ponds collecting stormwater and road runoff.

Please vote NO on this proposal.

Thank you!  
Satin Scott  
2112 Concord Lane  
Superior, CO 80027

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**Lisa Ritchie**

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**From:** John Schallau <jschallau@gmail.com>  
**Sent:** Monday, August 8, 2022 11:48 PM  
**To:** Planning Commission  
**Subject:** Please vote no on RedTail Ridge development

Please don't turn Louisville and Superior into another San Francisco Bay Area. Colorado is so very beautiful and it would be a shame for future generations to miss out on the same Colorado experience that their parents and grandparents (meaning us) got to enjoy.

Please vote no.

Thank you,  
John Schallau  
1585 Rockview Circle  
Superior, CO

Sent from my iPhone

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## Lisa Ritchie

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**From:** Cathern H Smith <cathernsmith@gmail.com>  
**Sent:** Wednesday, August 10, 2022 5:36 PM  
**To:** Planning Commission  
**Subject:** \*REVISED\* Redtail Ridge: Approval of Preliminary and Final Plats is Premature

Dear Members of the Planning Commission,

Please ask for more information before approving either the preliminary or final Redtail Ridge plat.

As noted in the Staff Report, the Code requires that the Planning Commission apply the following three standards when deciding what action to take:

1. Whether the plat conforms to all of the requirements of this title [Title 16];
2. Whether approval of the plat will be consistent with the city's comprehensive plan, applicable zoning requirements, and other applicable federal, state and city laws; and
3. Whether the proposed subdivision will promote the purposes set forth in section 16.04.020 of this Code and comply with the standards set forth in chapter 16.16 of this Code and this title.

The Staff Memo focuses on compliance with just § 16.04.020, but the requirement is broader than that. The Commission is to assess conformance with all requirements of title 16 as well as with the comprehensive plan, applicable zoning requirements, and other applicable federal, state, and city law. § 16.12.075(A)(1-3), LMC.

In essence, this is a requirement to do the I's and cross the T's.

While the Staff Memo does not clearly state one way or the other whether either the preliminary of the final plat conforms to Title 16, it can be inferred that it does not because the Staff Memo identifies numerous areas where more information is required. For example, the Staff recommends (1) an "updated TDM plan specific to the final plat application"; and (2) "a separate agreement be provided between the City and metro district on metro district commitments to TDM, including programmatic and funding contributions." (Staff Memo, p.12). The Staff Memo also fails to provide the Commission with enough information to make its own determination. For example, has the applicant provided the required guarantee for public improvements found in § 16.12.090(B)(3), LMC?

Please take the time to carefully analyze this application. Your decision will have a significant impact on present and future inhabitants.

Cathern Smith  
Ward III

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## Lisa Ritchie

---

**From:** Cathern H Smith <cathernsmith@gmail.com>  
**Sent:** Wednesday, August 10, 2022 5:01 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge: Approval of Preliminary and Final Plats is Premature

Dear Members of the Planning Commission,

Please ask for more information before approving either the preliminary or final Redtail Ridge plat.

As noted in the Staff Report, the Code requires that the Planning Commission to apply the following three standards when deciding what action to take:

1. Whether the plat conforms to all of the requirements of this title [Title 16];
2. Whether approval of the plat will be consistent with the city's comprehensive plan, applicable zoning requirements, and other applicable federal, state and city laws; and
3. Whether the proposed subdivision will promote the purposes set forth in section 16.04.020 of this Code and comply with the standards set forth in chapter 16.16 of this Code and this title.

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In essence, this is a requirement to do the I's and cross the T's.

While the Staff Memo does not clearly state one way or the other whether either the preliminary or the final plat conforms to Title 16, it can be inferred that it does not because the Staff Memo identifies numerous areas where more information is required. For example, the Staff recommends (1) an "updated TDM plan specific to the final plat application"; and (2) "a separate agreement be provided between the City and metro district on metro district commitments to TDM, including programmatic and funding contributions." (Staff Memo, p.12). The Staff Memo also fails to provide the Commission with enough information to make its own determination. For example, has the applicant provided the required guarantee for public improvements found in § 16.12.090(B)(3), LMC.

Please take the time to carefully analyze this application. Your decision will have a significant impact on present and future

Cathern Smith  
Ward III

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## Lisa Ritchie

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**From:** Cathern H Smith <cathernsmith@gmail.com>  
**Sent:** Friday, August 5, 2022 7:09 AM  
**To:** Planning Commission  
**Cc:** City Council  
**Subject:** Redtail Ridge Preliminary and Final Plat Application

Members of the Planning Commission,

The Planning Commission must act to ensure that Redtail Ridge fully complies with the City Code now and in the future. Brue Baukol, the developer, recently, announced a pivot to biotechnology. The City Code requires developments to “promote the health, safety, convenience, order, prosperity and welfare of the present and future inhabitants of the city.” § 16.04.020(A); § 16.12.075(A). Questions need to be asked and answered.

Biotechnology can mean many things. An online dictionary defines biotech as “the exploitation of biological processes for industrial and other purposes, especially the genetic manipulation of microorganisms for the production of antibiotics, hormones, etc.” <https://www.google.com/search?client=firefox-b-1-d&q=definition+biotechnology>. At the University of Colorado, Biotech includes Computational Biology and the following types of engineering: Aerospace—Bioastronautics; Chemical & Biological—Biomaterials, Biopharmaceuticals and Tissue; Electrical, Computer and Energy—Optics, Nanostructures and Bioengineering; and Mechanical-Biomedical. To protect the health, safety, convenience, order, prosperity and welfare of present and future inhabitants, we need to know what Brue Baukol means by biotechnology.

The property is currently a Planned Community Zoned District with a commercial PUD-C overlay. Generally, industrial activity requires an industrial PUD-I overlay. Here, however, the permitted uses probably allow for some industrial activity. But in my opinion, the applicant cannot convert a PUD-C/Commercial Overlay to a PUD-I/Industrial Overlay through the backdoor (i.e., by using one of the 13 permitted uses to completely change the character of Redtail so that it is exclusively or primarily industrial). If this were permissible, no developer would ever apply for a PUD-I/Industrial Overlay. This section of the Code would become meaningless, leaving concerns about pollution, congestion, and public utilities unaddressed.

It is the job of the Planning Commission to ask enough questions to determine whether the planned biotechnology center is truly commercial. If it is not, the general development plan must be amended so that the current commercial PUD-C/Commercial overlay is replaced by an industrial PUD-I/Industrial overlay.

Best,

Cathern Smith  
Ward Three, Louisville, CO 80027

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**From:** sherry sommer <hellosberry2@yahoo.com>  
**Sent:** Thursday, August 11, 2022 11:59 AM  
**To:** Planning Commission; Ashley Stolzmann; Kyle Brown; Dennis Maloney; City Council  
**Subject:** Missing documents, Redtail Ridge Preliminary and Final Plat

1. Members of the Planning Commission,

Please note that the agenda item you are hearing tonight, Preliminary and Final Plat-- Redtail Ridge is not complete. According to the Letter of Request Submitted by Brue Baukol, three additional documents are required:

- The Certification of Mineral Interests
- Agreements made with Ditch Companies
- Certified Real Estate Appraisal

**Excerpts from Letter of Request:**

Dear Mr. Zuccaro,

On behalf of Brue Baukol Capital Partners (“Developer” or “Applicant”), thank you for the opportunity to present a preliminary master plat and final plat for Redtail Ridge. For this submittal, we are providing an 80%-90% set of construction documents. This letter shall serve as part of our written request as may be required or anticipated under the Louisville Municipal Code.

*Other Comments/Remarks*

Please note that some of the submittal items outlined in the “Public Hearing Application Packet” for Preliminary and Final Subdivision Plat are not contained with the submittal, including the following:

- **Certification of Mineral Interest Notifications. These will be provided 30 days prior to hearings** and have been sent in anticipation of hearing given in connection with the GDP application.
- Certified Real Estimate Appraisal. A current appraisal has not been performed to date. Any derived land values are determined by current land pricing or relevant comparable land sales.
- Agreements made with Ditch Companies. These will be finalized throughout the subdivision process.

**Note: These documents are not in the current packet or in the documents included in 'current developments'.**

**Question for the Applicant:**

As far as I know, Certificates of Mineral Interest Notifications are not required per code in a subdivision that is under Rural Designation with the uses specified by the 2010 GDP. Why is a Certificate of Mineral Interest being submitted? Is oil and gas extraction anticipated on the site?

**ASKS:**

--Do not allow oil and gas extraction on this site.

--Ensure that all required documents have been submitted in a timely fashion.

Sincerely,

Sherry Sommer

910 South Palisade Court

Louisville, CO

**Letter of Intent:**

<https://www.louisvilleco.gov/home/showpublisheddocument/35556/637934888730170000>

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**Lisa Ritchie**

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**From:** sherry sommer <hellossherry2@yahoo.com>  
**Sent:** Monday, August 8, 2022 11:37 AM  
**To:** Planning Commission; City Council; Kyle Brown; Dennis Maloney; Ashley Stolzmann  
**Subject:** Louisville City Code and Charter re: Public Review of Redtail Ridge

Planning Commission Members:

In your review of Redtail Ridge, please apply the following standards from our Home Rule City Charter and City Code:

**1) Our Home Rule Charter States that Louisville City Council cannot adopt an ordinance that was repealed in a referendum election for a period of four years.**

Louisville Home Rule Charter Section 7-5. Prohibited Action by Council - Initiated or Referred Measure (b) No referred ordinance repealed by the registered electors of the City may be readopted by the Council during a period of four (4) years after the date of the election on the referred ordinance, unless the readoption is approved by the registered electors.

**Why does this matter? The current Redtail Ridge proposal has not materially changed from the ordinance overturned by the Special Election.**

Brue Baukol has submitted the same documents that were used in Ordinance 1811: Final Drainage Report, Soil Analysis, Traffic and Mobility Study, Stormwater Management, Letter of Request, and essentially the same Preliminary and Final Plats.

The recently submitted Transportation Demand Management plan indicates more traffic generated by the site.

**2) Our City Code, Title 16-SUBDIVISIONS, in particular Chapter 16.16 - DESIGN STANDARDS requires that natural features be preserved to the extent possible.**

**Sec. 16.16.010. - General design and construction standards.**

The character and environment of the city for future years will be greatly affected by the design of subdivisions and the plats that are approved by the city. Planning, layout and design of a subdivision are of utmost concern. Minimum standards for development are contained in, among other places, the city zoning ordinance, the building code, and this title. In order to achieve the intent and purposes of this title and of other applicable city standards

and goals, as provided in [section 16.12.075](#), the following standards will be applied by the planning commission and city council in making decisions on preliminary and final plats. The applicant for preliminary or final subdivision plat approval must demonstrate that the following standards are met by the proposed subdivision:

C. The layout of lots, blocks, and buildings and other structures must provide desirable settings for buildings and other structures, make appropriate use of **natural** contours, protect the view, provide for adequate light and air, and afford privacy and protection from adverse noise and traffic for the residents and neighbors.

D.

**Natural features**, historical and archaeological sites, and vegetation of the area, including trees, must be preserved to the extent possible.

### Why does this matter?

**The entire site, with the exception of land that cannot be platted and developed in the NW corner and along highway 36, will be graded. All natural drainage will be altered. Historic irrigation ditches will be altered or eliminated.**

**This proposal will forever degrade and destroy the habitat, vegetation, topography, and historic features of the site.**

### What is the ask?

**Preserve Natural features:** historical and archaeological sites, and vegetation of the area, including trees, to the extent possible.

For example, ask that buildings be clustered near transportation in the SE area of the site. Per your authority, ask for an Open Space dedication unaltered from a natural state. Ask that all area north of Disk Drive be preserved as a public land dedication.

Ask that the 404 exemption for construction of Campus Drive over Goodhue ditch be subject to legal review.

**Or 2) Deny** this proposal. It cannot be approved by City Council.

Thank you for your consideration,

Sherry Sommer  
910 South Palisade Court  
Louisville



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**Lisa Ritchie**

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**From:** sherry sommer <hellossherry2@yahoo.com>  
**Sent:** Thursday, August 4, 2022 1:39 PM  
**To:** Planning Commission  
**Cc:** Kyle Brown; Dennis Maloney; Ashley Stolzmann  
**Subject:** Requirements of Federal Law and City Code with reference to construction of Campus Drive

Members of Planning Commission,

This correspondence is related to Federal Law and our City Code pertaining to construction of Campus Drive over a section of Goodhue Ditch.

Please forward this email to our City Attorney for examination.

**Per the Final Drainage Report, the Army Corps of Engineers has issued the required exemption for construction of Campus Drive over the Goodhue Ditch:**

As the Ditch crossing will disturb waters of the US, the Project team has engaged the services of ERO Resources Corporation to assist in obtaining the required permitting. A copy of ERO's Preconstruction Notification (hereinafter referred to as "PCN") can be found in Appendix B. Per correspondence with the Army Corps of Engineers, the Goodhue Ditch Crossing, (NWO-2020-00467-DEN) will be issued an exemption for this project. It will be considered construction of an irrigation ditch, which is exempt under, Section 404(f), and does not require a permit, which is referenced in Regulatory Guidance Letter 07-02. P 13

**Emails inadvertently left in the packet indicate that a step required in the permitting process was circumvented. The emails are between Heidi Gerstung, ERO Resources, Jordan Swisher of Brue Baukol, and Nicholas Franke of the Army Corp of Engineers:**

## Mark West

---

**From:** Heidi Gerstung <hgerstung@eroresources.com>  
**Sent:** Friday, March 27, 2020 8:57 AM  
**To:** Jordan Swisher; Mark West  
**Cc:** Moneka Worah; Abigail Sanocki  
**Subject:** FW: Update on Goodhue Ditch Crossing,

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good morning Jordan and Mark,

While I was preparing this email, we just got one from Nick; but here you have information on it...

Great news! Please see below for the Corps update on this project.

This has happened to us before on other ditch projects when the consultants determine that agricultural activities in ditches are what is exempt - so if the company that reconstructs it, they do not need a 404 permit. But technically if it is related to a project that does not own the ditch, then it is not exempt.

Please let us know if you have any questions, thanks!

Heidi Gerstung  
Ecologist

ERO Resources Corporation  
Consultants in Natural Resources and the Environment

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a permit. You can reference Regulatory Guidance Letter 07-02, which goes and is not considered construction of an irrigation ditch.

Please let me know if you have any questions or concerns on this. And of c

**Source: Final Drainage Report**

**The Drainage Report states that this is a roadway construction, not irrigation, project. The emails indicate that an exemption cannot be granted for construction projects.**

Based on the Ditch crossing at the intersection of Via Varra and Northwest Parkway just north of the Broomfield Business center, a 54” RCP has been sized for the Ditch crossing. Preliminary calculations indicate that a 54” RCP conveys 50 cfs, which was used for design on the Site. A maintenance road with a minimum 15-foot wide easement is required, and the roadway crossing will also incorporate the ability for maintenance equipment to cross.

**The Drainage Report also indicates that permission from the Ditch Owner is required and has been requested. This permission letter is not included in publicly accessible information on 8/04/2022.**

A crossing of the Ditch by Campus Drive is planned, subject to Ditch Company’s approval, with the proposed development. The Ditch will continue to outfall per historic conditions at the existing location on northeast property boundary. The Ditch Company has been contacted regarding the requirements of the proposed Ditch revisions. The proposed Ditch crossing has been designed and included in a separate plan set for approval by the Ditch Company according to the Ditch Company requirements. P. 13 Final Drainage Report

**The letter from the Ditch owner is also required in the Final Plat per City Code:Sec. 16.12.09:**

Final plat contents.

B Other documents required at the time of submission of the final plat shall be:

1. Preliminary engineering drawings and outline specifications for all public facilities to be installed, i.e., water and sewer utilities, streets, and related improvements, bridges, and storm drainage;

2.

.Agreements made with ditch companies when needed

**The City of Louisville is required to cooperate with all entities partner to intergovernmental agreement regarding open space lands. Are we also under the same requirements for water flowing through open space?**

**Section 15-5. Open Space - Effect of Article.** (d) With respect to open space lands which are jointly owned by the City with another governmental entity and which are the subject of an intergovernmental agreement or a conservation easement, affect or limit the management of such lands in accordance with the terms of such agreement or easement;

## Streams and Open Water

Under existing regulations, waters tributary to navigable waters are subject to the Corps' jurisdiction (jurisdictional). The Goodhue topographic quadrangle and on the National Hydrography Data:

ERO Project #10500

5

Preconstruction Notification

Redtail Ridge Development – Goodhue Ditch Crossing

Boulder County, Colorado

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stream (Figure 1, Figure 2). The Goodhue Ditch is a tributary of South Platte River. The Goodhue Ditch contains a defined bed and portions of the banks. ERO mapped approximately 0.052 acre of the project area during the 2019 site visit. The Goodhue Ditch is a Corps (Corps File No. NWO-2019-00148-DEN, Corps 2019).

## Wetlands

Jurisdictional wetlands meet the Corps' definition of wetlands and a surface tributary connection to interstate or navigable waters or mapped approximately 0.08 acre of wetlands abutting the Goodhue Ditch (Figure 1). ERO collected data from two data points (DP) near the Goodhue Ditch.



Thank you for your attention in this important matter

Sherry Sommer  
910 South Palisade Court  
Louisville, Colorado

## Documents

### Army Corps of Engineers regulatory doc 07-02

<https://www.nap.usace.army.mil/Portals/39/docs/regulatory/rgls/rgl07-02.pdf>

### City Code

[Municode Library](#)

#### **Municode Library**

MunicodeNEXT, the industry's leading search application with over 3,300 codes and growing!

### Final Drainage Report:

<https://www.louisvilleco.gov/home/showpublisheddocument/35576/637934895636070000>

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## Lisa Ritchie

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**From:** Tim Stalker <tstalker28@gmail.com>  
**Sent:** Monday, August 8, 2022 11:43 AM  
**To:** Planning Commission  
**Subject:** Proposed grading and earthwork - Redtail Ridge Plat  
**Attachments:** 7b\_Redtail-Ridge-Cut-Fill-Map.pdf; 7aProposedGradingandEarthw.pdf; 4q PW 2021 04 20 Redtail G.pdf; 2b. Cut Fill Map-3272121.pdf

To the Louisville Planning Commission:

Regarding proposed development of RedTail Ridge, there is some confusion about the proposed grading earthwork necessary for the site. The developer Brue Baukol utilized a firm named Harris Kocher Smith to do surveying and to create two of the documents the city requires of preliminary plat proposals. Because the development footprint remains unchanged from pre-referendum back in April, current documentation on the intended grading of the site is still pertinent. These documents are called the RTR Cut and Fill map and the Over-lot grading map. Current city documentation for RTR does not include these on the project website as part of the plat and are not included in your packet for the 8/11 meeting this week - >

<https://www.louisvilleco.gov/local-government/government/departments/planning-building-safety/current-developments-15283>

It is critical that the planning commission require clarification of the site's proposed cut and fill and grading in terms of whether or not there is a soil deficit in the site. The over-lot map shows grading contours in the site that are the same as in the plat document that are consistent with an indicated 1,936,205 cubic yard soil deficit. There are two versions of the cut and fill map in existence, one created on 3/22/2021 that aligns with the site's over-lot map and one created on 3/27/2021 without an updated over-lot map, a week apart. In April 2021 city engineers evaluated and noted the 1.9M cubic yard soil deficit as stated on the over-lot map in use, but there has been no evaluation of an updated over-lot map that would indicate what the amount of soil deficit or surplus is in the site.

The soil deficit in the site that the 3/22/2021 version of the cut and fill map exposes is expressed on the file's accompanying over-lot grading map. It doesn't appear that an updated over-lot grading map exists. And it was never brought to the attention of the commission, boards, or council. While you can review two cut-and-fill maps, there is no indication of what the soil deficit or surplus actually is at RTR without an updated over-lot map. The developer needs to provide you one.

All documents in question are attached:

- It is important for the planning commission to ask whether or not an updated over-lot grading map can be created with grading contours that match the cut-and-fill numbers in the 4/27/2021 version of the cut-and-fill proposal. Both files occur together normally as part of the documentation around preliminary plats. One map shows the cut and fill numbers, while the over-lot shows the amount of soil needed for the site. Are the grading contours in the plat document based on the surveying done to create the over-lot map?
- The commission also needs clarification as to whether or not the differing cut and fill maps were developed because of a mistake, perhaps, or some other reason. Why would there be two drastically different versions of the proposed grade and fill in the site, created one week apart without an updated over-lot map? The file creation date is in the lower left corner of each file.

- The commission also needs to inquire whether or not such an updated over-lot map, if it exists, was ever reviewed by the city engineering team. There needs to be clarification as to what the source is of the grading contours that are shown in the plat.
- The commission needs to request a 3-D version of the cut-and-fill maps so that it's readily possible for the city council, city boards, and the public at large to envision the nature of the land modification proposed at RTR. Such 3-D illustrations of the proposed alteration of the site's existing topography to its proposed finished topography are critically important for the documentation and evaluation of the project by the commission and council. The developer has only provided video flyovers, graphics, showing finished topography.

1.9M cubic yards of soil needed for development of RTR is a huge amount of soil, a vast amount. For comparison I refer you to this article from the Denver Post about the I-70 corridor project through Denver, a project that is removing 1.7M cubic yards of soil by digging out that corridor over about 2 miles. <https://www.denverpost.com/2019/07/05/interstate-70-project-dirt/> The contractors of that project had to move and truck dirt daily for about 2 years. 1.9M cubic yards of soil needed at RTR would be approximately 161,500 standard dump truck loads and would also require around-the-clock truck traffic to move that much soil to RTR as development of the parcels progresses.

All of these clarifications pertain to **section 16.12.050. C** of the city's municipal code regarding preliminary plats that must include grading "**contours at two-foot intervals if the slope is less than ten percent (spot elevations may be required if land is too flat for contours) and five feet where the slope is greater than ten percent.**" While the contours are shown in the plat, their source document does not match the cut-and-fill numbers from 3/27/2021.

