



Planning Commission

September 12, 2024
Packet Addendum #2

ITEM: Coal Creek Village Mixed-Use Development