The city has not reviewed an updated over-lot grading proposal, and there's no reference to it in any of the developer or city presentation meetings to the commission or council held on the site thus far. The material was also not presented to both the parks and OSAB at its recent meetings. At least in terms of the extent of the land modification/excavation and earthwork at RTR, both of these boards were uninformed and not at all curious about the nature of the land modification that will pertain to the percentage of public land dedication. While the developer is making a public land dedication, they are only going to do so after it's been excavated to finished grade.

The planning commission needs to be able to evaluate the nature of the development's "**preservation and enhancement of the site's topography**" per city code that regulates the "**preservation of existing topography to the extent reasonably possible.**" (Municipal code 16.04.020 N) The proposed earthwork will essentially destroy the existing topography of the site to finished contours in much of the public land dedication.

I urge you to do some homework and be curious when you're evaluating RTR and to explore as fully as possible the extent of grading proposed in the site, the manner in which the proposed public land dedication percentage will only be dedicated post-grading at finished grade and whether or not the developer can be compelled to preserve a greater portion for dedication to the city. While the developer is leaving alone much of the northwest sector of the site that's part of its land dedication, initial proposals around the city putting a park there will also require substantial earthwork and alteration of that topography in the future. The quality of the land the developer intends to dedicate to Louisville will be destroyed for the benefit of the development, not the city.


Thank you so much,

Tim Stalker - Louisville resident

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**To:** Rob Zuccaro, Planning Director  
**From:** Craig M. Duffin, City Engineer   
**CC:** Kurt Kowar, Director of Public Works  
Kevin Trott, Civil Engineer III  
Justin Ferron, Civil Engineer III  
**Date:** April 20, 2021  
**Re:** Redtail Ridge (Conoco Phillips Campus) GDP- 1<sup>st</sup> Amendment (7<sup>th</sup> Submittal)

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Public Works completed a review of the subject Development Referral Application received by the Engineering Division on March 29, 2021. Staff comments are:

### GENERAL DEVELOPMENT PLAN – 1<sup>st</sup> Amendment

Page 2 of 3

1. The City of Louisville “City Limit” is not shown accurately on the plan. The City of Louisville boundary is not the southerly extension of the easterly right of way line, north of the Broomfield Fire Station. S. 96<sup>th</sup> St. adjacent the property was annexed by STC in 1978. The annexation included a 50’ right of way centered on east line of Section 20.
2. On the eastside of S. 88<sup>th</sup> St. there is an existing 5’ walk between Tape Dr. and Campus Dr. The Redtail Ridge project is proposing a multiuse path in the same area. There is an undeveloped lot a southeast corner of Campus Dr. and S. 88<sup>th</sup> St. Will the multiuse path be extended northerly adjacent the undeveloped lot to Campus Dr. or will the multiuse path end and transition to the existing 5’ walk?
3. Please confirm that all existing easements that cross proposed dedicated City property/easements are shown.
4. Noted use of the perimeter symbol around development and inclusion of property adjacent Paradise Lane. Are these properties included in the development? They do not appear annexed to Louisville. Revise.
5. City of Louisville boundary is not shown along westerly property line of unincorporated Boulder County or along S. 88<sup>th</sup> St. Revise.

### CIRCULATION PLAN

Sheet 3 of 3

1. General Notes, 2, The “Right In” on Sorrell Ave. and Rockcross Dr. are not shown.
2. Plan indicates a Multi-use Path and On Street Bicycle Lanes on southside of Campus Dr. and connecting to S. 88<sup>th</sup> St. Is there adequate right of way at southeast corner of S. 88<sup>th</sup> St. intersection to complete the trail extension?

3. At northeast corner of Parcel C, noted the hardscape trail extension easterly to the Northwest Parkway and continuation on the westside of S. 96<sup>th</sup> St. up to and thru Campus Dr. intersection. Was the trail extension easterly to the NW Parkway a request City and County of Broomfield? PW previous comment mentioned pedestrian traffic may use old S. 96<sup>th</sup> St. as an alternative access to the Campus Dr.
4. Trail connections/extensions beyond the boundary of the development will require further discussion and clarification to determine how, when and the party's responsible for the construction.

## PHASING EXHIBIT - Sheet 1 of 3

1. Due to scale of the drawing, the wet utilities are difficult to understand. Appears water, sanitary and storm will be installed in Campus Dr., Sorrell Ave., the easterly portion of Rockcross Dr. and along the east property line of Parcel C.
2. Confirm that the developer will provide an acceptable access to the proposed sanitary sewer lift station during interim and final development. Construction/maintenance of the sanitary sewer lift station access shall be clearly stipulated in the Subdivision Agreement/Plat.
3. Offsite improvements are not shown (e.g. sanitary sewer force main), however are understood for this development. The offsite work shall be clearly discussed and clarified prior to approval of Plat.
4. Please add a note mentioning that the Phased Work in the Park/Open Space areas are shown on Public Lands, Sheet 3 of 3.

## Sheet 2 of 3

1. Add the Multi-use Path on Campus Dr. west of Sorrell Ave. and along S. 88<sup>th</sup> St. Not sure if this is the correct phase for construction.

## PUBLIC LANDS - Sheet 3 of 3

1. Please clarify the types of "Public Lands" (i.e. Open Space, Parks, Public Safety Parcel, Trails, etc.) that will be dedicated to the City. Currently the Legend indicates only Open Space as Public Land.

## TRAFFIC AND MOBILITY STUDY

1. Staff will provide detailed crash data to address staff comment regarding "Current Study Area Traffic Safety Concerns".
2. 96<sup>th</sup> and Dillon Commercial Development, staff will provide traffic report and request response about impact of current St. Louis Parish and Innovation Campus Development as compared to data used in study.
3. Pedestrian crossing at Campus Dr. Staff will evaluate the impact of a raised crosswalk with rectangular rapid flashing beacon on Campus Dr adjacent the Monarch School





Campus that serves BVSD, Avista Hospital, cut thru and development traffic, emergency vehicles, snow removal equipment, etc.

4. There are recommendations for offsite improvements that require further discussion and clarification in the Subdivision Agreement.

## FINAL MASTER UTILITY REPORT

1. The Operations Division is concerned about water quality on Paradise Lane and current flushes (bi weekly – monthly) to bring up the chlorine level in the line. The water line on Paradise Lane is 6” ductile iron installed in mid to late 80’s and “private” (no to low maintenance). The 96<sup>th</sup> Street 8” ductile iron water main was installed in late 70’s for STK. The condition mentioned is currently a maintenance issue. Will the development improve water quality in the area?
2. City will monitor water and sanitary sewer flows from the development to confirm utility report assumptions were reasonable/conservative. Will inform district/developer if there are any issues during future development.

Justin Ferron comments:

Tech Memo 1 Water Flows:

1. Page 15: It is stated that peak flow events will not occur during multiple day periods. However, this has occurred in 2020 where we had >97% peak day usage and 4 days following the peak event had >90% peak day usage. The same can be seen for >90% usage trend in 2019. We will send you 2020 data to include in the report which is reflective of recent demand trends. We feel the discussion should adjust the filter firm capacity to 10.5 MGD (our filter firm capacity 10.5/13 = 0.8). In this case it would put the Low-High max day demand calculations all above the filter firm capacity. Please add the 2020 data, add a 90% percentile to the charts, and adjust the discussion conclusions as needed. A few general typos to fix as well.

Tech Memo 2 Water Infrastructure:

1. Page 1: It states *“Increased demand from Redtail Ridge will likely require the WTPs to operate at elevated filter flow rates (up to 5 gpm/sf rather than the current 2-2.5 gpm/sf) which will likely result in shorter filter run times. During max months, backwashing may be necessary every day depending on raw water quality. Increased backwashing has the potential to result in increased maintenance due to increased usage of backwash pumps and associated equipment”*

Based on the CDPHE design criteria section 4.3.1.2 the filter rates which be running at its max design to meet demand. This would have a major impact on operations and may not be possible in the summer. The memo also does not address the declining rate calculations needed to run the filters under these conditions, if needed. In addition to the



regulatory requirement, can we add discussion regarding what the recommended max filter flow rates should be?

2. Page 1-2: The City considers filter firm capacity to be 10.5 MGD not 11 MGD. We feel it is important to note specifically spell out that the filter firm capacity is calculated by taking total combined plant flow North at 8 MGD and South at 5 MGD for a total of 13 MGD and taking out one filter out of the two at the south plant which is a reduction of 2.5 MGD (13 MGD - 2.5 = 10.5 MGD). In addition, this paragraph implies that our filter firm capacity is only in place when the “worse case” of having a filter down for “1-2 hours” for backwashing. This doesn’t take into account filter to waste time, or if any of our 6 filters are down for any reason other than backwashing. Although rare, a filter could go down early or be out of service for any given reason other than backwashing which could drastically adjust our filter firm capacity. Also, we were thinking that it would be beneficial to add some discussion on the scenario of having a filter out at each plant which would reduce the total capacity to 13 MGD – 2.5 MGD - 2.0 MGD = 8.5 MGD.
3. Page 2 (Last Paragraph): States *“The Mid zone, where Redtail Ridge is located, has a 3.5 MG tank which provides storage volume to meet emergency and fire flow needs, as well as, operational volume for daily flow variations. In the event of a fire during max day demand, the City’s WTPs would be capable of providing max day demand, while the Mid Zone tank would provide the fire flow demand. Fire flow requirements stipulate the minimum fire flow and duration required of 4,000 gpm for 4 hours, or 960,000 gallons, would be provided by the tank. Similarly, in the event of a water line break, the tank’s emergency storage volume would provide the necessary shortage to the Mid Zone. In general, a tank is sized to provide one-third of the tank’s volume to each need: emergency, fire flow and operational storage. In practice, considerations are made to provide the optimal balance between providing a robust system, controlling capital costs, and managing water quality.”*

Calculated demands in the Mid-Zone for 2020 showed an average of 1.40 MGD for the year and a Max of 3.58 MGD. This will result in an average demand of 1.40 + 1.19 + .96 fire flow = 3.55 MGD which is over the max tank capacity. Using Max figures it would be a demand of 3.58+1.71(Max irrigation and indoor) + 0.96 +fire flow = 6.25. This is not achievable and would require that the North Plant solely supply the low and high zones, with no operational flexibility as well as helping support the Mid-Zone to meet demands. Operational levels of the tank are currently 10 -17 ft. or 1,902,460 – 3,234,182 gallons in order to achieve proper storage, turnover for WQ, and a buffer to help with demand changes. There is not capacity in the tank to supply Redtail during peak months from the 3.5 Tank at full buildout. Can we add some discussion like: “The City understands that storage expansion may not be needed for Phase 1 of the project however additional storage may be needed at the completion of future Phases.”



## PROPOSED OVERLOT GRADING

1. The applicant's quantities of earthwork for the entire site include 1.9 million cubic yards of fill dirt.
  - a. Trucking routes shall be approved by the jurisdiction having authorization over the road network. Provide routing information with the Overlot Grading permit application.
  - b. Soil material brought to the site and used below pavements shall be as recommended by the Geotechnical Engineer and approved by the City. Material testing for road subgrade shall be provided at depth and spacing meeting City Design and Construction Standards. Test results shall be submitted to the City with appropriate mapping so that staff can confirm quantity/depth and results of testing are consistent with road construction procedures and City Standards. Noted earthwork depths at street locations ranges from 5' cut to 14' fill.

## REDTAIL RIDGE TOTAL SITE – CUT & FILL MAP

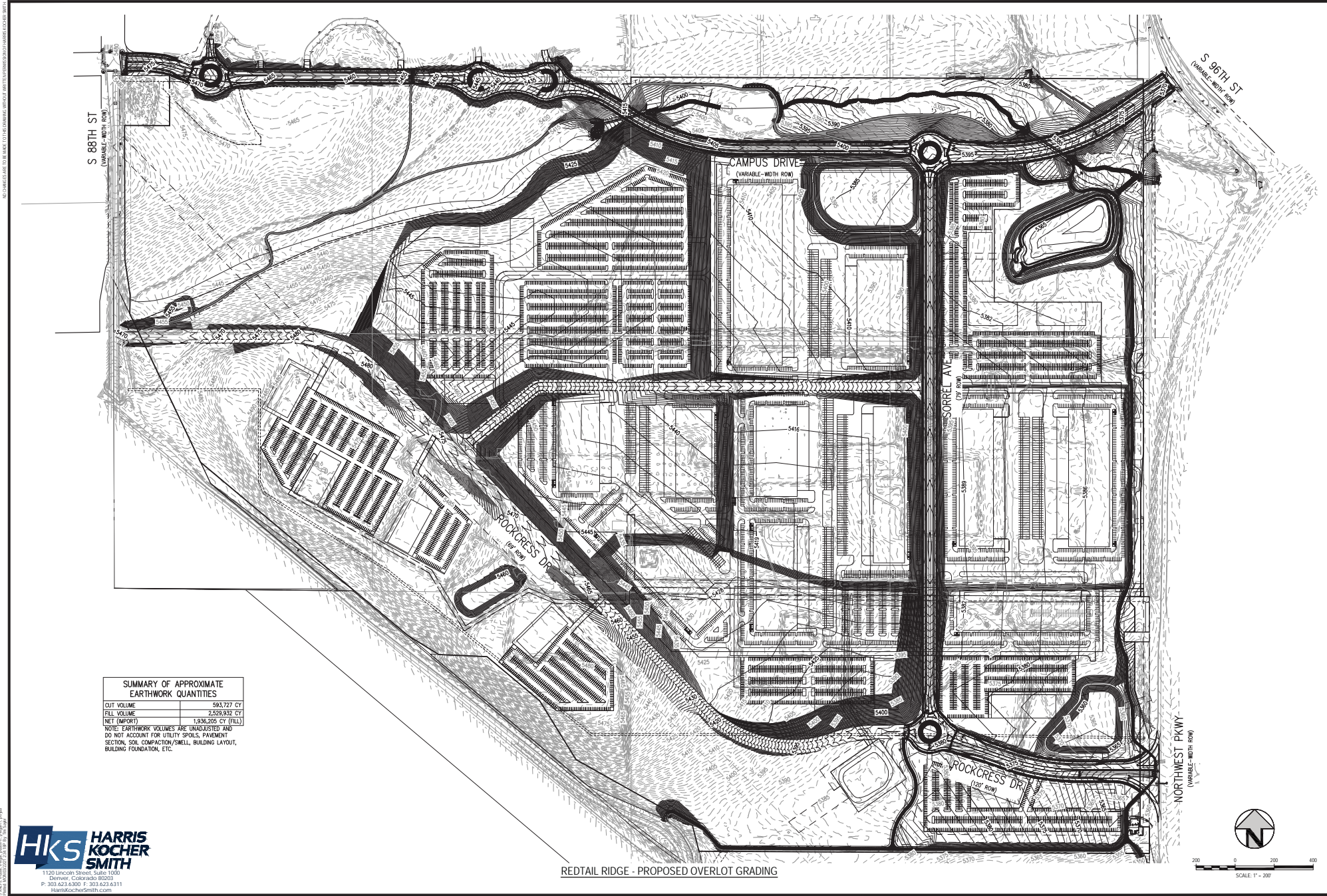
1. Noted cuts of 0.5' to 21' and fills from 0' to over 35' at locations on the site. Applicant shall notify utility companies that traverse the site about the level of earthwork to determine if relocation of their facility is necessary when considering the earthwork.

## REDTAIL RIDGE LIFT STATION ACCESS EXHIBIT

1. Public Works will provide additional comments with submission of the Plat concerning the 1400' L x 26' W Temporary Lift Station access.
2. Please provide auto turn vehicle tracking templates for vehicles that will access the site for maintenance/repair (e.g. Vacuum Truck, Tandem, Grader, Truck/Trailer, etc.).
3. Access lane shall connect to round-about at a 90 degree angle for approximately 50' similar to a street connection at an intersection.
4. Is the Temporary Lift Station access road located in an easement or will this be by agreement/permission?
5. Materials required to provide the temporary access (e.g. hard surface materials, signs, delineators, gates, etc.) will be considered during the Plat review process. Maintenance of the access shall be provided by the applicant.
6. The temporary access as shown is conceptual and will require further input/review prior approval and inclusion on the public improvement civil plans.
7. When will a formal paved access be provided through the lot?







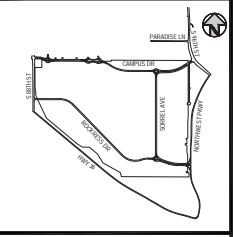
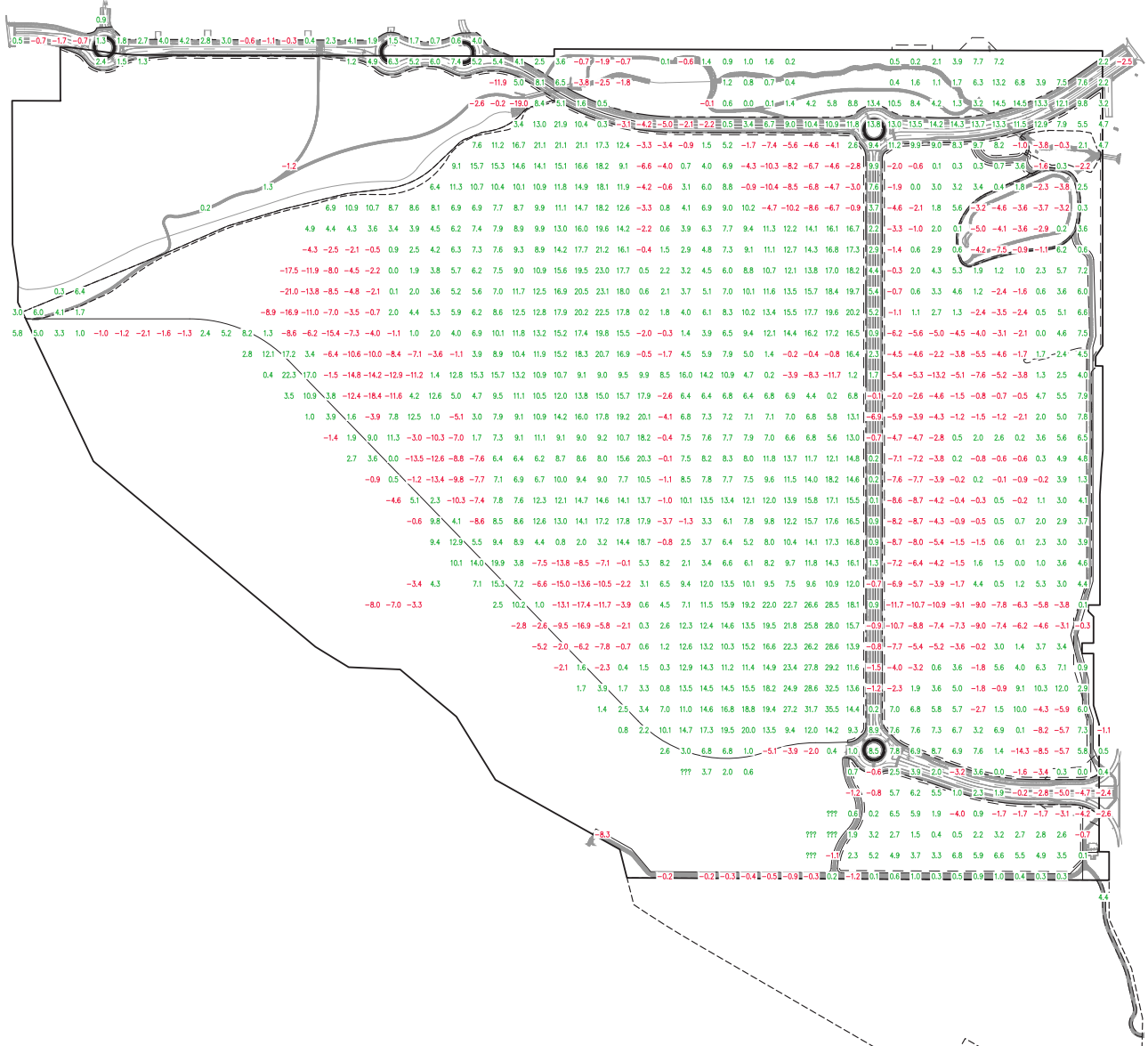
**SUMMARY OF APPROXIMATE EARTHWORK QUANTITIES**

CUT VOLUME	1,983,727 CY
FILL VOLUME	2,259,912 CY
NET (IMPORT)	1,936,205 CY (FILL)

NOTE: EARTHWORK VOLUMES ARE UNADJUSTED AND DO NOT ACCOUNT FOR UTILITY SPOLS, PAVEMENT SECTION, SOIL COMPACTION/SWELL, BUILDING LAYOUT, BUILDING FOUNDATION, ETC.

DO NOT SCALE. THE SCALE TO THE DIMENSIONS OF THE PAPER IS APPROXIMATE. ALWAYS CHECK DIMENSIONS.

1. BASIS: PLANNING AND DESIGN INFORMATION FROM THE TOTAL SITE MAP. TOTAL SITE MAP: LAYOUT.  
2. BASIS: TOTAL SITE MAP: LAYOUT.  
3. BASIS: TOTAL SITE MAP: LAYOUT.



KEY MAP

1"=200'

REDTAIL RIDGE TOTAL SITE - CUT & FILL MAP  
SCALE: 1"=200'

**Lisa Ritchie**

---

**From:** S S <sosstaunton@msn.com>  
**Sent:** Tuesday, August 9, 2022 4:35 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge - send current proposal back

Dear Planning Commission,

As a member of the Louisville community and a resident I ask that you send the current Redtail Ridge proposal. A person who voted for the "No" campaign I want to make sure that the intended purpose of my vote comes to fruition.

This current proposal should be changed to protect habitat, vegetation, and topography. Buildings should be clustered near transportation in the SE area of the site. The Open Space dedication must be unaltered from its natural state. Planning should send this proposal back to the drawing board.

I hope to attend the upcoming Planning Commission hearing to make sure that our community is being properly supported and represented.

Best,  
Sarah Staunton  
Louisville resident

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**From:** Diane Sutton <diane28sutton@gmail.com>  
**Sent:** Thursday, August 11, 2022 11:49 AM  
**To:** Planning Commission  
**Subject:** REDTAIL RIDGE

AGAIN!!!

This was voted DOWN before, and yet you persist!

PLEASE S T O P

Please STOP intruding on our wildlife and natural resources!!!

The message came to you before, and yet you seem to have no conscientious, no principles or principles you follow or that guide you.

There is plenty of land around for whatever realtors need.

PLEASE STOP doing this.

Grow a conscientious!! Grow some values! to weed out your greed.

P L E A S E !!!

S T O P the noise to hurt EARTH!!



Can you explain to me WHY you persist in this direction? Thank you.

Sincerely,

Diane Sutton

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## Lisa Ritchie

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**From:** David Sweedler <dsweedler@gmail.com>  
**Sent:** Tuesday, August 9, 2022 5:06 PM  
**To:** Planning Commission  
**Subject:** Planning Commision Do not approve the Redtail Ridge plan as submitted!

Planning Commision RE: Upcoming meeting on Redtail Ridge approval.

Please do NOT approve this plan as submitted.

It is the same plan voters rejected by a wide margin. As a Louisville City resident of over 30 years and fire displaced resident who is now faced with the daunting task of rebuilding my home under severe financial constraints to the 2021 IRC, I can tell you I will be really upset with Louisville Planning if you allow the Redtail Ridge developers to build all these huge buildings to LEED Silver certification. Why do Louisville City residents have to completely bear the burden of super high energy efficiency rebuilding costs when you allow a major developer with access to Wall Street financing to build to the second lowest tier of energy efficiency? THIS IS A MAJOR MISSED OPPORTUNITY and not what Louisville City residents want out of our business partnerships.

Louisville City Council can't adopt an ordinance that was repealed in a referendum election for a period of four years.

Louisville Home Rule Charter Section 7-5: Prohibited Action by Council - Initiated or Referred Measure (b) No referred ordinance repealed by the registered electors of the City may be readopted by the Council during a period of four (4) years after the date of the election on the referred ordinance, unless the readoption is approved by the registered electors.

How does this apply to the Redtail Ridge plan?

The current Redtail Ridge proposal has not materially changed from the ordinance overturned in the Special Election. This proposal uses the same Final Drainage Report (which alters nearly all the natural drainage and uses ponds for stormwater and runoff), the same grading plan (which grades wildlife habitat, natural vegetation, and topography in greenfields), and does not cluster buildings. Traffic projections are actually worse.

I ask the planning commision to make the following changes to the Redtail Ridge plan submission before accepting it.

This proposal should be changed to protect habitat, vegetation, and topography. Buildings should be clustered near transportation in the SE area of the site. The Open Space dedication must be unaltered from its natural state.

In other words, Planning should send this proposal back to the drawing board!

--

David Sweedler  
956 St Andrews Ln (destroyed)  
Louisville CO 80027  
306 Maggie St. (current mailing and temporary residence)

Longmont CO 80501  
303-908-3103  
[dswedler@gmail.com](mailto:dswedler@gmail.com)

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## Lisa Ritchie

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**From:** A R <ar@metrocomp.com>  
**Sent:** Wednesday, August 10, 2022 4:17 PM  
**To:** Planning Commission  
**Subject:** Redtail Ridge review

Members of the Louisville Planning Commission,

The Redtail Ridge proposal was rejected by City Council in 2021, and then on Second Reading was sent to a Referendum vote in April 2022. Voters rejected Redtail Ridge at that time. Thus, the proposal was rejected by both City Council and the Voters.

In June, the applicant is said to have 'pivoted' to biotech; however, in virtually every material aspect the plan is essentially the same as the the one voters rejected in April. There were any number of reasons why voters said 'no', but time and again:

- lack of reasonable open space dedication,
- sheer density/sprawl of the project,
- lack of sustainability,
- and increased traffic

were cited by those opposing the plan. None of those aspects have even been acknowledged, let alone reworked in the current plat now before you.

This has been going on now, in one form or another, for a solid THREE YEARS, and has been an enormous waste of City resources that could have been put to better use. Now, despite a catastrophic wildfire in December, there are some who apparently feel this is a good time to build yet another enormous heat island in the region.

Simply pivoting/changing the name of something does not suddenly make it a brand new proposal. Please respect the will of the voters and reject the applicant's request, period. It has already been rejected by City Council and the voters. I'd say that is reason enough to say 'no' yet again.

Respectfully,  
Andrew Rogowski  
260 S. Lincoln Ave.

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**Lisa Ritchie**

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**From:** Joel <shay25@q.com>  
**Sent:** Saturday, August 6, 2022 1:00 PM  
**To:** Planning Commission  
**Subject:** No on RedTail Ridge

Dear Commissioners:

Please vote NO on Redtail Ridge.

Please listen to your citizens. The citizens of Louisville have been advising you that Redtail Ridge is a bad idea for Louisville.

We don't want any new development.  
We don't need more cars on the road.

The whole town of Louisville is trying to recover from the Marshall fire. Please keep the Storage Tek area undeveloped. If you want to create to honor the families that lost everything in the fire that would be a kind thing to do. Keep the area as it is but maybe add a wall with the names of those that lost their homes (like the Vietnam Memorial in Washington DC))

Again, please listen to the people, this bad idea was voted down by the people and it should stay that way!.

To keep Louisville a small town that is nice to live in, PLEASE VOTE NO.

Thank you  
Joel Waszak

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**From:** [Richard Simpson](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Thursday, February 15, 2024 12:20:40 PM

---

Some people who received this message don't often get email from [rsim586133@aol.com](mailto:rsim586133@aol.com). [Learn why this is important](#)

I understand that you are reconsidering the Redtail Ridge development.

I know there is opposition to this development but I want to voice my concern.

I am much more concerned about loosing our hospital if they are not able to expand into the new development, than I am about killing or relocating some prairie dogs.

I have lived in Louisville since 1995 and have obvious concern about all of the empty buildings and just heard Casa Allegre has closed. We sorely miss Carrabba's restaurant.

I understand there will be increased traffic from the development but this a too valuable of property to not be developed at some point.

Please do your best for Louisville's future.

Richard Simpson  
1560 Ridgeview Dr

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**From:** [Lawrence Crowley](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Thursday, February 15, 2024 11:00:19 AM

---

Some people who received this message don't often get email from magic@ecentral.com. [Learn why this is important](#)

Dear Council Members,

I am an 87 year old resident and retired science teacher as well as a former member of our Open Space Advisory Board. I am concerned about the development of Redtail Ridge. The developers apparently are unconcerned by Louisville's needs and only with their own bottom line. This is wrong. We need to keep Louisville the special and wonderful town it has grown into. Specifically, the developers:

Have not created more ecologically meaningful open space compared to earlier Redtail plans.

Have proposed nothing to protect wildlife and its existing habitat. Instead, they plan to grade most of the site, removing vegetation and animals and disrupting millions of cubic yards of soil.

Have not responding to the concerns of Louisville residents.

**City Council needs to insist on a plan for the old StorageTek site that:**

Limits development on the site to the area south of Disc Drive and clusters buildings for a smaller overall footprint.

Meets the criteria of the city's democratically-crafted municipal code. (The current plan does not!)

Adequately prepares for the additional 20,000 car trips their engineers expect will be added to Louisville roads.

Is sensitive to the needs and concerns of nearby neighborhoods struggling to rebuild from the Marshall fire.

Keeps site grading to essential areas only, respecting the inherent value of the long-standing ecosystems on the property — especially the vegetation- and wildlife-dense area north of Disc Drive.

Please respect our opinions and represent our interests, not the developer's.

Thank you,

Lawrence Crowley  
441 Pheasant Run  
303-666-0640

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**From:** [Dave Blanchard](#)  
**To:** [City Council](#)  
**Subject:** Red tail ridge  
**Date:** Thursday, February 15, 2024 10:53:13 AM

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[Some people who received this message don't often get email from dablanchard50@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hi. My name is Dave Blanchard. I have lived in Louisville since 1982 when the town was a much smaller place. My children were born and went to school here. At the time Storage Tech was a thriving innovative company that greatly contributed to the tax base and commerce to the town. Since it was bought and moved it has been an empty space not visited or used by anyone.

I have watched surrounding towns of Superior, Lafayette and Broomfield grow and thrive while big box business and Main Street mom and pop shops and restaurants in Louisville close up and move to these towns.

I am all for open space, but the corner of highway 36 and the NW Parkway is not the place for it. Let's use this space for smart mixed use development so all the citizens of Louisville can benefit from it.

Thank you

Sent from my iPhone

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**From:** [Bev Snyder](#)  
**To:** [City Council](#)  
**Subject:** Red Tail Ridge  
**Date:** Thursday, February 15, 2024 10:52:28 AM

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Some people who received this message don't often get email from bev@wisegator.com. [Learn why this is important](#)

Good morning all,

Please see my past letters to every one of you.

We are still looking at this development with disdain.

Again, we - the good folk of Louisville - voted AGAINST this version.

Please vote for the best of Louisville. We all did now it is your turn to believe in what we want and to take care of this community.

Bev Snyder and Rolland Fearn  
304 Diamond Cir  
Lsvl

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**From:** [Jessie Kowalski](#)  
**To:** [City Council](#)  
**Subject:** Yes to Redtail Ridge  
**Date:** Tuesday, February 20, 2024 7:30:00 AM

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Some people who received this message don't often get email from jesskowalski@comcast.net. [Learn why this is important](#)

Dear City Council,

Thank you for your service to our community.

I have lived in Louisville for 22 years and value our city's focus on the cultural, environmental, and economic aspects of sustainable planning. I'm highly concerned by the recent steady erosion of our commercial tax base and the hostile circumstances (codes/rent) experienced by local businesses.

I strongly encourage you to vote yes to the Redtail Ridge development plan. Compromises have been made allowing for open space and more, and it's time to move forward.

Thank you again for all you do,

Sincerely,

Jessie Kowalski  
945 McKinley Ave.  
Louisville

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**From:** [Laura Page](#)  
**To:** [City Council](#)  
**Subject:** RTR  
**Date:** Monday, February 19, 2024 11:35:01 PM  
**Attachments:** [Letter to Council\\_02\\_19\\_24.pdf](#)

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Some people who received this message don't often get email from lpage53@gmail.com. [Learn why this is important](#)

Dear Mayor and Members of Council,

I urge you to read the attached letter. It questions whether the applicant for the preliminary plat for Redtail Ridge is adhering to the 2010 GDP.

Thank you.

Laura Page  
920 Rex St.

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February 19, 2024

Dear Mayor and Member of Council,

I've no doubt that you are weary, as are the applicants, of the review process for Redtail Ridge. I ask that you push through your fatigue to ensure this development is fully in the best interests of the City and its citizens. Note that the GDP and development agreement for Centennial Valley were each amended 10 times.

When the majority of voters in Louisville rejected the amended GDP for Redtail Ridge that had previously passed City Council by the narrowest of margins (4-3), the expectation was that the applicant's development would revert to the concept approved in 2010. Instead, despite the reversion of allowable developable square footage to the 2010 GDP amount, the preliminary plat currently under consideration is basically unchanged from the plan that was rejected by the voters.

This applicant, and frankly, City staff, have failed to adhere to ConocoPhillips' concept that was approved in 2010. Indeed, during Council discussion of the proposed amended GDP, Mr. Baukol stated that "Changes are needed to do anything on the property other than a basic corporate campus..." Clearly, that's not what the current proposed plat shows. Mr. Baukol previously acknowledged the constraints of the 2010 GDP but is now choosing to ignore them. Perhaps the applicant is hoping to avoid restrictions on a technicality.

Sec. 17.72.050 of the LMC states that, once a GDP is recorded, "...all development within the district shall substantially comply therewith, unless the development plan is amended." What the Council approved in 2010 was a consolidated development surrounded by deep, natural buffers that protected much of the existing environment. The plan respected, and was designed to work with, the natural topography to help minimize the impact of the increased height allowances that enabled a more compact footprint.

The current application is substantially different from that plan and thus calls for the submission of an amended GDP. I believe the only reason the current applicant appears to be getting away with this is because of the [legal] expiration of the plat.

Without the 2010 plat, the original GDP is largely toothless because it lacks the specificity required by Sec. 17.72.030 which states that the GDP "shall set forth the following:

- A. The proposed use of all lands within the subject property;
- B. The type or character of development and the number of dwelling units per gross acre proposed;
- C. The proposed location of school sites, parks, open spaces, recreation facilities and other public and quasi-public facilities;
- D. The proposed location of all streets shall be coordinated with the adopted general street plan for the city."

The omission of these mandates on the 2010 GDP is due to the submission process at the time. My understanding is that the plat (and the PUD?) was submitted concurrently with the GDP. The plat, rather than the GDP, specified the location of the built environment and the road configurations, which reflected the more condensed development.

If the current applicant wants to build under the 2010 documents, rather than submit a new amended GDP, then Council should hold the applicant to the development concept and footprint laid out in the 2010 plat, regardless of the legal technicality of the expiration of that plat. Failing to do so removes the careful, collaborative design that ConocoPhillips and the City worked hard to achieve.

If Council is reluctant, for legal reasons, to consider both the 2010 plat and GDP *together* to ensure the applicant develops the property in keeping with that proposal, I ask that the Council nullify the 2010 GDP – due to the lack of required elements – or mandate that an amendment to the GDP be put forth by the applicant that *does* fulfill the Code’s requirements for that document. Doing so, I believe, would allow the current Council to more ably ensure the desires of the majority of Louisville’s citizenry for reduced sprawl; for a plan that will actually protect the existing flora and fauna, not bulldoze it; for a plan that will better support wildlife with a larger, contiguous area of open space (all land north of Disc Drive?) rather than “open” space trisected and bordered by a two and four-lane road; and for deeper natural buffers around the development that would better fit the property’s rural designation, all facets included in the 2010 design. Indeed, The Planning Department, in a document dated April 20, 2010, observed of the ConocoPhillips plan, that “A specific emphasis is being placed on prairie restoration and **preservation** [*emphasis added*] of unique wildlife and ecosystem habitats,” something the current plan fails to do.

In the latest presentation by this applicant, a representative stated that the development would likely incorporate about 75 more acres of “open space,” albeit private during the PUD phase. This is in addition to ~70 acres on site designated as open space for a total of 145 acres. Contrast that with 222 total open-space acres shown in the ConocoPhillips’ plan. Davidson Mesa is 246 *contiguous* acres.



The additional open space offering off site is welcome and a valuable potential connection point to adjacent open space but it does nothing to protect the environmental features at risk on the Redtail Ridge property, including between 2500 and 5500 prairie dogs that support the lives of many other species. Perhaps these two lots could be purchased jointly with Boulder County.

Requiring an amended GDP might also allow you some influence to ask for the incorporation of housing. Including housing in the development, preferably designated affordable, would make this a mixed-use development that would be more sustainable, reduce vehicular traffic and congestion, and improve quality of life for those who chose to live where they work, all stated goals of the City. Your constituents are begging you for more housing to reduce the pressures on the market that will only increase with buildout of this development. An architect for Brue Baukol, Sarah Komppa, previously stated to Council, that it is “...essential to have a mixture of use for the property. Mixing [uses] reduces the average weekday trips.”

If, instead of nullifying the 2010 GDP or requiring an amended GDP, you decide to continue to consider the preliminary plat, I beseech you to follow the lead of the Planning Commission and deny the plat. Several failures to meet the LMC have been noted. One that is the absence on the plat of the required identification of trees on the property.

Please use your authority to better shape this development. Per Sec. 16.12.075 - Action on preliminary and final plats: “**Nothing in this title is intended to limit the authority of the planning commission granted pursuant to C.R.S. § 31-23-215(2) to impose use, height, area, or bulk requirements or restrictions governing buildings and premises within a subdivision**, so long as such requirements and restrictions do not authorize violation of the city zoning ordinance, and **the city council shall have the same authority**.”

I and your other constituents are counting on you to ensure this development, if approved, shall be the best that it can be.

Thank you for your service.

Laura Page, 920 Rex St

**From:** [Joshua Cooperman](#)  
**To:** [City Council](#)  
**Subject:** Re: Redtail Ridge: Issues to Address and Questions to Ask  
**Date:** Monday, February 19, 2024 10:21:12 PM

---

Dear Louisville City Councillors,

I forgot one further issue to address on Tuesday night.

As expressed in their letters to City Council, many residents do not understand why City Council is even considering another development application for Redtail Ridge. I recommend that City Council explain why the current application is under review despite the outcome of the special election in April 2022.

Best,  
Josh

On Mon, Feb 19, 2024 at 9:58 AM Joshua Cooperman <[jhcooperman@gmail.com](mailto:jhcooperman@gmail.com)> wrote:  
Dear Louisville City Councillors,

I wish to suggest that you address the following issues and ask the following questions as you continue to review the Redtail Ridge preliminary plat application.

**Preliminary grading plan**

Please ask City staff to provide an updated preliminary grading plan including quantitative estimates of all cutting and filling. Please also ask City staff to provide the preliminary grading plan previously provided to the Planning Commission. I have explained the necessity and importance of such documents in a separate email.

**Clustering of development**

Please ask City staff and the applicant about the prospects for clustering development. Many residents have long requested clustering of development to the south of Disc Drive. Please consider incentives to enable clustering such as density bonuses, height waivers, and parking reductions. Please consider tying the proposed development's phasing to clustering so that the development does not sprawl from its inception.

**Alignment of a Campus Drive extension**

Please ask the applicant for a thorough explanation of the proposed alignment of a Campus Drive extension including the applicant's consideration of other alignments. The currently proposed alignment is not ideal in several respects: it bisects high-quality wildlife habitat, skirts a natural drainage way, requires extensive grading for construction, largely duplicates a nearby existing roadway, and creates some traffic stacking issues on 96th Street.

**Possibility of housing at some future date**

Please ask City staff about the possibilities for housing at the site. The site is not currently zoned for housing, but the City could change the zoning or the applicant could request a zoning change. Please inquire about how such zoning changes would interact with existing land-use documents for the site.

**Engagement on infrastructure with Broomfield and Northwest Parkway Authority**

Please ask City staff about the possibility of the City engaging with Broomfield and the



Northwest Parkway in reviewing infrastructure connections to the development site. The City should foster excellent pedestrian and bicyclist connections to the Broomfield Business Center.

**Planning Commission's findings for recommendation of denial**

Please explicitly consider all of the Planning Commission's findings for its recommendation of denial. Please explain your perspective on all of these findings.

**Required wildlife surveys**

Please ask City staff about the local, state, and federal wildlife surveys required prior to development. Please ensure that all such surveys are up-to-date.

**Public outreach by the applicant**

Please ask the applicant to detail efforts to engage Louisville residents on the character and form of the proposed development.

**Memorialization of the applicant's commitments**

Please ask City staff to appropriately memorialize the commitments made by the applicant. Some of these commitments are recorded in the meeting packet, and some of these commitments were recorded in the audiovisual record during the applicant's presentation. Commitments presented as part of the preliminary plat should be memorialized with the rest of the preliminary plat.

**Approval requirements at preliminary and final plat**

Please ask City staff to clearly delineate the development approvals required at preliminary plat and the development approvals required at final plat.

**Rights secured by preliminary plat approval**

Please ask City staff to explain the rights secured by an applicant upon approval of a preliminary plat. Specifically, does the applicant gain any rights beyond the right to submit a final plat?

**Pedestrian and bicyclist infrastructure on private roads**

Please ask City staff about the requirements for pedestrian and bicyclist infrastructure on internal private roads. Please ask the applicant about plans for pedestrian and bicyclist infrastructure on such roads.

**Grading for public park development**

Please ask City staff about the grading that would be necessary to create a park in the site's northwest corner.

**Gray water usage**

Please ask City staff and the applicant about the possibility of using gray water in buildings and landscaping.

**Methane capture at expanded water treatment plant**

Please ask City staff and the applicant about the possibility of incorporating methane capture techniques at the expanded water treatment plant.

Thank you for considering my suggestions.

Best,  
Josh

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**From:** [Sharon Ladin](#)  
**To:** [City Council](#)  
**Subject:** Vote yes on Redtail Ridge  
**Date:** Monday, February 19, 2024 9:05:51 PM

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Dear Council Members,

I am writing to support the development of Redtail Ridge.

My husband and I moved to Louisville in 2018, in part because of the thriving community. Since then, we have been sad to see businesses leave empty storefronts on Main Street and McCaslin. Many former business owners blame Louisville's anti-growth policies for their departure.

We love our community's open spaces, and use them frequently. But the private property that is proposed to be Redtail Ridge is NOT open space. It is a privately owned property zoned to be developed commercially.

Without growth, the community we love will wither. Please vote yes on Redtail Ridge.

Sharon Ladin  
109 Lois Cir, Louisville, CO 80027

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**From:** [Debbie Blanco](#)  
**To:** [City Council](#)  
**Subject:** Yes on Redtail Ridge  
**Date:** Monday, February 19, 2024 8:43:38 PM

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Some people who received this message don't often get email from [laplaya95@gmail.com](mailto:laplaya95@gmail.com). [Learn why this is important](#)

**To Whom This May Concern:**

I have lived in Louisville for 17 1/2 years, have raised 3 kids in Louisville, and am a very active citizen within the limits of Louisville, venturing outside to mainly other Boulder County municipalities when necessary, but preferring to stay in Louisville....because I love it. And I rarely send letters like this.

Over the past several years, I have followed the plans and the cancellation of plans for the Redtail Ridge Property near Monarch High School and Avista Hospital. I have seen and received multiple pieces of unsolicited mail every time this issues comes before the council asking me to write the council and ask you to reject moving forward, to send this company back to the drawing board, and to flood city council with emails asking you to vote NO. But I am asking you to vote YES. Yes to keeping Avista Hospital in Louisville, and creating more than one way in and out of that health center. Yes to an additional much-needed second way out of Monarch High School (a locked second entrance gate to be unlocked when needed is NOT adequate). Yes to a new Nature preserve, updated landscaping and more bike and walking paths.

This company has improved their plans, has listened to what you asked them to do....and I am asking you to vote YES on this issue tomorrow. I live here, have seen so many businesses leave, and so many empty stores. I am asking you to approve this decision tomorrow, which will benefit the residents of Louisville. Please do not send them back for another iteration. If this would have been passed the last time, we would already have a second "real" road into Monarch, and things would be moving forward already.

Debbie Blanco  
789 Nighthawk Circle  
Louisville Resident

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**From:** [Natasha Flyer](#)  
**To:** [City Council](#)  
**Subject:** Are You a Decent Human OR A Snake in the Grass ?  
**Date:** Monday, February 19, 2024 8:34:41 PM

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Some people who received this message don't often get email from natasha.flyer@colorado.edu. [Learn why this is important](#)

**NO!!**  
**NO** to the **CURRENT RTR PLAT & PLAN!!**

**What will be your legacy?**

Will you be remembered with **Decency** or **Disgust?**

Sent from [Mail](#) for Windows

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**From:** [Janette Kotichas](#)  
**To:** [City Council](#)  
**Subject:** Louisville Southeast Gateway  
**Date:** Monday, February 19, 2024 6:05:29 PM

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Some people who received this message don't often get email from janettekotichas@me.com. [Learn why this is important](#)

Dear City Council,

Here we are — again. As a long-time resident of Louisville, I am not in favor of Sterling Bay moving forward with their plans as they stand today for the Louisville Southeast Gateway (formerly Redtail Ridge, formerly Storage Tek) property.

Sterling Bay:

- Have NOT created more ecologically meaningful open space compared to earlier Redtail plans.
- Are doing NOTHING to protect wildlife and its existing habitat. Instead, they plan to grade most of the site, removing vegetation and animals and disrupting millions of cubic yards of soil.
- Are NOT responding to the concerns of Louisville residents.

As elected officials, city council members represent us as a community, and we have voted against these plans already. You must insist on a plan for the old StorageTek site that:

- Limits development on the site to the area south of Disc Drive and clusters buildings for a smaller overall footprint.
- Meets the criteria of the city's democratically-crafted municipal code.
- Adequately prepares for the additional 20,000 car trips their engineers expect will be added to Louisville roads.
- Is sensitive to the needs and concerns of nearby neighborhoods struggling to rebuild from the Marshall fire.
- Keeps site grading to essential areas only, respecting the inherent value of the long-standing ecosystems on the property — especially the vegetation- and wildlife-dense area north of Disc Drive.

I would urge you to hold Sterling Bay accountable for plans that serve our community — not destroy it.

Janette Kotichas  
278 Juniper Street  
Louisville, CO 80027

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**From:** [Van Pollock](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Monday, February 19, 2024 5:36:25 PM

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Some people who received this message don't often get email from lapollock@msn.com. [Learn why this is important](#)

Dear Council Members,

Please listen to the citizens of Louisville. We have tried over and over to get the developers to come up with a plan that fits with the already addressed issues. After living here for more than 40 years, I have watched our small town, over run with traffic, people, so many businesses move out. The list goes on and on. I honestly feel my quality of life was 100% better in 1982, than it is today. Very sad.

Leigh Ann Pollock

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**From:** [Bruce Bernhardt](#)  
**To:** [City Council](#)  
**Subject:** Support for RedTail Ridge plat  
**Date:** Monday, February 19, 2024 4:27:27 PM

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Dear Members of the Louisville City Council,

We have been residents of Louisville since moving here from Northern Virginia in 3018. We love our town and want to keep it a vibrant and thriving community.

We write in strong support of the Redtail Ridge preliminary plat. The comprehensive benefits of moving forward on Redtail Ridge are clear and vital for our town. This project aligns perfectly with our Comp Plan and our city's goals for compatible development, sustainability, transportation, and economic vitality. By approving this plat, we take a significant step towards a more connected and environmentally responsible Louisville.

We are especially cognizant of the importance of keeping Avista Hospital in Louisville. Its presence is not just about jobs; it's about maintaining a sense of community and providing essential healthcare services to our residents. Approving this plat ensures Avista's continued contribution to our community's well-being.

The 139 acres of open space in Redtail Ridge would be one of the largest donations in Louisville's history. The commitments to habitat management and preservation are equally important, and create new opportunities for residents to enjoy open space. It's a rare opportunity to enhance our community's recreational spaces and overall quality of life.

Approving the plat is a vital next step in developing the network of roads, trails, and infrastructure that can create a safe and healthy campus. It is what allows Campus Drive to finally be extended. And yes, it keeps Avista Hospital in Louisville.

Approving the Redtail Ridge plat is more than a procedural step; it's a statement about the kind of city we want to be. A city that is forward-thinking, family-friendly, and open to new opportunities. Let's not delay this any longer.

Thank you for your attention to this matter. We trust you will make a decision that benefits all of Louisville.

Best regards,  
Bruce and Connie Bernhardt  
1079 Leonard Lane  
Louisville

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**From:** [Audrey DeBarros](#)  
**To:** [City Council](#); [Audrey DeBarros](#)  
**Subject:** Support for Redtrail Ridge Multimodal Transportation Improvements  
**Date:** Monday, February 19, 2024 4:22:08 PM

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Dear Council:

I write in support of the numerous multimodal and safety improvements that your approval of the Redtail plat application will enable. I'm especially in favor because the development will pay for these improvements, not taxpayers.

In Rob Zuccaro's presentation to Council at the Feb. 6 meeting, he pointed out that more than 75% of the vehicle trips at full build-out will be moved to major corridors like the Northwest Parkway and U.S. 36. This is a HUGE improvement, and would significantly reduce traffic on community streets not designed for that load. That means safer roads and more efficient travel times. In addition, a Transportation Demand Management plan will be implemented to accommodate travel demand through the use of transit, EcoPasses for employers, and expanded safe cycling and pedestrian access.

Not only that, but because the development is investing in significant roadway improvements at the very beginning of the project, we can have these improvements in the next year or two – not in twenty. From their presentation, Sterling Bay included the following roadway improvements as part of their application:

- More than \$25 million in improvements to Northwest Parkway, 96th Street, and 88th
- Fully extending Campus Drive
- A new internal roadway network that can improve emergency access and disperse vehicle traffic for reduced congestion.

Your support will facilitate multimodal improvements that all of Louisville will benefit from. Please approve the plat without further delay. I am excited about this new economic vitality opportunity to improve and open up this part of Louisville that is currently closed to public access, allowing more residents to enjoy the amenities the development will offer to improve safety for Monarch school, Avista Health and all of the supporting businesses in the area. The land owner has complied with the required city codes and should be allowed to develop their private property.

Sincerely,

Audrey DeBarros  
839 West Mulberry Street, Ward 2



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**From:** [Chris Freeman](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Monday, February 19, 2024 3:19:04 PM

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As a citizen of Louisville, it is important to me that Redtail Ridge be developed. To that end, approve Redtail's development plan and stop delaying.

Chris Freeman

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**From:** [Rick Kron](#)  
**To:** [City Council](#); [Jeff Durbin](#)  
**Cc:** [Rob Zuccaro](#); [Vanessa Zarate](#); [Austin Brown](#); [Eric Reed](#); [Stephanie Schlageter](#); [Mark Oberholzer](#); [Jenni Hlawatsch](#); [Greg Reedy](#); [Heather Bingaman](#); [Tom Horst](#); [Ashley O'Connell](#)  
**Subject:** Resolution #80, Series 2023, Redtail Ridge, DBA Support, Comments  
**Date:** Monday, February 19, 2024 2:07:43 PM

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Louisville Counselors and Staff:

On behalf of the Downtown Business Association of Louisville, Inc. (DBA), this public comment is provided to express our **strong** support for the adoption of Resolution #80, Series 2023 concerning Redtail Ridge for the reasons stated in the positive comments in the staff report and the applicant materials.

It is essential to the future of Louisville and its Downtown that Avista Hospital remain in the City, that the Campus Drive link from Monarch be completed, and that additional open space, park, trail, and other amenities become available to our residents. High quality improvements to the currently underutilized and deteriorated site (as shown on pages 36 and 41 of the applicant's materials) will be of great benefit to our community, with much of the site actually open for entry and use by our residents.

Redtail Ridge is an infill project, surrounded by Louisville, Broomfield, and Superior. Work on that site will transform the current mess into a source of innovation for the future and customers for our businesses. Given its location away from most current residents, in our opinion, there will be few, if any, significant negative impacts.

The plan under consideration in Resolution 80, Series 2023 represents a significant improvement over the plan previously submitted to the voters in terms of energy production and use, lighting, use of transit, improvements to the Northwest Parkway, trails, and use of land, among others. The owners have listened and responded.

Therefore, the DBA urges a "yes" vote on Resolution #80, Series 2023.

Thank you,

Board of Directors, Downtown Business Association of Louisville, Inc.  
By: Rick Kron  
Its: President

Sent from my iPad

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**From:** [MCSMITH Janet](#)  
**To:** [City Council](#)  
**Subject:** Redtail Plat, let's get this done!!  
**Date:** Monday, February 19, 2024 1:58:14 PM  
**Importance:** High

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Some people who received this message don't often get email from [janet.mcsmith@danone.com](mailto:janet.mcsmith@danone.com). [Learn why this is important](#)

Dear Members of the Louisville City Council,

I have attended several meetings about this land and tired of not getting something done!

I have lived in this community for 24 years and this land needs to be adding to our tax dollars and is not for open space like you let even students remark wanting to keep as open space last round.

I have reviewed the proposal and love it!

There is so much opportunity with this land for Louisville as a city. You have blocked too much development in the years and this one needs to be done. I'm tired of the opponents of development preventing our citizens and residents from enjoying the new public parks and open space that would become available with your approval of the Redtail Ridge plat. Right now, this land is private property and closed to the public, as it has been for more than 50 years.

With your approval, Redtail Ridge can create the largest non-golf public land dedication in Louisville history, with 139 acres, plus 20 miles of new trails and paths. That doesn't even include the additional new pocket parks and amenities that will open up once the individual parcels become available.

This is a historic dedication of public land and would create so many additional benefits for our community, including keeping Avista in Louisville and **extending Campus Drive**, which is desperately needed.

Please help make history, and let Louisville residents access hundreds of acres of new space that's been closed off to us for so long.

Thank you,  
Janet McSmith  
882 W Mulberry St  
303-726-8633

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**From:** [whgilbert1@gmail.com](mailto:whgilbert1@gmail.com)  
**To:** [City Council](#)  
**Subject:** Strong support for Redtail Ridge Plat  
**Date:** Monday, February 19, 2024 12:30:10 PM

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Some people who received this message don't often get email from whgilbert1@gmail.com. [Learn why this is important](#)

Dear Louisville City Council Members,

My wife and I strongly support the Redtail Ridge Plat that was presented at the February 6<sup>th</sup> meeting. Sterling Bay's application clearly meets the requirements of the 2010 GDP, and it also far exceeds the GDP amendment that voters turned down in April 2022.

We endorse the project and specifically commend Sterling Bay's inclusion of the following:

- LEED certification of new buildings
- Retaining Avista Hospital in our community
- Dedicating 139 acres of open space... more than the 93 acres that voters rejected in the special election and much more than the 38 acres as required in the 2010 GDP. Public access to this land is currently unavailable to the public.
- Improving the vegetation and wildlife habitat.
- Extension of Campus Drive.
- Providing revenue for Louisville.
- Fitwel certification.
- Solar roof arrays.

It is clear to us that the Planning Commission's previous concerns have been met, and we urge you, the Louisville City Council, to approve the Redtail Ridge Plat without delay.

Thank you for your consideration,

William H Gilbert  
816 Meadowlark Ln  
Louisville, CO 80027

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**From:** [Brett Commander](#)  
**To:** [City Council](#)  
**Subject:** In Support of Redtail Ridge Development  
**Date:** Monday, February 19, 2024 11:51:17 AM  
**Attachments:** [image001.png](#)

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Dear Council,

I watched the City Council meeting that included the Sterling Bay presentation for Redtail Ridge, I have to say I was very impressed with the level of effort and the many benefits the development will bring to the community. I was also highly annoyed with the small group of residents at the meeting who claim to be the voice of the community but who are opposed to any form of progress. Please be aware that Sherry Sommers does not speak for me, nor does she speak for most of the people in the community who have better things to do than complain about everything.

My wife and I have lived in Louisville since 1992, we've owned two homes, we've raised our family here, and I have a business in the Louisville Tech Center. We've been part of the community that thrived and made Louisville rank in the "Best Places to Live" in 2009, 2011, 2013, 2015 and 2017. However, over the last several years there has been a push to stop any form of progress, we've seen numerous businesses leave, and we've watched the stagnation set in. This opposition to renewal is now attempting to stop the development of Redtail Ridge and the arguments seem baseless.

I am very familiar with the planned development area. My daughters were born at Avista Hospital and they both attended Monarch middle school and high school. I still drive down Dillon Rd nearly every day and frequently experience the 8am traffic jam with eastbound cars backed up past St Andrews Ln and westbound backed up to 96<sup>th</sup> St. The view of the land while driving along 88<sup>th</sup> to and from Superior is that of a huge vacant lot with dry blowing dirt and noxious weeds. After seeing the site plan presentation, I am 100% in favor of the Redtail Development for the following reasons:

- The land is private property, the plans are well within the permitted zoning requirements and they more than meet the planning commissions requirements.
- Avista Hospital is vital to our community and has committed to staying in Louisville with the development of Redtail.
- Reduction in road congestion at Dillon and 88th has been necessary for many years.
- Proving an alternate route in and out of Monarch will eliminate an extreme safety issue. I'm glad school was not in session during the Marshall Fire.
- Additional parks and "useable" Open Space make the land much more valuable to the community than the existing inaccessible vacant lot.
- Expanding and linking the trail network will be great for recreation and commuter biking.
- Enhanced drainage, habitat protections and land management improvements. There will be more advantages for wildlife than the current site provides.

It's time to move forward on Redtail Ridge and stop letting a few loud voices stop progress. The provided plan is sound, it will contribute to our economic vitality, and it will enhance our living environment.

Thank you for your consideration.  
Brett Commander

**BRETT COMMANDER, PE**

PRINCIPAL ENGINEER / VICE PRESIDENT ENGINEERING

740 S PIERCE AVE UNIT 15 | LOUISVILLE CO 80027

P: 303.494.3230 x.112 | M: 303.877.9498

[commander@bditest.com](mailto:commander@bditest.com)



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**From:** [Irene Shaffer](#)  
**To:** [City Council](#)  
**Subject:** Support for Redtail Ridge Plat Application  
**Date:** Monday, February 19, 2024 11:23:37 AM

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Some people who received this message don't often get email from ireneshaffer@boulderco.com. [Learn why this is important](#)

I am writing to urge your immediate approval of the numerous road and safety improvements that your approval of the Redtail plat application will enable. Campus Drive has been in need of extension since Monarch was built in 1998. We have been very fortunate for 26 years that there hasn't been a reason to evacuate Monarch PK-8 and Monarch High. The best part of this needed improvement is that the development will pay for them not the taxpayers.

Irene Shaffer

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**From:** [outlook\\_3627DFA94D2756EF@outlook.com](mailto:outlook_3627DFA94D2756EF@outlook.com)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge Item for February 20, 2024  
**Date:** Monday, February 19, 2024 11:01:42 AM

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I fully support the current plat for the Redtail Ridge project for the following reasons;

1. As a former member of OSAB I've had the opportunity to tour the site in person and the current plat does a good job of going well beyond the required public land dedication and more importantly, the proposed public land dedication would serve to leave the majority of the more minimally impacted northern portion of the site intact while concentrating the redevelopment in the area of the previous StorageTek facilities.
2. This plan also allows for important regional and local trail connections that would benefit the citizens of Louisville and the entire region.
3. This development's commitment to sustainability measures that exceed Louisville's Sustainability Action Plan is commendable and should be supported.
4. Given that Avista has an agreement in place to purchase 40 acres at the Redtail site, it's critical to support this project to provide a home for what will be a new state-of-the-art medical facility for the region.
5. This development will bring new life and biosciences facilities to Louisville generating high wage jobs and associated tax revenue for the city
6. The developer's commitment to complete the Campus Drive extension in a timely fashion is an important safety improvement for students attending Monarch.

Being able to realize all of these benefits by utilizing what is essentially a previously developed brownfield site is responsible development. Presumably this is why earlier iterations of the project were approved by Planning Commission. This latest plan only improves on those earlier plans so I am hopeful that the commission will see fit to approve this latest iteration of the plan so we don't jeopardize the many benefits associated with the redevelopment of this former commercial site.

I would also like to remind those speaking against Redtail based on impacts to flora and fauna, that saying no to Redtail doesn't mean these facilities aren't ultimately built – it simply means that they will be built somewhere else where some will almost certainly be built on greenfield sites that will no doubt impact habitat and wildlife in a more dramatic manner than on this former industrial site. Additionally, if built somewhere else, Louisville residents will not benefit from additional tax base, open space and trail corridors. Lastly, Avista may then be forced to consider alternatives for their new state of the art medical facilities.

As a result, I strongly encourage approval of the plat currently in front of the Planning Commission this evening.

Regards, Mike Schantz

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**From:** [A.R.](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Monday, February 19, 2024 10:14:19 AM

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Members of City Council,

I moved to Louisville in 1982. I don't know how many of you were here in those days, but it was a very different (and in my opinion, a much better) place then. For some reason, many people equate 'development' with 'improvement' or 'progress'. The problem with development is that over time every place looks like every other place. I moved to Louisville because it was different. Increasingly, Louisville has come to look more and more like Broomfield, or Erie, or Westminster, or a dozen other places along the Boulder-Denver corridor. And as each city developed and developed, it impacted not only its own city but surrounding cities as well.

We didn't have the traffic on CO-42 that we do today; most of that traffic is not 'ours', but is a result of other cities and their development. The McCaslin interchange was once a small interchange with short ramps, and the traffic there is again a result of area-wide development. You cannot seriously believe that Redtail Ridge, as currently proposed, will not make matters worse. The inevitable result will be a less livable Louisville. Nobody has named Louisville the Best Place to Live in America for some years now... is there any question why?

The negative impacts of this proposal far outweigh the positives, and you have only to look at recent history to see it. I love Louisville, but I'm not sure how many others do. Let's pump the brakes on this proposal; Louisville deserves so very much better.

Respectfully,  
Andrew Rogowski  
260 S. Lincoln Ave.

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**From:** [terri schantz](#)  
**To:** [City Council](#)  
**Subject:** Redtail will help Louisville thrive again  
**Date:** Monday, February 19, 2024 10:05:26 AM

---

Some people who received this message don't often get email from terrischantz@hotmail.com. [Learn why this is important](#)

Dear Members of the Louisville City Council,

I am tired of hearing residents complain about Louisville. How businesses can't make it here, how people can make it here because of their taxes, how we need more tax revenue but they are against anything being built. Every time I drive by Medtronic on 287 in Lafayette I wonder how much tax money they have contributed to the Lafayette economy and how Louisville turned them down. It would be interesting to know the up to date tax amount so Louisville residents that complain about taxes can see this.

I'm tired of the opponents of development preventing our citizens and residents from enjoying the new public parks and open space that would become available with your approval of the Redtail Ridge plat. Right now, this land is private property and closed to the public, as it has been for more than 50 years.

With your approval, Redtail Ridge can create the largest non-golf public land dedication in Louisville history, with 139 acres, plus 20 miles of new trails and paths. That doesn't even include the additional new pocket parks and amenities that will open up once the individual parcels become available.

This is a historic dedication of public land, and would create so many additional benefits for our community, including keeping Avista in Louisville and extending Campus Drive.

Please help make history, and let Louisville residents access hundreds of acres of new space that's been closed off to us for so long.

Thank you,

Terri Schantz  
623 west hickory court  
louisville

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**From:** [kendallemolle@gmail.com](mailto:kendallemolle@gmail.com)  
**To:** [City Council](#)  
**Subject:** In Support of Redtail Ridge  
**Date:** Monday, February 19, 2024 10:01:34 AM

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Some people who received this message don't often get email from [kendallemolle@gmail.com](mailto:kendallemolle@gmail.com). [Learn why this is important](#)

Dear Members of the Louisville City Council,

I'm tired of the opponents of development preventing our residents from enjoying the new public parks and open space that would become available with your approval of the Redtail Ridge plat. Right now, this land is private property and closed to the public, as it has been for more than 50 years.

With your approval, Redtail Ridge can create the largest non-golf public land dedication in Louisville history, with 139 acres, plus 20 miles of new trails and paths. That doesn't even include the additional new pocket parks and amenities that will open up once the individual parcels become available.

This is a historic dedication of public land, and would create so many additional benefits for our community, in particular keeping Avista in Louisville and extending Campus Drive. With regard to Campus Drive, the current traffic situation remains extremely frustrating. This issue would have already been resolved if Redtail Ridge had proceeded back in 2022.

Do the limited, but annoyingly vocal, minority that are against Redtail Ridge realize what the loss of Avista would do to our community, to say nothing of the tax revenue ramifications? Redtail Ridge would provide tremendous new tax revenue streams that could be applied to many critical issues in our city, not the least of which is affordable housing.

I implore Council to move forward with this project. There are many of citizens like myself who are passive when it comes to politics. After what occurred in 2022, I feel this issue is too important to Louisville to remain silent this time.

Thank you,

Ken Dalle-Molle

Ken Dalle-Molle  
872 W. Mulberry Street, Louisville  
Cell: 720-290-0985 | Email: [kendallemolle@gmail.com](mailto:kendallemolle@gmail.com)

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**From:** [Joshua Cooperman](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge: Issues to Address and Questions to Ask  
**Date:** Monday, February 19, 2024 9:58:35 AM

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Dear Louisville City Councillors,

I wish to suggest that you address the following issues and ask the following questions as you continue to review the Redtail Ridge preliminary plat application.

### **Preliminary grading plan**

Please ask City staff to provide an updated preliminary grading plan including quantitative estimates of all cutting and filling. Please also ask City staff to provide the preliminary grading plan previously provided to the Planning Commission. I have explained the necessity and importance of such documents in a separate email.

### **Clustering of development**

Please ask City staff and the applicant about the prospects for clustering development. Many residents have long requested clustering of development to the south of Disc Drive. Please consider incentives to enable clustering such as density bonuses, height waivers, and parking reductions. Please consider tying the proposed development's phasing to clustering so that the development does not sprawl from its inception.

### **Alignment of a Campus Drive extension**

Please ask the applicant for a thorough explanation of the proposed alignment of a Campus Drive extension including the applicant's consideration of other alignments. The currently proposed alignment is not ideal in several respects: it bisects high-quality wildlife habitat, skirts a natural drainage way, requires extensive grading for construction, largely duplicates a nearby existing roadway, and creates some traffic stacking issues on 96th Street.

### **Possibility of housing at some future date**

Please ask City staff about the possibilities for housing at the site. The site is not currently zoned for housing, but the City could change the zoning or the applicant could request a zoning change. Please inquire about how such zoning changes would interact with existing land-use documents for the site.

### **Engagement on infrastructure with Broomfield and Northwest Parkway Authority**

Please ask City staff about the possibility of the City engaging with Broomfield and the Northwest Parkway in reviewing infrastructure connections to the development site. The City should foster excellent pedestrian and bicyclist connections to the Broomfield Business Center.

### **Planning Commission's findings for recommendation of denial**

Please explicitly consider all of the Planning Commission's findings for its recommendation of denial. Please explain your perspective on all of these findings.

### **Required wildlife surveys**

Please ask City staff about the local, state, and federal wildlife surveys required prior to development. Please ensure that all such surveys are up-to-date.

### **Public outreach by the applicant**

Please ask the applicant to detail efforts to engage Louisville residents on the character and

form of the proposed development.

**Memorialization of the applicant's commitments**

Please ask City staff to appropriately memorialize the commitments made by the applicant. Some of these commitments are recorded in the meeting packet, and some of these commitments were recorded in the audiovisual record during the applicant's presentation. Commitments presented as part of the preliminary plat should be memorialized with the rest of the preliminary plat.

**Approval requirements at preliminary and final plat**

Please ask City staff to clearly delineate the development approvals required at preliminary plat and the development approvals required at final plat.

**Rights secured by preliminary plat approval**

Please ask City staff to explain the rights secured by an applicant upon approval of a preliminary plat. Specifically, does the applicant gain any rights beyond the right to submit a final plat?

**Pedestrian and bicyclist infrastructure on private roads**

Please ask City staff about the requirements for pedestrian and bicyclist infrastructure on internal private roads. Please ask the applicant about plans for pedestrian and bicyclist infrastructure on such roads.

**Grading for public park development**

Please ask City staff about the grading that would be necessary to create a park in the site's northwest corner.

**Gray water usage**

Please ask City staff and the applicant about the possibility of using gray water in buildings and landscaping.

**Methane capture at expanded water treatment plant**

Please ask City staff and the applicant about the possibility of incorporating methane capture techniques at the expanded water treatment plant.

Thank you for considering my suggestions.

Best,  
Josh

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**From:** [Alison Freeman](#)  
**To:** [City Council](#)  
**Subject:** Support for Redtail Ridge Plat  
**Date:** Monday, February 19, 2024 9:13:36 AM

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Some people who received this message don't often get email from alifreeman93@gmail.com. [Learn why this is important](#)

Louisville City Council Members,

I am writing as a decade-long resident of Louisville to convey my support for the approval of the preliminary plat for the Redtail Ridge development.

I am in strong support of the fact that this will allow for Avista Hospital to stay in Louisville, as I use their doctors and services regularly. I also very much appreciate the sizable public land dedication as I believe that the amount of open space in Louisville is one of its most prominent attributes.

We have tried several times before without success - it's high time that this development moves forward. I urge the Council to approve the preliminary plat for Redtail Ridge so that the development can finally come to fruition.

Sincerely,  
Alison Freeman  
688 Tamarisk Ct  
Louisville, CO 80027

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**From:** [Jesse Truman](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Monday, February 19, 2024 8:49:56 AM  
**Attachments:** [PastedGraphic-2.tiff](#)

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Some people who received this message don't often get email from [jessetruman@gmail.com](mailto:jessetruman@gmail.com). [Learn why this is important](#)

Hello City Council,

I live at 9557 Paradise Lane and I am one of the 4 neighbors that abuts the Redtail Ridge development and will be one of the residents that is MOST affected by this plan. I am writing to you today in SUPPORT of the current plan being proposed. Me and my wife LOVE the amount of open space planned and trail system that is currently designed. The current plat being proposed we feel is a good balance of what is allowed and is also a generous donation of open space. Lastly, we also support the current position of the connection between 96th and 88th....and we NEED that connection. I have 2 kids that go to Monarch and getting in and around 88th and Campus drive right now is a nightmare. We live 1/2 mile from Monarch and it consistently takes 20-25 minutes to get in or out of the school.

Thank you for your time and consideration.



Jesse Truman  
m: 303.915.7203

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**From:** [Fry, Joel](#)  
**To:** [City Council](#)  
**Subject:** Approval of Redtail Ridge Plat  
**Date:** Monday, February 19, 2024 8:38:52 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

Some people who received this message don't often get email from [jfry@lewisroca.com](mailto:jfry@lewisroca.com). [Learn why this is important](#)

Dear Louisville City Council Members:

I am writing to you as a longtime resident of Louisville, to express my strong support for the approval of the preliminary plat for the Redtail Ridge development. This project represents a pivotal opportunity for our community and aligns completely with Louisville's Comprehensive Plan and code. It embodies our community's goals for sustainable development, open space and public lands, and economic revitalization.

Thank you,

Joel

Joel Fry  
Partner

[jfry@lewisroca.com](mailto:jfry@lewisroca.com)  
D. 303.628.9547

**LEWIS  ROCA**

1601 19th Street, Suite 1000  
Denver, Colorado 80202-2995  
[lewisroca.com](http://lewisroca.com)

LEWIS ROCA ROTHGERBER CHRISTIE LLP

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**From:** [William Nelson](#)  
**To:** [City Council](#)  
**Subject:** Retail Ridge Development  
**Date:** Monday, February 19, 2024 8:37:41 AM

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Some people who received this message don't often get email from williamharrynelson@gmail.com. [Learn why this is important](#)

Members of the Louisville City Council,

I am writing with my support for the Redtail Ridge Development project. I have reviewed their presentation and find it to be in alignment with the original development plan. While I would have liked to see some high density residential development, that wouldn't be possible per the original plan as I understand it.

Given the restrictions for development, it appears that Sterling Bay has made a lot of accommodations and their proposal is well thought out. They took the time to review the entire area, including the condition of the open areas. This is our best shot and keeping Avista in town and having a state of the art Bio-Science center and attracting high paying jobs.

Thanks for your time and consideration. I look forward to your approval on February 20.

Sincerely,  
William Nelson  
714 Peach Court  
Louisville, CO

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**From:** [tamar krantz](#)  
**To:** [City Council](#); [Deborah Fahey](#); [Christopher Leh](#); [Caleb Dickinson](#); [Tim Bierman](#); [Judi Kern](#); [Barbara Hamlington](#); [Dietrich Hoefner](#)  
**Subject:** You have the discretion to do what is best for the people.  
**Date:** Monday, February 19, 2024 7:59:37 AM

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## **Guest Opinion: Redtail Ridge Hearing Brings an Unprecedented Development Process to Louisville**

**An unprecedented land use decision is coming to the Louisville City Council on Tuesday, February 20. Sterling Bay, a Chicago-based real estate development company looking to develop the 400-acre StorageTek site, is asking the Louisville City Council to stretch the law and city procedures in ways we've never seen before.**

**To create Redtail Ridge, the company's proposed light industrial park, Sterling Bay is attempting to skip an essential part of our city's planning process, the General Development Plan (GDP) Amendment. This planning document is so important that it must be passed by an ordinance. An ordinance is subject to referendum, which means that residents have the right to overturn ordinances by popular vote. Most Louisville residents will remember that a GDP Amendment for this property was referred to voters and rejected in a special election in April of 2022, primarily because the open space was not adequate and the development would cause too much traffic.**

**Why would Sterling Bay want to skip the GDP process? The reason is obvious: The plan they're submitting for Redtail Ridge now is practically the same one voters rejected two years ago. To avoid that happening again, the developer would have to either change the plan to address residents' concerns—or sneak the plan through another way, which is what they're trying to do.**

**They're doing this by stretching the law and asking our council to ignore common sense, submitting a subdivision plat without the required higher-level GDP amendment. Normally, after a GDP is approved, lower-level planning documents such as "subdivision plats" can come forward. These don't need to be passed by ordinance and thus aren't subject to referendum. In other words, plats can't be repealed by a vote.**

**Why are GDPs subject to voter referendum? Because they're so important. The GDP prevents ad-hoc development and ensures coordinated designs for large areas under**

single ownership. The Redtail Ridge site is zoned as a Planned Community Zone District. The purpose of this kind of zoning is to “preserve and improve the health, safety and general welfare of the people of the city by encouraging the use of contemporary land planning principles and coordinated community design” (Louisville Municipal Code 17.72.010). A GDP lays out the land uses, character of the development, street design, and open space areas for the entire development; every Planned Community Zone District requires a GDP.

Louisville has GDPs for other Planned Community Zone Districts, including Centennial Valley, St.Louis Parish and Commercial Park, and Coal Creek Ranch. City Council routinely approves amendments when owners want to modify the original plan. For example, last May, City Council approved an *eleventh* amendment to the Centennial Valley GDP. The amendment facilitated renting to a chiropractor.

On February 20, Sterling Bay will ask City Council to move forward with a subdivision plat under an outdated GDP from 2010. This GDP, which was created for a single user corporate campus for ConocoPhillips remains in effect though the campus was never built.

How can we require a GDP amendment for minor changes in commercial uses and not for a major change in overall use as is being requested for Redtail Ridge? Clearly, this application is inconsistent with all precedents. Our City Council is being asked to interpret the outdated ConocoPhillips GDP in a way that allows it to be used for something completely different from its original purpose without amendment. Sure, Sterling Bay has the right to submit a subdivision plat under the ConocoPhillips GDP, but precedent—and common sense—dictate that it be amended first.

City council has the discretion to act on behalf of the people of Louisville. The 14 year-old GDP agreement states, “... review of subdivision plats and site specific development plans are matters of quasi-judicial discretion, and *no promises or assurances of favorable exercise of such discretion have been made to or relied upon by the Owner.*” The agreement “*does not constitute a vested rights agreement.*” To whom is our City Council responsible: Sterling Bay, or the residents of Louisville?

**Our City Council can do what is best for residents by upholding the city's municipal code, common sense, and precedent.**

**Tamar Krantz**

**Louisville**

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**From:** [Laura Pederson](#)  
**To:** [City Council](#)  
**Subject:** REJECT the Redtail Ridge Development Proposal  
**Date:** Monday, February 19, 2024 7:39:46 AM

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Some people who received this message don't often get email from lppederson@comcast.net. [Learn why this is important](#)

The citizens of Louisville have demonstrated their opposition to the Redtail Ridge Development Proposal repeatedly and consistently. The Louisville City Council was elected to represent the citizens of Louisville. Please honor the trust that was placed on you when you were elected to serve, and REJECT the Redtail Ridge Development Proposal.

Thanks and Regards,

Laura Parks-Pederson

2297 Cliffrose Lane

Louisville, Co. 80027

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**From:** [MikesPrimaryGmail](#)  
**To:** [City Council](#)  
**Subject:** Please review in consideration of the Red Tail Ridge Development Preliminary Plat/GDP  
**Date:** Monday, February 19, 2024 5:40:16 AM

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Some people who received this message don't often get email from [rmikecrowe61@gmail.com](mailto:rmikecrowe61@gmail.com). [Learn why this is important](#)

Honorable Mayor and Council Members,

I won't bother to reiterate how divisive an issue the Red Tail Ridge (RTR) development proposals have been over the past 3+ years. It's enough to say that there have been deceptive and misleading characterizations leveled against this community growth opportunity. I will use this forum to cover the major areas that have been enhanced from the previously approved plan. On Tuesday 02/07/2024, City Staff, representatives from the development team, and senior leadership from Avista, provided an excellent presentation covering all these areas, so my comments will be brief.

1. **The proposed plat meets and/or exceeds the concerns raised by the City Planning Commission.**
  - a. Enhanced designs for habitat protections and management.
  - b. Minimized disturbances to vegetation on northern side of property.
  - c. Committed to new nature preserve, including design and management.
  - d. Adjusted block lengths to meet Louisville requirements.
  - e. Added 20+ new trails and bike paths across both plat and PUDs.
2. **The proposed land dedications for parks, trails, and paths.**
  - a. Includes the largest non-golf land dedication in the City's history, with 139 acres, plus 20 miles of new trails and paths. That doesn't even include the additional new pocket parks and amenities that will open once the individual parcels become available.
3. **No cost was spared by the developer to address any valid concerns regarding the environmental impact.**
  - a. Sustainability has been a hot topic during these discussions, Sterling Bay has exercised far more than due diligence in identifying methods for minimizing grading while still returning the land to an environmentally healthy and sustainable region.
4. **Retention of the Cities largest single employer, Avista Hospital.**
  - a. The hospital has been under contract for 40 acres of land at Redtail Ridge since before the Marshall Fire, Avista wants to stay in Louisville, and can only do so by moving to Redtail Ridge.
  - b. From its new location along the Northwest Parkway and U.S. 36, Avista can be within three-fourths of a mile from three different RTD stations. The hospital will be accessible to an additional 300,000 people within a 17-minute drive time. That is absolutely huge and helps ensure a healthier community.
5. **Transportation safety and availability.**
  - a. Rob Zuccaro's presentation to Council pointed out that more than 75% of the vehicle trips at full build-out will be moved to major corridors like the Northwest Parkway and U.S. 36. This plan would significantly reduce traffic on community streets not designed for that load. That means safer roads and more efficient travel times.
  - b. More than \$25 million in improvements to Northwest Parkway, 96th Street, and 88<sup>th</sup>.
  - c. Fully extending Campus Drive.
  - d. A new internal roadway network that can improve emergency access and disperse vehicle

traffic for reduced congestion.

- e. Sterling Bay is establishing a relationship with the Northwest Parkway Authority and Northwest Parkway LLC; this will greatly enhance the voice of the city of Louisville in the decision making process by these entities.
  - i. **CRITICAL CAVEAT:** As of the date of this email, there is not an official or public agreement with the Northwest Parkway Authority. Sterling Bay does have a plan and is in the process of securing that agreement and I am confident that they will succeed in that effort.

My family was fortunate to have been spared our home in the Marshall fire, but we were evacuated. Getting out of our neighborhood and safely away from the fire risk was a challenge, but Louisville's Emergency Management did a wonderful job with the traffic east and north of the fire. That said, I know several people who lost homes, pets, and all their life's belongings. The areas adjacent to the proposed RTR site were especially hard hit and evacuation routes for many of those citizens were limited and insufficient. The proposed improvements outlined in this plat would make substantial enhancements to traffic flow, creating a much safer community.

I will close by saying that this is yet another tremendous offer to our city and I hope that your individual and collective evaluations will result in an approved plan. I regret that I will not be able to attend the Tuesday 02/20/2024 Public Comment session, as we will be out of the country. Please feel free to contact me with any questions or concerns you may have after review of these comments.

Peace and Blessings,  
Mike Crowe  
296 Harper Street  
Louisville, CO 80027  
[rmikecrowe61@gmail.com](mailto:rmikecrowe61@gmail.com)  
303-359-4581 Mobile

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**From:** [Ben Kowalski](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Sunday, February 18, 2024 11:10:04 PM

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Louisville City Council Members,

As a long-time Louisville resident, I express strong support for the Redtail Ridge development's preliminary approval. This project aligns seamlessly with Louisville's Comprehensive Plan and code, reflecting our community's commitment for sustainable development, open space, public lands, and economic revitalization.

Thank you for your time,

Ben Kowalski

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**From:** [Phil/Dawn](#)  
**To:** [City Council](#)  
**Subject:** No on Redtail Ridge  
**Date:** Sunday, February 18, 2024 10:58:25 PM

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Some people who received this message don't often get email from [albanesium@gmail.com](mailto:albanesium@gmail.com). [Learn why this is important](#)

My wife and I have lived in Louisville for 31 years. Please Don't allow these developers to ruin our town! We say NO to Redtail Ridge!

Phil & Dawn Albanese  
540 Ridgeview Dr.  
Louisville, CO 80027

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**From:** [Emma Hempen](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Sunday, February 18, 2024 10:49:01 PM

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Louisville City Council members,

I am a louisville resident and have been a majority of my life. On behalf of the younger Community of louisville I stand for the Redtail Ridge developments preliminary play approval. This reflects our community commitment to economic and sustainable growth!

Thank you for your time,

Emma Hempen

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**From:** [Joanne Speirs](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Sunday, February 18, 2024 6:09:24 PM

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Please do not promote the purchase or the requirement that there be more open space in the Redtail Ridge development without a full assessment that the city has the funds to maintain existing open space and any additional purchases. Council's first priority should be the safety of their citizens and that requires maintaining and mitigation of open space and irrigation ditches. Thanks for your consideration of my concerns.

Joanne Speirs  
1112 W. Enclave Circle  
Rebuilding and Hope to feel safe moving back into the Community

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**From:** [Tam Dalle Molle](#)  
**To:** [City Council](#)  
**Subject:** Can we please stop being the City of NO??  
**Date:** Sunday, February 18, 2024 5:37:24 PM

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Some people who received this message don't often get email from [tamdallemolle@gmail.com](mailto:tamdallemolle@gmail.com). [Learn why this is important](#)

Dear Esteemed Members of the Louisville City Council,

I feel strongly that there is a VERY vocal minority in this city, while most of us who would love to see RedTail Ridge become a reality just sit quietly by. So I'm speaking up!

I'm so tired of the opponents of development preventing us from enjoying the new parks and open space that would become available with your approval of the Redtail Ridge plat. Right now, this land is private property and closed to the public, as it has been for more than 50 years.

With your approval, Redtail Ridge can create the largest non-golf public land dedication in Louisville history, plus 20 miles of new trails and paths. That doesn't even include the additional new pocket parks and amenities that will open up once the individual parcels become available. Did somebody say dog park and pickleball??

This is a historic dedication of public land, and would create so many additional benefits for our community, including keeping Avista in Louisville and extending Campus Drive. Every time I drive to Monarch High School or Avista Hospital, I get so frustrated - thinking about how if this had passed in 2022, a new traffic pattern would already be in place right now. At the moment - a single exit that is shared by the high school and the K-8 is absolutely unacceptable.

Please help Louisville move forward, and allow residents to enjoy all of the positives this plat has to offer!

Regards,

Tamra Dalle Molle  
872 W. Mulberry Street  
Louisville, CO  
(303) 870-7330

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**From:** [Terry Hsu-Gander](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Sunday, February 18, 2024 3:24:37 PM

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As a long time resident of this City and an observer of the growth in this region, I am FOR development of Redtail Ridge!

There is a ridiculous lack of affordable housing and starter homes. Traffic already exists - look at all the apartments south of 96th street.

Shouldn't Louisville get revenues and tax dollars instead of giving it all to Broomfield?

We already have more open space than we can manage. Adding yet more only increases housing pressure and makes Louisville into an exclusive, privileged city ala Palo Alto.

As an aging resident with a disabled adult child, I am especially in favor of condo development in Redtail Ridge.

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**From:** [Erin Lindsay](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Sunday, February 18, 2024 1:04:25 PM

---

[Some people who received this message don't often get email from erin.a.lindsay@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Council Members,

Please don't support the Red Tail Ridge plan. None of my reasons will be surprising to you based on what you already hear about in the opposition to this plan. I'm too busy with my Marshall Fire rebuild to get in to repeat what's already been said. All I have time to say is this: citizens keep speaking up. We keep not being listened to. It's our town. Please, listen. Please don't support this.

Thank you for your time,

Erin Lindsay  
814 (normally 826) Trail Ridge Dr.

Sent from my iPhone

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**From:** [Sally Wilkinson](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Sunday, February 18, 2024 10:43:36 AM

---

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I have lived in Louisville for over 25 years and am writing to you again regarding Redtail Ridge. I am not impressed by the new plans for this area. I think the Preserve Louisville people said it best so will copy their concerns. I think City Council needs to insist on the plans for the old StorageTek site that:

Limits development to the area south of Disc Drive and clusters buildings for a smaller overall footprint;

Meets the criteria of the city's democratically-crafted municipal code (the current plan does not);

Adequately prepares for the additional 20,000 car trips their engineers expect will be added to Louisville roads;

Is sensitive to the needs and concerns of nearby neighborhoods struggling to rebuild from the Marshall fire; and

Keeps site grading to essential areas only, respecting the inherent value of the long-standing ecosystems on the property - especially the vegetation and wildlife-dense area north of Disc Drive.

Sincerely,

Sarah Wilkinson  
764 Peach Ct.  
Louisville, CO 80027

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**From:** [Christine Dahm](#)  
**To:** [City Council](#)  
**Cc:** [Matt Dahm](#)  
**Subject:** Retail Plat is good for Louisville  
**Date:** Saturday, February 17, 2024 10:05:41 AM

---

Some people who received this message don't often get email from christine\_dahm@icloud.com. [Learn why this is important](#)

Dear Louisville City Council,

As a Louisville resident and business executive, I am writing to ask for your support for Redtail Ridge.

Redtail Ridge is an economic game-changer for Louisville, especially our downtown. Approving this project opens up opportunities for a bustling economy, attracting new businesses and visitors – exactly what we need to kickstart our struggling downtown. This development can be a magnet for both families and businesses, putting Louisville back on the map as a top spot for growth and innovation. We are losing to all of our neighboring communities and we need to invite more business in or risk being left behind. Louisville feels slow and stuck relative to the vibrant growth of Lafayette, Erie and Broomfield. The economic perks – new jobs, a boost in local commerce – it's a win-win. Having Avista Hospital in the mix is a big deal too, keeping a hospital in Louisville and bringing in a steady flow of visitors and staff, who are all potential customers for our downtown businesses.

And don't even get me started on another access road for Monarch High School. As a mother of 2 children who attend/have attended Monarch, it is irresponsible of the community to have only one way in and out of our school during emergencies.

Thank you for giving this your support and invite in a new positive chapter for Louisville.

Cheers, Christine Dahm

768 Hoover Avenue

Louisville, CO 80027

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**From:** [Jonathan Singer](#)  
**To:** [City Council](#)  
**Cc:** [John Tayer](#); [eric@louisvillechamber.com](mailto:eric@louisvillechamber.com)  
**Subject:** FW: Support of the Redtail Plat  
**Date:** Friday, February 16, 2024 5:01:59 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image006.png](#)  
[image010.png](#)  
[Redtail Ridge Letter Plat Louisville.pdf](#)

Some people who received this message don't often get email from [jonathan.singer@boulderchamber.com](mailto:jonathan.singer@boulderchamber.com). [Learn why this is important](#)

Mayor and Members of Council,

I wanted to make sure that you received the attached letter from the Northwest Chamber Alliance as we did not see it in your previous packet. We represent nearly 3,600 businesses and 370,000 employees across Boulder and Broomfield County and welcome any questions you might have as we ask for your support in moving forward on Redtail Ridge.

Best,

Jonathan Singer

[Northwest Chamber Alliance](#)



**Jonathan Singer** (he/him)  
*Senior Director of Policy Programs*  
Ph. 303.938.2084 | [jonathan.singer@boulderchamber.com](mailto:jonathan.singer@boulderchamber.com)  
***We Build Community Through Business***

---

**From:** Jonathan Singer  
**Sent:** Tuesday, December 5, 2023 1:36 AM  
**To:** [Council@LouisvilleCO.gov](mailto:Council@LouisvilleCO.gov)  
**Cc:** [eric@louisvillechamber.com](mailto:eric@louisvillechamber.com)  
**Subject:** Support of the Redtail Plat

Mayor and Members of Council,

Below and attached is a letter of support for the Redtail Plat. Please let me know if you would like to have any further conversations and we thank you for your consideration.

Best,

Jonathan



**Jonathan Singer** (he/him)  
*Senior Director of Policy Programs*  
Ph. 303.938.2084 | [jonathan.singer@boulderchamber.com](mailto:jonathan.singer@boulderchamber.com)  
***We Build Community Through Business***



Re: Support of the Redtail Plat

Dear Mayor Leh and Council Members,

While it may come as a slight surprise to have the Boulder Chamber writing in support of the approval of the Redtail Plat, I want to highlight our coalition role with the Northwest Chamber Alliance. They represent the seven largest Chambers of Commerce in the Boulder / Broomfield County area. As such, we sent a letter of support to the Northwest Highway Parkway Authority leadership this summer. We ask you to please read the enclosed letter below as the same discussion points remain true.

In addition to this, I wanted to highlight the fact that our Chambers depend on regional partnerships. The economic, transit, and community advantages of this proposal will ensure that sustainable jobs will add to the tax base while alleviating many of the traffic congestion concerns improving our quality of life and sustainability goals. With the University of Colorado acting as a flagship institution, we are already incubating the next generation of bioscience leaders. This project will allow our tax-subsidized homegrown talent to remain in this community. It will also contribute to creating an exemplary template for our Boulder County's burgeoning bioscience hub.

If you have any questions for the Boulder Chamber or the Northwest Chamber Alliance, please do not hesitate to reach out at any time. Your success as a city will contribute to the region's well-being and we hope you approve this plat and allow the process to continue.

Best,

Jonathan Singer



**Jonathan Singer** (he/him)  
*Senior Director of Policy Programs*  
Ph. 303.938.2084 | [jonathan.singer@boulderchamber.com](mailto:jonathan.singer@boulderchamber.com)  
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Northwest Parkway Authority Leadership:

The Northwest Chamber Alliance is urging the Northwest Parkway Public Highway Authority's approval of the proposed Redtail Ridge project. This visionary life sciences campus holds immense promise to further propel our region forward as one of the nation's premier destinations for life science companies.

We are writing on behalf of a coalition of chambers of commerce in the northwest metropolitan region representing approximately 3,700 businesses and 380,000 employees - the Northwest Chamber Alliance is made of seven chambers representing numerous communities in Boulder and Broomfield County.

Our diverse spectrum of member business enterprises - ranging from large international corporations to small businesses, startups, nonprofits, and public institutions - are keenly aware of the positive impact the Redtail Ridge project can bring to our business community. This visionary endeavor offers a range of benefits that deeply resonate with our mission to promote business vitality:

**More than \$16 Million in Planned Improvements:** With several intersections and stretches of road along both Northwest Parkway and 96th Street destined to reach an "F" level of service, the infrastructure and engineering improvements that would be completed as part of the Redtail plan create safer streets and intersections that materially improve the tollway.

**Meeting a Profound Market Need:** Already, the Denver-Boulder corridor is one of the country's top ten biggest markets for life sciences – despite a deficiency of next-generation laboratory and light industrial facilities that Redtail Ridge and development opportunities along the corridor are designed to fill. By fostering collaboration, research, and development, this campus holds the potential to attract leading life science companies, helping to further advance our region's status as a magnet for cutting-edge research and groundbreaking advancements.

**Unleashing Accessible Business Potential:** The project's strategic location near major thoroughfares such as U.S. 36 and the Northwest Parkway holds the promise of heightened accessibility for our business community. This translates into streamlined logistics, expanded customer reach, and amplified business potential that will benefit the entire region.

**Revolutionizing Mobility and Connectivity:** We commend the project's commitment to enhancing multi-modal transportation options and aligning with Louisville's progressive Transportation Master Plan and other regional mobility planning efforts. These enhancements will alleviate congestion, improve accessibility for employees and customers, and continue to position our region as an attractive destination for life science ventures.

**Catalyzing Collaborative Synergies:** The success of Redtail Ridge has the potential to trigger a ripple effect of opportunities beyond its immediate confines. The campus will catalyze partnerships, drive innovation, and cultivate mutually beneficial business relationships across the region by fostering an environment that encourages collaboration.

**A Beacon of Sustainability in Business Growth:** Redtail Ridge's emphasis on sustainability and wellness mirrors the values of forward-thinking regional business community. This focus resonates deeply with the eco-conscious mindset of the life sciences industry, contributing to our appeal as a hub for responsible and impactful business practices.

For all the above reasons, the Northwest Chamber Alliance urges your support for the improvements that will be catalyzed by the Redtail Ridge project. With your support, we can continue propelling our region to the forefront of life sciences innovation, further solidifying our stature as a premier destination for pioneering companies.

Thank you for your thoughtful consideration. We are eager to witness the tremendous positive impact that approval of the Redtail Ridge project will generate for our dynamic regional business community.

Warm regards,



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If you have any questions for the Boulder Chamber or the Northwest Chamber Alliance, please do not hesitate to reach out at any time. Your success as a city will contribute to the region's well-being and we hope you approve this plat and allow the process to continue.

Best,

Jonathan Singer



**Jonathan Singer** (he/him)  
*Senior Director of Policy Programs*  
Ph. 303.938.2084 | [jonathan.singer@boulderchamber.com](mailto:jonathan.singer@boulderchamber.com)  
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Thank you for your thoughtful consideration. We are eager to witness the tremendous positive impact that approval of the Redtail Ridge project will generate for our dynamic regional business community.

Warm regards,





**From:** [Joshua Cooperman](#)  
**To:** [City Council](#)  
**Cc:** [Rob Zuccaro](#)  
**Subject:** On the completeness of the Redtail Ridge preliminary plat application  
**Date:** Friday, February 16, 2024 10:45:27 AM

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Dear Louisville City Councillors,

I was pleased to discover that the packet for this Tuesday's hearing on the Redtail Ridge preliminary plat includes the Preliminary Drainage Report, Land Title Survey, and Wildlife Use Assessment as well as explicit discussion of planned uses and building heights. As I stated in public comments at the City Council meeting on 6 February, these items were all at least partially absent from that night's meeting packet. I presume that the applicant previously submitted these materials but that City staff neglected to include these materials in the previous packet; for City Council and the public to corroborate that the applicant has submitted a complete application, these materials must be included.

Importantly, there remains one crucial outstanding item: a preliminary grading plan explicitly showing the anticipated cutting and filling. Such a plan falls under section 16.12.050 Q of Louisville's municipal code governing preliminary plat applications. A preliminary grading plan is crucial for the following reasons.

First, Louisville's municipal code requires a grading plan: section 16.12.050 states that "[t]he contents of [a] preliminary plat shall" include "[s]uch preliminary information as may be required . . . in order to adequately describe proposed utility systems, surface improvements, or other construction projects contemplated within the area to be subdivided in order to assure that the subdivision is capable of being constructed without an adverse effect upon the surrounding area".

Second, evaluating a preliminary plat against the design standards of Louisville's municipal code requires a grading plan. Section 16.16.010 D states that "[n]atural features, historical and archaeological sites, and vegetation of the area, including trees, must be preserved to the extent possible", and Section 16.16.020 B states that "[d]rainage areas, wherever possible, should be left in a natural state and no encroachments shall be made on the natural channel area". The Planning Commission found that the Redtail Ridge preliminary plat did not meet these two standards.

Third, residents have consistently raised the issue of grading as a specific concern about the Redtail Ridge preliminary plat. City Council acknowledged this concern during questions on 6 February, and the applicant attempted to address this concern during the presentation on 6 February. To understand this concern and the applicant's response, particularly in a quantitative manner, one needs the information contained in a grading plan. Ideally, City staff would provide the grading plan submitted to the Planning Commission and the updated grading plan submitted prior to the current hearing so that City Council and the public can assess the reduction in grading.

Finally, I wish to apologize for disrespecting the procedures concerning quasi-judicial hearings in making the aforementioned public comments on 6 February. My public comments concerned the question of whether a quasi-judicial hearing should rightfully proceed; as such comments must logically precede the hearing, I took the only available opportunity to voice them. I attempted to limit my comments to pertinent factual information without making any

judgments on this or other relevant information. I remain unsure of how and when to communicate such public comments except for providing them beforehand in writing.

Thank you for considering my comments.

Best,  
Josh

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**From:** [Nancy & George Hartman](#)  
**To:** [City Council](#)  
**Subject:** Comments in Opposition to Redtail Ridge  
**Date:** Friday, February 16, 2024 10:43:33 AM

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Some people who received this message don't often get email from ng3hart@yahoo.com. [Learn why this is important](#)

I am submitting the following comments to the Louisville City Council because I am opposed to the Brue Baukol Redtail Ridge development.

Redtail Ridge is a very bad idea for Louisville. It has a massive, sprawling footprint which will require extensive grading. This will result in near-total decimation of trees, water sources, and wildlife habitat, especially in the area north of Disc Drive. That's unsustainable for our environment.

Also, it will also cause more road-clogging traffic - 21,285 additional daily vehicle trips, according to the developer's own estimates - and new 4-lane roads. We already experience enough traffic delays, and we cannot bear more.

Further, they know there will be a negative impact on the US 36 interchange at Interlocken which is expected to fail prematurely.

It's possible this project will cause twenty years of dusty, noisy construction. This is not a livable situation for Louisville residents.

This project will also have a diversion effect on the McCaslin corridor and CTC commercial centers - causing a negative impact on the economy.

The City Council must send the developer back to the drawing board. The only plan Council should seriously consider is one that respects Louisville residents' priorities. They have been expressed over and over since 2020, and made clear in the referendum.

Our priorities consist of the powers that be listening to residents and authentically engaging with their concerns and ideas. Also important is honoring Louisville's democratically-created municipal code. And finally, rejecting the false rumor saying Avista will leave Louisville without Redtail Ridge. The Avista CEO has affirmed that the hospital is staying regardless.

Thank you for your careful consideration of my comments regarding this urgently important issue. And thank you for your work on behalf of the City of Louisville and its residents.

Respectfully,  
Nancy Kosnar Hartman  
2514 Evans Ave  
Louisville CO 80027

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Meredyth Muth

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From: Citizen's Action Council <caclouisvilleco@send.mailchimpapp.com>  
Sent: Sunday, February 18, 2024 11:36 AM  
To: City Council  
Subject: CAC ALERT: The Redtail Ridge preliminary plat application will be heard at Louisville City Council this Tuesday, February 20th

You don't often get email from caclouisvilleco@send.mailchimpapp.com. [Learn why this is important](#)

[View this email in your browser](#)



## **COMMUNITY ALERT**

**The Redtail Ridge preliminary plat application  
will be heard at Louisville City Council this  
Tuesday, February 20th.**

**The City Council Meeting Begins at 6:00, Council  
Chambers, 749 Main street.**

## **Public Comment will be accepted.**

This is the third time this plat has been scheduled for City Council. In December 2023 it was postponed due to a lack of city councilmember quorum. February 6th, 2024 the item was placed at the end of the agenda and there was only time for the staff and applicant presentation, not for public comment.

Does this 389 acre development that represents 8% of Louisville's land need more open space?

### **Key Issues**

- There have been no changes to the development proposal since Planning Commission recommended denial in October 2022.
- The City Council has the authority to require more open space at the site than is currently proposed.
- Should the previously undeveloped areas on the northern portion of the property be further preserved as open space to preserve natural features, wildlife habitat and natural vegetation with clustering of building on the development lots to the south?
- At full build out, the project site is expected to generate approximately **21,285** more vehicle trips per day. The US 36

and Northwest Parkway interchange is predicted to fail in the future with the increased traffic.

- The Application does not include a commitment from Northwest Parkway Authority for the acquisition of right of way needed to construct road capacity improvements included in the traffic study as needed to mitigate traffic congestion.

**Link to the Agenda and Log-On links for remote participation (paste in your browser):**

<https://www.louisvilleco.gov/home/showpublisheddocument/41173>

**Written Comments Can Powerful**

Send emails to the Council at: [Council@louisvilleco.gov](mailto:Council@louisvilleco.gov)

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*CAC is a citizens' organization dedicated to keeping Louisville residents apprised of major issues being addressed by our City Council.*

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You were added to the Louisville CAC Community Update Campaign by giving us your email after attending a CAC sponsored meeting and/or expressing interest in our wonderful Louisville community. We thrive to keep you up to date on Louisville issues and CAC sponsored activities.

**Our mailing address is:**

Citizen's Action Council  
662 W. Willow St.  
Louisville, CO 80027

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You can [update your preferences](#) or [unsubscribe from this list](#).



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**From:** [Charlene Bandurian](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Tuesday, February 20, 2024 11:57:50 AM

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Some people who received this message don't often get email from clbandurian@yahoo.com. [Learn why this is important](#)

City Council:

Vote no for the current plan for Redtail Ridge.

The current plan for the area calls for a grading of the site as a first step. This is the exact opposite of what has been called for by the residents of Louisville. We value our surrounding natural landscape both for beauty and for the safety of the wildlife who live there. The traffic that would ensue by such a large plan and the relegating of the town of Louisville as a passthrough community is unconscionable. The current plan by the developer is a terrible one both in scale and environmental considerations.

By referendum, the citizens of Louisville voted against a large and environmentally impacted Redtail Ridge. To approve what the developer wants is a movement against the wishes of the community by vote.

You, as City Council members, were elected to improve the lives of the townspeople and guard against urban development that would be a disaster to the environment and the health of a small town.

Please abide by the expectations of the community who voted for you in good faith.

No on the current plan for Redtail Ridge.

Charlene Bandurian  
139 Lincoln Circle  
Louisville, CO 80027

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**From:** [joy brook](#)  
**To:** [City Council](#)  
**Subject:** Listen to citizens do not sell out to developers!  
**Date:** Tuesday, February 20, 2024 11:53:44 AM

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Some people who received this message don't often get email from joyalbrook@hotmail.com. [Learn why this is important](#)

## Members of Council:

On February 20th, you will be acting as judges under the **quasi judicial process** on this agenda item:

RESOLUTION NO. 80, SERIES 2023 – A RESOLUTION APPROVING THE REDTAIL RIDGE FILING NO. 1PRELIMINARY SUBDIVISION PLAT – continued from 12/5/2

**You are also obligated to recognize the democratic process. Voters said NO to sprawl and YES to preserving all land north of Disc Drive in our special election. Council has a mandate from voters, under the democratic process, and authority given to you from our municipal code, to preserve natural features and require more open space.**

**This resolution, just like Ordinance 1811, which you sent to a vote on December 21, 2021, is for development that is way too big and needlessly destructive.**

Council spoke about **the importance of the democratic process** when you sent the referendum petition to a vote. Council members Fahey and Dickinson and then council member Leh talked about their respect for the **democratic process** and their desire to give the power to the people to decide. Although sending this vote cost the city 90,000, you said it would be worth it to hear from the entire electorate. **You said you would respect the outcome of the vote and are obligated by Colorado State law and Louisville Municipal Code to do so.**

Residents campaigned against seemingly insurmountable odds. The ordinance was sent to the ballot only 9 days before the Marshall fire. We were outspent 32:1. We had 3,000 and Brue Baukol donated 93,000.00 to the Yes campaign. Without the fire and Brue Baukol's outsized campaign contribution, we would have won by much more.

The current application is still sprawling and needlessly destructive of habitat, natural features, trees, and soil. It is not significantly different than the application we first saw as far back as 2020 when over 750 residents wrote to you with their concerns. The applicant has submitted the same grading and drainage plans each time they came to council. . They intend to grade 350 acres of the site. Planning Commission ruled in November 2022 that this application does not meet Louisville Municipal code.

Since 2020, the majority of residents have consistently spoken out against a too-big development. Your constituents voted NO to sprawl and needless destruction.

**Recognize the results of the special election. You have the mandate and the authority under Louisville Municipal Code.**

**Preserve all land north of Disc Drive.**

Tane Mahuta E Tu!

Blessings to the Creator, trees! Stand Tall!

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**From:** [Richard Ebbers](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Tuesday, February 20, 2024 11:50:31 AM

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[Some people who received this message don't often get email from rcebbers@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I strongly urge tonight's Council to move forward with Redtail Ridge Plat.

We moved here in 2009 at which time Louisville was one the top ten cities in the U S.

Things have changed since then and we feel not for the better. We feel Redtail passage would help Louisville start to grow again . Help businesses expand and encourage new businesses. Some people seem to let things remain the same, No growth ,too many code requirements, no incentives for new businesses.

Please, please listen to a majority on Louisville and move forward with Redtail Ridge Plat. Move forward, not backwards.

Dick Ebbers

Sent from my iPad

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**From:** [Jan Willem de Bruyn Kops](#)  
**To:** [City Council](#)  
**Subject:** Redtail approval keeps Avista Hospital in Louisville  
**Date:** Tuesday, February 20, 2024 11:42:25 AM

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Some people who received this message don't often get email from [debruiny@gmail.com](mailto:debruiny@gmail.com). [Learn why this is important](#)

Dear Louisville City Council Members,

I am writing to express my strong support for the approval of the Sterling Bay Proposal for Redtail Ridge. This proposal presents a crucial opportunity for the relocation and expansion of Avista Hospital, a cornerstone institution in our community.

As you are aware, Avista Hospital, with its over 30 years of service, is in dire need of modernization and expansion. Its current location is not only outdated but also poses challenges in terms of accessibility. The prospect of Avista leaving Louisville due to the lack of a suitable location for expansion is deeply concerning.

Not only is Avista Hospital a vital healthcare provider, but it also holds the distinction of being the largest employer in Louisville, providing hundreds of jobs to local residents. Moreover, the presence of a local hospital brings immense benefits to our community, including convenient access to healthcare services for residents and the delivery of thousands of babies over the years.

Approving the Redtail Ridge proposal would not only address the urgent needs of Avista Hospital but also enhance accessibility and convenience for patients and staff. It is a decision that aligns with the best interests of our community and its residents.

I urge you to carefully consider the immense value that the Sterling Bay Proposal for Redtail Ridge holds for Louisville and its residents. Please vote in favor of approving this proposal and securing the future of Avista Hospital in our city.

Thank you for your attention to this matter.  
Sincerely,

Jan Willem de Bruyn Kops  
1311 N Franklin Ave  
Louisville, Colorado 80027

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**From:** [Celeste Niehaus](#)  
**To:** [City Council](#)  
**Subject:** RTR - What's possible?  
**Date:** Tuesday, February 20, 2024 11:29:06 AM

---

Some people who received this message don't often get email from cmniehaus1180@gmail.com. [Learn why this is important](#)

Dear Mayor City Council,

CU South will be slightly smaller than Redtail Ridge; 308 vs. 390 acres yet the development has designated twice the percentage of open space than Redtail Ridge has - 38.6% (119 acres) vs. 19.2% (75 acres). And CU South's open space is one large, contiguous section, not land trisected by a two-to-four lane road.

Louisville can, and I hope will, demand what the public is beseeching you to secure - more meaningful open space that will preserve the land that has never been built on.

Celeste Niehaus  
920 Rex St

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**From:** [heather gardner](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Tuesday, February 20, 2024 11:23:38 AM

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Dear City Council,

We, the citizens, made our desires clear in the special election. First and foremost, we do not want this large building footprint that is once again on the table. We value open space, and want the ecosystem to be preserved as the development is being built. Please require that the parcel not be completely bulldozed as that will destroy habitats for generations. Also, we ask you to follow all of the city's rules and procedures as you proceed including requiring the GDP process be followed and getting the NW Parkway approval up front. We do not want a traffic nightmare between downtown and the highway, or people may avoid visiting Louisville all together, and that will hurt downtown businesses.

You have an important opportunity to leave some natural corridors for our children in the future. Please find a balance between the needs of businesses with the small-town quality of life the citizens of Louisville enjoy. The current plan does not accomplish that.

Sincerely,  
Heather Gardner  
1158 La Farge Ave.  
Louisville, CO 80027

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**From:** [Mike Williams](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge Approval  
**Date:** Tuesday, February 20, 2024 10:44:17 AM

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Dear Louisville City Council,

Louisville has not had a great track record retaining or even replacing large companies that have left (Sam's Club, Lowes) in addition to buildings still left vacant (Carrabba's, Alfalfa's, among others). It would be a travesty if we lost yet another large employer such as Avista Hospital and that building left vacant as well. Avista wants to stay in Louisville but only if Redtail Ridge is approved.

Please vote YES to Redtail Ridge and keep another large employer that will enhance the overall health of our community and create better and safer access to the hospital.

Thanks for your consideration,  
Michael Williams  
2351 Senator Ct

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**From:** [sherry sommer](#)  
**To:** [City Council](#)  
**Subject:** Fact check/Open space dedication at RTR  
**Date:** Tuesday, February 20, 2024 10:41:15 AM

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Rod Richardson, representative of Sterling Bay stated in your 2/06/2024 meeting that the proposed public land dedication at Redtail Ridge was the largest public land dedication in Louisville history, excepting land dedicated as golf course.

Let's look at percentage dedications and total acres dedicated in Centennial Valley and Coall Creek Ranch. These large developments have significant public land dedications offsetting their impacts.

**FACT:**

**Centennial Valley:**  
**304 acres public land dedication (Davidson Mesa).**  
**Public Land Area : 34% of development.**

Coal Creek Ranch:  
104.6 acres public land dedication  
Public land area 46.1 %

Let's also look at the **quality** of our public land dedications and overall value to the public:

- The proposed land dedication at RTR includes 47 acres outside the Plat that is zoned low density residential.
- 18 acres private common open space to counted in the dedication is not suited for building. A similar proposed dedication was rejected by OSAB in 2010 because it was unfit to be open space.
- Davidson Mesa is a large, contiguous, open space that supports wildlife and is suitable for trails.
- The proposed land dedication is on the perimeter of the plat.
- Large swaths, including land in the open space dedication will be graded. This will destroy habitat, eliminate topography and alter the majority of natural drainage.

This dedication does not meet the standards of our municipal code section 16.

Louisville is a great town. It did not become excellent by using minimum standards as a benchmark or by accepting false narratives of those who want only to turn a profit.

You have the authority to require contiguous open space north of disc Drive and the mandate from voters to do so.

Sincerely,

Sherry Sommer

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**From:** [Cathern H Smith](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge Decision: Preserving Shortgrass and Mixed-Grass Prairie  
**Date:** Tuesday, February 20, 2024 10:38:55 AM  
**Attachments:** [SRJones\\_Redtail Ridge Ltr.pdf](#)

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Some people who received this message don't often get email from cathernsmith@gmail.com. [Learn why this is important](#)

Dear City Council and Mayor Leh,

Tonight, you are called upon to make a decision that deeply impacts our town.

As you consider whether to limit the footprint of the development through clustering and future height waivers, protect land north of Disk Drive from grading, and add another Open Space with a world-class view of the Rockies, please click through to the attachment, a letter written by my friend and local grassland ecologist Steve Jones.

Steve's letter places the shortgrass and mixed-grass prairie to be developed in a context that none of the other materials before you capture. I was especially struck by Table 1, a selection of vertebrate species of special concern in Boulder County which can either be found on or within 1,000 meters of the property and by the generous offer of Boulder County Nature Association and Boulder County Audubon to help fill in knowledge gaps. As you can see there is a compelling need for wildlife habitat that is minimally fragmented, protection of food sources for raptors living in adjacent open spaces, and for wildlife corridors for ground-dwelling species.

The developer's proposal is to rim the property with a strip of "open space", replace the grasslands with over 3,000 trees, and replace habitat with human oriented recreational facilities.

It is my hope that we will once again strike balance between development, recreation, and ecological needs by preserving shortgrass and mixed-grass prairie at Redtail Ridge.

May you walk in beauty,

Cathern Smith  
Louisville Ward III

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19 February, 2024

Dear Bev, Cathern, Cindy, Joshua, and Sherry,

Thank you for joining me at the Campus Drive overlook of the Redtail Ridge property yesterday afternoon. I was pleasantly surprised to see that most of the property is covered by High Plains shortgrass and mixed-grass prairie, one of our most threatened ecosystems in Boulder County. This prairie appears to support an extensive grass cover, a thriving prairie dog colony, and scattered groves of plains cottonwoods, willows, and non-native Russian-olives.

Completing adequate studies of plant communities and wildlife populations within this prairie remnant and then implementing best management practices could enable us to create a natural showcase linking other remnant prairies in southeastern Boulder County.

**Figure 1. Redtail Ridge property, from East Campus Drive, facing southwest.**



While it's impossible to assess quality of grassland vegetation during the depths of winter, this grassland appears similar in structure to protected grasslands on city and county open space properties to the north, south, and west. I observed both native and non-native grasses on the property, but it would be necessary to return in summer, when the native grasses have had a chance to grow, to assess the extent of native vegetation.

Invasion and fragmentation of remnant grasslands by buildings, roads, and trees poses an existential threat to native wildlife in Boulder County. Aggressive grading of new industrial and residential properties exacerbates this effect.

At least a dozen grassland species designated as a species of special concern by Boulder County are found on or within 1000 meters of Redtail Ridge. Boulder County identifies species of special concern after assessing county-wide populations and finding significant declines. Using this designation provides the opportunity to protect species before they become locally endangered or extirpated.

**Table 1. Selected Boulder County vertebrate species of special concern documented on or within 1000 m of Redtail Ridge property.<sup>1</sup>**

Species	Class	Boulder County Status	State or Federal Status	Habitat
Bunting, Lark	Bird	Rare and Declining	USFS and BLM concern	Shortgrass prairie
Harrier, Northern	Bird	Imperiled breeding populations	USFS concern	Marshes and wet meadows
Hawk, Ferruginous	Bird	Declining; Isolated	State concern	Mixed-grass prairie
Lark, Horned	Bird	Declining		Shortgrass prairie
Owl, Burrowing	Bird	Imperiled	State threatened; BLM and USFS concern	Shortgrass prairie
Shrike, Loggerhead	Bird	Imperiled breeding populations	State concern; USFS concern	Shortgrass prairie
Sparrow, Grasshopper	Bird	Declining	USFS concern	Mixed-grass prairie
Badger, American	Mammal	Declining		Mixed-grass prairie
Jackrabbit, White-tailed	Mammal	Imperiled		Mixed-grass prairie
Gopher, Northern Pocket	Mammal	Undetermined status		Mixed-grass prairie
Prairie Dog, Black-tailed	Mammal	Declining and Vulnerable	State concern; USFS concern	Shortgrass prairie
Vole, Meadow	Mammal	Isolated and Restricted		Wet meadows

<sup>1</sup> Sources

Armstrong, David, James Fitzgerald, and Carron Meaney. 2011. Mammals of Colorado. University Press of Colorado.

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Colorado Parks and Wildlife. 2023. Threatened and endangered list.  
<https://cpw.state.co.us/learn/pages/soc-threatenedendangeredlist.aspx>.

Henderson, J. 2008. An annotated list of the birds of Boulder County, Colorado. The University of Colorado Studies 6:220-242.

Ruprecht, Peter. 2024. Hodgson-Harris Reservoir 2023 breeding bird survey. Unpublished report for Boulder County Nature Association. [www.bcna.org](http://www.bcna.org).

USDA Forest Service. 2023. Sensitive species list:  
<https://www.fs.usda.gov/detail/r2/landmanagement/?cid=stelprdb5390116>

Wickersham, L. 2016. Colorado breeding bird atlas II. Colorado Bird Atlas Partnership, Denver.

I was surprised to see that the development plan for Redtail Ridge mentions grading significant portions of this grassland and replacing them with new vegetation, including 3000 trees. Our remaining grasslands have evolved over thousands of years and cannot simply be replaced by planting new vegetation. Introduction of non-native species, especially trees, degrades them to the point where they cannot support a variety of vertebrate species.

### Impacts of Development on Burrowing Owls, White-tailed Jackrabbits, Lark Buntings, and other Species

Burrowing owls (Boulder County imperiled) have been reduced to 4-6 nesting pairs observed annually throughout the county, and most nests do not fledge enough young to sustain a healthy population. A primary cause of this decline is introduction of trees and telephone poles, which provide perches and roosts for human-adapted predators such as red-tailed hawk and great horned

owl. Studies conducted in southern Canada and South Dakota indicate that adult burrowing owls will avoid nesting in rodent burrows situated within 100 m of mature trees or power poles.

White-tailed jackrabbits (Boulder County imperiled), once considered fairly common locally, have not been reported within Boulder County since 2012. Studies conducted across the western Great Plains attribute this decline in large part to fragmentation of native grasslands by trees, cultivated fields, and roads.

Lark buntings (Boulder County imperiled breeding populations) were once considered our most abundant bird in Boulder County (Henderson 1908) but have not been documented nesting within the county for several years. Again, this species appears to avoid grasslands fragmented by trees, roads, and fields.

Other native species, including American badger (Boulder County isolated), northern harrier (Boulder County imperiled nesting), and grasshopper sparrow (Boulder County isolated and restricted) are currently threatened by loss and fragmentation of our native grasslands. And as the extent of our grasslands diminishes, opportunities to reintroduce locally extirpated species, including black-footed ferret, bison, pronghorn, long-billed curlew, and sharp-tailed grouse, steadily diminish.

#### Boulder County's Comprehensive Plan Provides Strong Guidance

We the citizens of Boulder County have made a strong commitment to protecting native ecosystems and their native species populations. The introduction to the Environmental Resources Element of the Boulder County Comprehensive Plan states:

*Boulder County values and strives to preserve, conserve and restore the unique and distinctive natural features, ecosystems and landscapes of the county using sound resource management principles and practices at both the site-specific level and on a broader, landscape scale. Boulder County's important environmental resources include naturally occurring ecosystems and their native species populations. Species of Special Concern are an integral component of this management approach. The list of Species of Special Concern includes locally threatened or endangered flora and fauna that the County seeks to protect. Habitat for these Species of Special Concern is particularly vital, since it often presents our best chance to protect native species.*

At Redtail Ridge, clustering of buildings toward the center of the property and surrounding them with expanses of protected and restored grassland would enable us to follow up on this commitment and create a model development. A first step to achieving this would be to learn more about the grasslands at Redtail Ridge. I recommend completion of the following studies before developing a conservation and restoration plan for grasslands on the property:

1. A thorough inventory of all birds found on the property, including a breeding bird survey using Colorado Breeding Bird Atlas methodology.

2. Small mammal and amphibian trapping studies.
3. Targeted surveys of selected invertebrate species of special concern, including monarch butterfly and regal fritillary.
4. More thorough mapping of native and non-native plant communities, with recommendations for controlling invasive weeds and enhancing growth of native grasses and forbs.
5. Replication of burrowing owl surveys first conducted in 2000.

Boulder County Nature Association and Boulder County Audubon currently have more than 200 volunteers working on wildlife studies throughout Boulder County. We would be most willing to provide volunteer help for future studies that may occur on the Redtail Ridge property.

Thank you for your diligent work to preserve and enhance the beauty of your very special community.

Sincerely,

Stephen R. Jones, wildlife consultant and volunteer coordinator  
Boulder County Audubon, Boulder County Nature Association, Right Relationship Boulder  
303-494-2468; curlewsj@comcastnet

*Stephen Jones is author of The Last Prairie, a Sandhills Journal; Nourishing Waters, Comforting Skies; and Owls of Boulder County. He is co-author of The Shortgrass Prairie, the Peterson Field Guide to the North American Prairie, Wild Boulder County, and Butterflies of the Colorado Front Range. He organized the first comprehensive small owl and wintering raptor surveys in Boulder County and helped plan and carry out the Colorado Breeding Bird Atlas. His 35 years of consulting work includes more than 50 breeding bird and resource inventories for city, county, and state parks and open space programs, along with the training of several hundred wildlife monitors in Boulder County and other parts of Colorado.*

**From:** [Fran Ryan](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Tuesday, February 20, 2024 12:27:56 PM

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Some people who received this message don't often get email from [fryancomm@gmail.com](mailto:fryancomm@gmail.com). [Learn why this is important](#)

Hello

I live at 841 Parkview Street

I wholeheartedly support the Redtail project.

I have two previous emails to Council regarding my position in addition to a Letter to the Editor in the Daily Camera

It's really time to get on with approving this project. Every time I drive past Medtronic i.

Lafayette, I think of who Louisville ran this great corporation out of Louisville. Higj paid jobs, philanthropic, leading edge technology and an inclusive development plan. That is behind us.

We are lucky to get another bite of the apple

Sincerely

Franny Ryan

Franny Ryan

Owner

E and J Designs

[www.eandjdesigns2.com](http://www.eandjdesigns2.com)

instagram: @eandjdesigns

303-748-2137

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**From:** [Rick Kron](#)  
**To:** [City Council](#); [Jeff Durbin](#)  
**Cc:** [Vanessa Zarate](#); [Austin Brown](#); [Rob Zuccaro](#); [Tom Horst](#); [Stephanie Schlageter](#); [Mark Oberholzer](#); [Jenni Hlawatsch](#); [Eric Reed](#); [Heather Bingaman](#); [Greg Reedy](#); [Ashley O'Connell](#)  
**Subject:** Resolution #80, Series 2023 (Redtail Ridge), Resident Comment in Support  
**Date:** Tuesday, February 20, 2024 12:27:29 PM

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Mayor, Councilors and Staff,

I wrote yesterday's email to you on behalf of the DBA. This email is sent on behalf of me, myself, and I. I have been a Louisville Ward 3 resident since 1987, and a resident in the County since 1981.

I am in favor of the Redtail Ridge plans for the redevelopment of the former Storage Tek site. But, I am dismayed by some comments that have been made alleging that the redevelopment would damage Louisville's 'small town character.'

We need to look at the past to see into the future.

According to the source of all knowledge, Wikipedia, Storage Tek was founded in 1969, when Louisville's population was about 2,400. The City population had not changed much since 1940. In 1980, the City population had grown to about 5,600, and at the time my family moved here in 1987, then population was about 12,000. Wikipedia says Storage Tek became defunct in 2005, which would have been when the population of the City was about 18,500.

In 2020, our population was a little over 21,000, and my guess is that after the fire and start of reconstruction, we're still about that size.

Wikipedia says that Storage Tek had about \$2.2 billion in revenue and about 7,000 employees in 2004 (before collapsing in 2005). I do not know how many of them were employed at the STK headquarters in Louisville, but certainly many, so it was a busy place. The Northwest Parkway opened at the end of November 2003, so access to the site for those employees in 2004 would have been primarily via US 36, 96th, Dillon Road, and maybe some local streets.

Our small town character existed before Storage Tek came to town, existed during its busy peak and its eventual collapse, and it still exists today. *Why? Because small town character exists in the hearts and minds of the residents in the town and the character of its small businesses.*

The Storage Tek site was developed in the past, and developing it again as Redtail Ridge will not change that small town character.

Louisville's past is not rosy. For decades, downtown was the only significant commercial area in town. Significant commercial activities there included bars, gambling and other disreputable activities. Some called the place 'Loserville.' The sewers were not installed until 1953 and the streets were not paved until 1959. Obviously, we are beyond that stage of the town's history. But, why are we beyond that? *We are beyond that because the City and its residents had the foresight to change, embrace innovation, accept challenges, avoid stagnation, and encourage both public and private investments for its future.*

I feel that one of our small town character traits is an intense dislike, or even hate, of waste.

The empty Sam's Club building was a festering wound until Ascent Church moved in. We were incensed by the empty buildings that resulted from the loss of Lowes and Kohls and Carrabbas and Alfalfa's and Hobby Lobby and Outback and Empire, and the continuing saga of the Grain Elevator to name a few. We have had some notable successes in getting some of these wasted empty buildings filled with excellent new owners and tenants. But, Storage Tek is another wasted site, maybe not as prominent as the others have been because it is largely out-of-sight of our current residents, but it is currently a waste nevertheless. The Redtail Ridge redevelopment of the site would reverse that waste.

The Storage Tek site is not very suitable for use as open space. It is scarred by prior building scars, steeply sloped, has hardly a tree on it, is not friendly for wildlife, is overrun with invasive and non-native weeds and plants, and would be prohibitively expensive to acquire. The Redtail Ridge plan proposes to redevelop what should be redeveloped, and not develop the portions that should not be developed. Public access is a major feature of the redevelopment plan.

Approval and completion of Redtail Ridge would reverse the fate of a failed infill site, 'raise all boats' in the local economy (including Downtown, McCaslin, and South Boulder Road), and support our small town's general goals of being a vibrant, educated, enjoyable, fun, and healthy community.

Please approve Resolution #80, Series 2023 to move the project forward.

Thank you,

Rick Kron

Louisville Ward 3 resident since 1987.

Sent from my iPad

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**From:** [Cathern H Smith](#)  
**To:** [City Council](#)  
**Subject:** Some Questions to Ask About Redtail  
**Date:** Tuesday, February 20, 2024 12:26:38 PM

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Dear City Council and Mayor Ley,

As you grapple with the Redtail Ridge development, here's a list of questions that I still have. I'm sharing them with you in the hopes that they will help focus your discussions:

1. Given that City Council's decision is to be guided by the purposes of LMC 16.04.020, including subsection (K) providing "for the safe and efficient circulation of traffic throughout the city, the avoidance of congestion in the streets and highways and along pedestrian and bikeway", what is the City's plan to provide an adequate level of service (LOS) for traffic at the US 36 interchange and surrounding roads impacted by the development?
2. As the US 36 interchange is the primary access to Redtail and will fail earlier due to traffic Redtail generates, does the Staff recommend that the Developer share in the cost of improving the US 36 interchange? Why or why not? If so, given that CDOT has no cost estimates for improving the US 36 interchange, what is the best way to fairly apportion the cost of future improvements to the US 36 interchange? And, how can the cost-sharing be structured so that it is legally binding? If not, based on the cost of improving the McCaslin interchange what is the estimated cost the City would absorb?
3. I was on Davidson Mesa yesterday afternoon. The parking lot was full and I saw at least 50 people in the short time I was there. Our Open Spaces will be under even more pressure in 10, 20, and 30 years. Why can't the developer cluster development to provide 40-50% Open Space like prior developments of this scale? What kind of a height waiver would the Developer want in exchange for clustering?
4. Why can't the developer present a grading plan that leaves the Open Space undisturbed?
5. At the preliminary plat stage, which terms under discussion legally bind the City and the Developer?
6. How would approval of the preliminary platt affect Avista Hospital? Can Avista file before the issues with the Northwest Parkway, including the Parkway's opposition to the planned right-in right-out traffic pattern, are resolved?
7. Upon approval of the preliminary plat, what changes to the property can the developer immediately make?
8. Why aren't we conditioning approval on replacement of the expired agreement with BVSD?

Thanks for all that you do.  
Best regards,

Cathern Smith  
Louisville Ward III

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**From:** [Richard Ebbers](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge Plat  
**Date:** Tuesday, February 20, 2024 12:10:09 PM

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I strongly support the Redtail Ridge Plat project. I feel Louisville needs to move forward with this project and start growing versus shrinking. Redtail project will improve all aspects of life in Louisville including businesses, restaurants, schools and life in general.

Louisville is depending on you. So am I.

Thank you

Dick Ebbers

Sent from my iPad

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**From:** [Richard Ebbers](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge Plat  
**Date:** Tuesday, February 20, 2024 12:09:43 PM

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I strongly support the Redtail Ridge Plat project. I feel Louisville needs to move forward with this project and start growing versus shrinking. Redtail project will improve all aspects of life in Louisville including businesses, restaurants, schools and life in general.

Louisville is depending on you. So am I.

Thank you

Dick Ebbers

Sent from my iPad

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**From:** [Joshua Cooperman](#)  
**To:** [City Council](#)  
**Subject:** My current thoughts on Redtail Ridge  
**Date:** Tuesday, February 20, 2024 11:59:58 AM

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Dear Louisville City Councillors,

I wish to share my current thoughts on Redtail Ridge.

**First, I wish to comment on Redtail Ridge from a broad perspective rooted in local, regional, and global concerns not necessarily connected to Louisville's municipal code.**

Should the Phillips 66 Rural Special District be redeveloped? You might consider this question irrelevant since the current landowner's property rights furnish certain rights to development of this property. Still, this question is a useful starting point. (Also recall some history: in the Fort Laramie Treaty of 1851, also known as the Horse Creek Treaty, the United States government recognized all of the land currently occupied by Louisville as belonging to indigenous peoples including the Arapaho and Cheyenne, but virtually all of this land was subsequently wrested from these indigenous peoples, largely in violation of this Treaty.) On the one hand, most, if not all, of the Phillips 66 Rural Special District was previously developed for such uses as farming, mining, and, most recently, StorageTek's headquarters, so redevelopment of a previously disturbed environment might be eminently reasonable, even judicious. Moreover, Louisville and our region have development needs, most especially of affordable housing. On the other hand, since StorageTek's closure nature has reclaimed much of the Phillips 66 Rural Special District, so conservation of this rewilded environment might be warranted, even advisable. Moreover, with scientists currently estimating that one-third to one-half of Earth must be preserved as wildland to sustain existing wildlife, and with only about 17% of Earth currently preserved as wildland, we need to considerably ramp up conservation. Ideally, we could achieve a balance between redevelopment and conservation at the Phillips 66 Rural Special District.

How should the Phillips 66 Rural Special District be redeveloped? The applicant has spoken to the demand for biosciences spaces along the Front Range, and I trust that the applicant has studied the regional commercial market for such development. AdventHealth clearly wants to relocate Avista Hospital to the Phillips 66 Rural Special District, and I trust that the Hospital's current location does not meet its future needs. (I do have concerns about redevelopment of the current hospital site.) The development of Redtail Ridge as a biosciences campus and new home for Avista Hospital would certainly create new jobs in Louisville and bolster Louisville's economy to some extent. But where would the people working these jobs live? Would the people working these jobs displace those already working for lower wages in Louisville and its neighboring municipalities? Is there more regional demand for affordable housing or for biosciences spaces? Moreover, Louisville has some vacant commercial spaces that could be reused or repurposed for biosciences, much as Bodesix now occupies the former Kohl's. Would these properties sit vacant for longer with the development of new commercial spaces at Redtail Ridge? Alternatively, could these properties be converted to affordable housing, migrant housing, or homeless shelters?

How should the Phillips 66 Rural Special District be conserved? We should prioritize for conservation those parts of the Phillips 66 Rural Special District supporting the highest quality wildlife habitat and connections to nearby wildlife habitat. Accordingly, the land north of Disc Drive should be prioritized for conservation. If CDOT constructs wildlife crossing infrastructure to the south along US 36 or to the north of the US36-Northwest Parkway

interchange, then a wildlife corridor along the southern edge of the Phillips 66 Rural Special District should also be prioritized.

No matter the balance between redevelopment and conservation at Redtail Ridge, any development must be environmentally sustainable to a very high degree. I am delighted that the applicant has committed to a wealth of sustainability initiatives; however, these sustainability initiatives do not fully address environmental sustainability at the scale of the proposed development as whole. In particular, environmental sustainability at this scale calls for dense clustered redevelopment, conscientious conservation of wildlife habitat, minimal expansion of roadways, colocation of housing and workplaces, thorough internal and external pedestrian and bicyclist connections, and availability of public transit.

**Next, I wish to comment on Redtail Ridge from the perspective of Louisville's guiding documents, particularly Louisville's Comprehensive Plan.**

Louisville's Comprehensive Plan lists five policies for special districts of which the first and third are particularly relevant. The first policy states that a special district's "specific character expectations" will be "articulate[d] and define[d]" in a "customized general development plan", and the third policy states that the City should "encourage internal services [to] meet the daily needs of people working in [a special] district". Louisville's municipal code invokes these policies for preliminary subdivision plats in section 16.12.075 B. I consider each policy in turn.

The Redtail Ridge preliminary plat proposes subdivision development under the Conoco-Phillips general development plan, which currently governs development at the Phillips 66 Rural Special District. Is the Conoco-Phillips general development plan customized to the development proposed in the Redtail Ridge preliminary plat? Clearly not---the Conoco-Phillips general development plan was created and approved well before Redtail Ridge was even conceived. Does the Conoco-Phillips general development plan articulate and define the specific character expectations of the development proposed in the Redtail Ridge preliminary plat? In part---much of development proposed in the Redtail Ridge preliminary plat is compatible with the Conoco-Phillips general development plan. But, as the Planning Commission determined, the Redtail Ridge preliminary plat is not fully compatible with the Conoco-Phillips general development plan. Although the applicant has modified the Redtail Ridge preliminary plat since the Planning Commission's hearings, the Planning Commission's finding may still hold.

The above two questions are rather broad, but some of their implications reverberate into more specific aspects of Louisville's municipal code. For instance, City staff did not provide a fiscal analysis of the Redtail Ridge preliminary plat because such an analysis is not required for review of a preliminary plat. Review of a new general development plan or an amendment of an existing general development plan would likely require a fiscal analysis. By attempting to utilize the Conoco-Phillips general development plan, the Redtail Ridge preliminary plat bypasses this aspect of review. Is it appropriate or reasonable for the City to review---let alone approve---development on the scale of Redtail Ridge without analyzing its fiscal impact? Furthermore, City staff has drafted a resolution for approval of the Redtail Ridge preliminary plat because City Council approves a preliminary plat by resolution, not by ordinance. A resolution is not subject to referendum whereas an ordinance is subject to referendum. By attempting to utilize the Conoco-Phillips general development plan, the Redtail Ridge preliminary plat bypasses this aspect of oversight. Is it appropriate or reasonable for the City to review---let alone approve---development on the scale of Redtail Ridge without providing for such oversight?



Turning to the third policy, the Comprehensive Plan does not specify which services should be encouraged to meet special district employees' daily needs. Meeting people's most basic daily needs is presumably most important, and I would consider housing a most basic daily need. The Redtail Ridge preliminary plat fails to provide for this most basic daily need. Most certainly, this failure is not entirely the applicant's fault: the Phillips 66 Rural Special District is not currently zoned for residential development. The Comprehensive Plan's third policy for special districts conflicts (to some extent) with the Comprehensive Plan's zoning for the Phillips 66 Rural Special District.

**Now, I wish to comment on Redtail Ridge from the specific perspective of Louisville's municipal code concerning preliminary plat applications.**

In the above discussion I have not limited myself to judging the Redtail Ridge preliminary plat on the basis of Louisville's municipal code, but, of course, City Council is charged with making judgements precisely on this basis. Sections 16.12 and 16.16 of Louisville's municipal code govern preliminary plat applications. Here follows my analysis of the Redtail Ridge preliminary plat's compliance with this code.

Section 16.04.020 specifies the purposes that a subdivision must meet. The current proposal fails to meet several of these purposes.

Purpose A states that a subdivision must “promote the health, safety, convenience, order, prosperity, and welfare of the present and future inhabitants of the City”. The proposal’s failure to incorporate large-scale considerations of environmental sustainability jeopardizes the development’s ability to promote the health, safety, prosperity, and welfare of Louisville’s present and future inhabitants, most immediately wildlife inhabiting the Phillips 66 Rural Special District.

Purpose F states that a subdivision must “provide for the proper distribution of population and supportive land uses”. The proposal’s lack of residential development fails to provide for the proper distribution of population, which would allow those who work in the Phillips 66 Rural Special District also to live in the Phillips 66 Rural Special District.

Purpose H states that a subdivision must “protect the character and the social and economic stability of all parts of the City”. The proposal’s expansive footprint and grading plans fail to protect the character of the Phillips 66 Rural Special District. The proposal’s effects on the City’s existing social and economic stability is largely unknown, in part owing to the lack of a fiscal analysis.

Purpose M states that a subdivision must “mitigate the pollution of air, streams and ponds, assure the adequacy of drainage facilities, safeguard the water table, and encourage the wise use and management of the natural environment”. The proposal would result in considerable increases in air pollution stemming from construction, soil disturbance, and increased traffic. The proposal’s expansive footprint and grading plans do not represent wise uses or management of the natural environment.

Purpose N states that a subdivision must “preserve and enhance to the extent reasonably possible the natural beauty and topography of the City and areas of historical and archeological importance and to ensure appropriate development with regard to such natural, historical, and archeological sites and features”. The proposal’s expansive footprint and grading plans fail to preserve and enhance, to the extent possible, the City’s natural beauty and topography and to ensure appropriate development with regard to natural features.

Purpose S states that a subdivision must “otherwise plan for and regulate the use of land so as to provide planned and orderly use of land and protection of the environment in a manner consistent with constitutional rights”. The proposal’s failure to incorporate large-scale considerations of environmental sustainability as well as its expansive footprint and grading plans fail to adequately protect the environment.

Section 16.16 of Louisville’s municipal code specifies the design standards that a subdivision must meet. The proposal fails to meet at least two of these design standards.

Standard D of section 16.16.010 states that a subdivision must ensure that “natural features, historical and archeological sites, and vegetation of the area, including trees must be preserved to the extent possible”. The proposal’s expansive footprint and grading plans directly conflict with this standard. Moreover, this section states that “the applicant . . . must demonstrate” that the standards are met. Given that City Council has not yet received a preliminary grading plan showing all cutting and filling, there is no basis on which to determine whether the applicant has made such a demonstration.

Standard B of section 16.16.020 states that a subdivision must ensure that “drainage areas, wherever possible, should be left in a natural state and [that] no encroachments shall be made on the natural channel area”. The proposal’s grading plans directly conflict with this standard.

**Finally, I wish to propose changes to the development plans for Redtail Ridge that would significantly ameliorate all of the issues discussed above.**

Development, at least in its initial phases, should be clustered on the footprint of the former StorageTek headquarters.

Most, if not all, of the land north of Disc Drive should be permanently conserved as public open space. This land should be minimally graded if at all.

Campus Drive should be extended to join Paradise Lane as suggested in Louisville's Transportation Master Plan.

Housing should be permitted in the Phillips 66 Rural Special District.

A Redtail Ridge incorporating these features would make a superb development for Louisville.

Thank you for reading and considering my thoughts.

Best,  
Josh

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**From:** [Michael Pogel](#)  
**To:** [City Council](#)  
**Subject:** Redtail ridge  
**Date:** Tuesday, February 20, 2024 10:28:00 AM

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Some people who received this message don't often get email from mpogel@gmail.com. [Learn why this is important](#)

Dear Louisville City Council:

As someone who has used the medical facilities at Advista I would strongly support the move to Redtail Ridge. Its current location next to the high school with limited access is at minimal a headache and in emergency situations like the Marshal fire a potential disaster. Hospitals need easy access and the Redtail Ridge site would provide that. The hospital has been requesting this for years. It's time Louisville acted wisely before we loss yet another asset.

Sincerely

Michael Pogel  
781 Bluestem Ln  
Louisville,CO 80027

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**From:** [jenni\\_singingcookstore.com](mailto:jenni_singingcookstore.com)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Tuesday, February 20, 2024 10:04:10 AM

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Some people who received this message don't often get email from [jenni@singingcookstore.com](mailto:jenni@singingcookstore.com). [Learn why this is important](#)

To Louisville City Council,

As a downtown business owner and a long time former (and hopefully someday in the future) resident of Louisville, I am writing in support of the Redtail Ridge development proposal.

I believe this proposal is a key factor for the future of Louisville and its Downtown to thrive. It is also essential that we retain Avista Hospital in the City, that Campus Drive from Monarch should be completed for the benefit and safety of students, parents, faculty/staff of Monarch High School, and that the additional open space, park, trail, and other great amenities become available to our residents. These are all excellent improvements to the currently vacant site and will be incredibly beneficial to our community, with so much of the area available for entry and use by residents and visitors alike.

As the former site of StorageTek, Redtail Ridge has always been an area meant for development, not open space, as so many here would assume or prefer. The development of this area will transform it from a derelict, generally useless piece of land into a well thought out, mixed use area for businesses and citizens. The location is also somewhat removed from the main residential area and will not significantly impact current residents in a negative way, but rather create a gateway to Louisville from the Interlocken/US 36 exchange, thus inviting more visitors to our wonderful city.

This plan is a significant improvement over other previously submitted plans, including use of energy, transit, improvements to the Northwest Parkway, new trails and recreation space, and overall use of land. I feel that the owners and developers of this site have listened to the needs and wants of the community, resident and business, and have made significant efforts to alter their plan to accomodate those needs.

I do urge the Council to please vote "yes" on Resolution #80, Series 2023.nks.

Thank you for your time and consideration,

Jenni Hlawatsch

Jenni Hlawatsch, Owner  
DBA Communications and Retail Liaison

The Singing Cook  
728 Main St.  
Louisville, CO 80027  
720-484-6825  
jenni@singingcookstore.com  
www.singingcookstore.com



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**From:** [George Colbert](#)  
**To:** [City Council](#)  
**Subject:** Redtail  
**Date:** Tuesday, February 20, 2024 9:44:01 AM

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Some people who received this message don't often get email from [gejacolbert@gmail.com](mailto:gejacolbert@gmail.com). [Learn why this is important](#)

Dear City Council:

I am very excited about how the Redtail Ridge Plat will update the local habitat and will add 139 acres of open space to our community. It is currently privately owned land that is simply wasting away and not available for public use. Redtail Ridge includes significant invasive and noxious weeds and plants, non-native trees, and a sub-optimal habitat for local plants and wildlife.

Sterling Bay's plat application includes removing and controlling the invasive species, planting more than 125 new species of native plants, planting more than 3000 trees, creating an expansive nature preserve, and developing a pollinator district. That is a great win for Louisville! Your approval of Redtail can make this happen for our community.

The donation of land is more than fair and is 101 acres more than required. As an avid runner of our current trail system, I am ecstatic about the 20+ additional miles of trails to explore. We have an amazing trail system already, but adding these trails will make us the envy of the running/biking world. The views of the flat irons will be unmatched! I know the local running and biking clubs will absolutely love having access to the trails.

The environmental experts who have been on the site, and are trained in conducting environmental analysis have weighed in and voiced their approving opinions. It's time to finally approve this plan, and create a truly functioning habitat at Redtail Ridge.

Sincerely,  
George Colbert  
480 Catalpa Ct, Louisville

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**From:** [sherry\\_sommer](#)  
**To:** [City Council](#)  
**Cc:** [Jeff Durbin](#); [Meredyth Muth](#)  
**Subject:** Public comment  
**Date:** Tuesday, February 20, 2024 8:08:30 AM

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Members of Council,

Our rules of procedure **require** that every member of the public who would like to speak on an agenda item be allowed to do so:

Members of the public desiring to address the Council on any item on the agendas **shall** be recognized by the Chair...

Louisville City Council Rules of Procedure page 14 Updated May 16, 2023

If necessary, the meeting should be continued to a date certain to allow every member of the public to speak.

Sincerely,

Sherry Sommer

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**From:** [Mark Zaremba](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Tuesday, February 20, 2024 1:23:33 PM

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[Some people who received this message don't often get email from mark@gozaremba.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

City Council, first of all, thank you for your service to our community. I wanted to express my support for this version of the Redtail Ridge project, and I'll keep it brief. Our small town has taken some punches lately. The Marshall Fire and Andy Clark's untimely passing at the top of the list. Passing on the energy this project will bring and possibly losing Avista in the process would be a huge mistake. Let's get this done. Sincerely, Mark Zaremba

Sent from my iPhone

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**From:** [John Linz](#)  
**To:** [City Council](#)  
**Subject:** Retail Ridge  
**Date:** Tuesday, February 20, 2024 1:18:53 PM

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Some people who received this message don't often get email from johnlinz49@gmail.com. [Learn why this is important](#)

Please keep Louisville a quiet and quaint small town, that is what attracted myself and my family to move here 32 years ago, and also my friends and neighbors.

Thank you,  
John Linz

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**From:** [Joshua Sroge](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge Support  
**Date:** Tuesday, February 20, 2024 1:15:43 PM

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Some people who received this message don't often get email from jsroge@gmail.com. [Learn why this is important](#)

To The City Council:

Our household at 215 W Spruce St strongly supports the Redtail Ridge project proposal, and we urge the City Council to approve.

That such capital from Sterling Bay is willing to invest into Louisville, given the decline of Main Street and struggles of the other major corridors, is a beacon of hope for a City that has actively spent 15 years deconstructing itself from the 2009 Money Magazine #1 place to live. We need this project to move forward for all the reasons which you are familiar with (hospital, roads for the schools, public open space, and so on) - and to reinvigorate our cherished City and its new path to growth and sustainability.

The Council has an opportunity to make a bold move and set a new tone for the vision for the City. The opposition is betting on hopium: that we can get a better deal that doesn't exist, or that the County will magically purchase this land for open space. None of that is real - the only reality is the capital that Sterling Bay has allocated. The opposition offers no solutions - only naysaying and nimbyism. Don't allow them to generate further decay and decline. Please support this critical project, we've waited for many years for this site to be repurposed into something accretive for the City.

Thank you!

Joshua & Cappra Sroge

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**From:** [sherry sommer](#)  
**To:** [Rob Zuccaro](#); [City Council](#)  
**Cc:** [Meredyth Muth](#); [Jeff Durbin](#)  
**Subject:** letters missing from today"s packet  
**Date:** Tuesday, February 20, 2024 12:38:59 PM

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Council Members,

I'm sending a letter count for the current Redtail Ridge application. As you can see, there has been consistent resident concerns regarding this application. While the applicant claims to have listened to residents' concerns, reading the letters makes it clear that our concerns have not been addressed.

I'd also like to bring another item to your attention-Many letters are missing.

The current packet does not include any letters from Planning Commission on 8/11/2022. The packet includes a few letters from the planning commission meetings of 10/3/2022 and 11/10/2022.

I did not see any letters in the packet for today's meeting. Is that an oversight on my part?

Members of the public have put a lot of work into writing code based comments throughout this process. It's very important that all public comment that has been received be included in the packet.

PPLAB and OSAB review, 2022

—Letters of concern: 97  
—Letters of support: 11

Planning Commission review, 2022

Letters of concern: 40  
Letters of support: 3

Council meeting  
December 5, 2024

—Letters of concern: 95  
—Letter of support: 11

Council meeting  
February 6, 2024

—Letter of concern (resident): 80  
—Letters of support (resident): 33  
—Letter of support (business/hospital): 15

Council meeting  
February 20, 2024  
—Letters of concern:  
—Letters of support:

Thank you,

Sherry Sommer

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**From:** [Jack Swift](#)  
**To:** [City Council](#)  
**Subject:** Support for Redtail Ridge Development  
**Date:** Tuesday, February 20, 2024 1:38:41 PM

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Some people who received this message don't often get email from jackcswift@gmail.com. [Learn why this is important](#)

Dear Members of the Louisville City Council,

I support the current development plan for Redtail Ridge. With 139 acres and 20 miles of new trails and paths, the development will make a great addition to the community.

Please let Louisville residents access new open space, gained through development.

Thank you,

Jack Swift  
1212 Lincoln Ave

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**From:** [Lisa Swift](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge Development  
**Date:** Tuesday, February 20, 2024 1:54:02 PM

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[Some people who received this message don't often get email from lrswift6@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Louisville Council Members,

I am in support of the Redtail Ridge development and hope that you will vote for in favor of the development this evening. This development will help bring in much needed tax revenue for our city. In addition, it will provide open space and egress necessary for this area of our community. My children attended Monarch High School and proper egress in case of emergency is vital for the Monarch Elementary, Middle and High School. It pains me to think of what might have happened had the Marshall fire occurred during a school day. I doubt many would have been able to evacuate. I am also a mountain bike coach for Monarch High School. It would be amazing to have open space around the school for more ease of connection to other trail systems in the area as well as some additional locations to have mountain bike skill training.

I feel that many in our community do not realize that the land has already been sold and it's only a matter of time before it gets developed. I think we are fortunate to have a developer that has gone above and beyond to meet our community needs and will also contribute more open space than required to the plan. We should not overlook this properly planned and necessary development.

Warm regards,

Lisa Swift

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**From:** [David Benjes](#)  
**To:** [City Council](#)  
**Subject:** Redtail Ridge  
**Date:** Tuesday, February 20, 2024 1:49:38 PM

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Some people who received this message don't often get email from dcbenjes@gmail.com. [Learn why this is important](#)

Dear Louisville City Council:

I am writing you in hopes to communicate my household's view on the Redtail Ridge proposed development. My wife has worked at Avista for 10 years and can communicate better than I can about the number of times the facility has been put on divert to other hospitals because of their capacity or capabilities. The hospital needs to be improved to remain competitive. I was so grateful to see AdventHealth Avista leadership speak up at the February 5<sup>th</sup> meeting and publicly confirm their intention to move to Redtail Ridge. The hospital has been under contract for 40 acres of land at Redtail Ridge since before the Marshall Fire, and Mr. Enderson made it very clear that previous statements made by Centura officials no longer apply. Indeed, Mr. Enderson reiterated that Avista wants to stay in Louisville, and can only do so by moving to Redtail Ridge.

From its new location along the Northwest Parkway and U.S. 36, Avista can be within three-fourths of a mile from three different RTD stations. And, the hospital will be accessible to an additional 300,000 people within a 17-minute drive time. That is absolutely huge, and helps ensure a healthier community.

Finally, it's so important to acknowledge that the hospital remains in a very unsafe location with a single access point. Not only is its new location safer, but it also moves a significant amount of vehicle traffic to major corridors and away from residential neighborhoods.

We have to stop pushing businesses out of town and start working on retaining and growing our economic base.

Vote yes to keep Avista in Louisville, vote yes for economic retention and vote yes for change to retain what this city has built.

Thank you for your consideration,

David & Denise Benjes  
519 Adams Ave  
602.312.4499

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**From:** [Jeffrey S Lipton](#)  
**To:** [City Council](#)  
**Cc:** [Jeffrey S Lipton](#)  
**Subject:** Redtail Ridge Comments  
**Date:** Tuesday, February 20, 2024 2:57:03 PM

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Some people who received this message don't often get email from [lipton@colorado.edu](mailto:lipton@colorado.edu). [Learn why this is important](#)

Dear City Council Members,

First, thank you for your service to the residents of Louisville. Your dedication and the effort you invest in your positions are of great value to our community.

I would like to share my feelings about the Redtail Ridge Preliminary Subdivision Plat. I have personally been involved with the planning for this site since I was originally appointed to the Louisville Planning Commission in 1984 and until I left the City Council in 2021.

Originally, the site belonged to STK which manufactured tape drives which eventually failed as a business in the mid-1980's. STK was Louisville's largest employer. Its failure caused a devastating impact to our community. Many other businesses were lost, and the downtown business district imploded. The housing market was also heavily impacted. You couldn't sell a house in Louisville due to the layoffs and loss of population.

As a city government, it was always our position that we wanted to see this site redeveloped into a vibrant commercial and industrial use. There was never any question about that. It is clear in all the comprehensive plans and other planning efforts for the site that the property would be re-developed for commercial and industrial use. However, the City Council decided that instead of taking a proactive approach to development, it would wait for developers to submit development plans to the city and then have the city react to each of those plans. We have had several development and business interests submit plans, but they could never get city approvals for any of the development concepts except for the Conoco-Phillips development which is the basis for the development plan that is before you tonight.

So that is why we are where we are with the property and are having another community argument over the fate of the property with the Red Tail submittal which is based on the previously approved Conoco-Phillips plan.

Looking forward, our community should ask itself what it really wants to see as development for the site since there are legal entitlements which need to be respected and we have always taken the position that we want to see re-development.

We are now faced with a development plan which really does meet all the criteria that historically the community has deemed a priority for the site:

- Environmental sustainability and respect for Louisville's building energy codes.
- Exceptional amounts of dedicated open space and public lands in great excess of any of the City's requirements.
- Land dedications for wildlife preservation.
- A plan which will provide an opportunity for Avista Hospital to expand and continue to serve our community.



- A place for forward thinking businesses to locate and thrive.
- Better access to the Monarch K-12 campus to help improve the safety of our children.
- And an economic driver for the sustainability and development of our existing businesses.

I hope it has not been lost on the City Council that our economic base has been shrinking in the past ten years. We have many empty buildings and storefronts that need an economic boost. Our "brand" as a community that welcomes businesses and economic sustainability has been tarnished. We continue to send signals to the business community and potential developers that Louisville is no longer "open for business." This is not a good look and Louisville will suffer in the future if we cannot change our image as a place that is welcoming to a diverse population and a diverse business community.

We had a pivotal City Council election last fall which put most of you in office with a mandate to help cure our city's economic challenges. Please respect this mandate and approve the Redtail Ridge preliminary subdivision plat. Please do not let a loud minority of residents and non-residents keep our community from having a healthy economic base. The proposal in front of you tonight meets the goals we have set forward during the past 30 years for the redevelopment of the property. The time for obfuscation, division, and acrimony needs to be over. We need to embrace the opportunity to support the development of Redtail Ridge.

Sincerely,

Jeff Lipton  
692 Tamarisk Ct.  
Louisville, CO 80027

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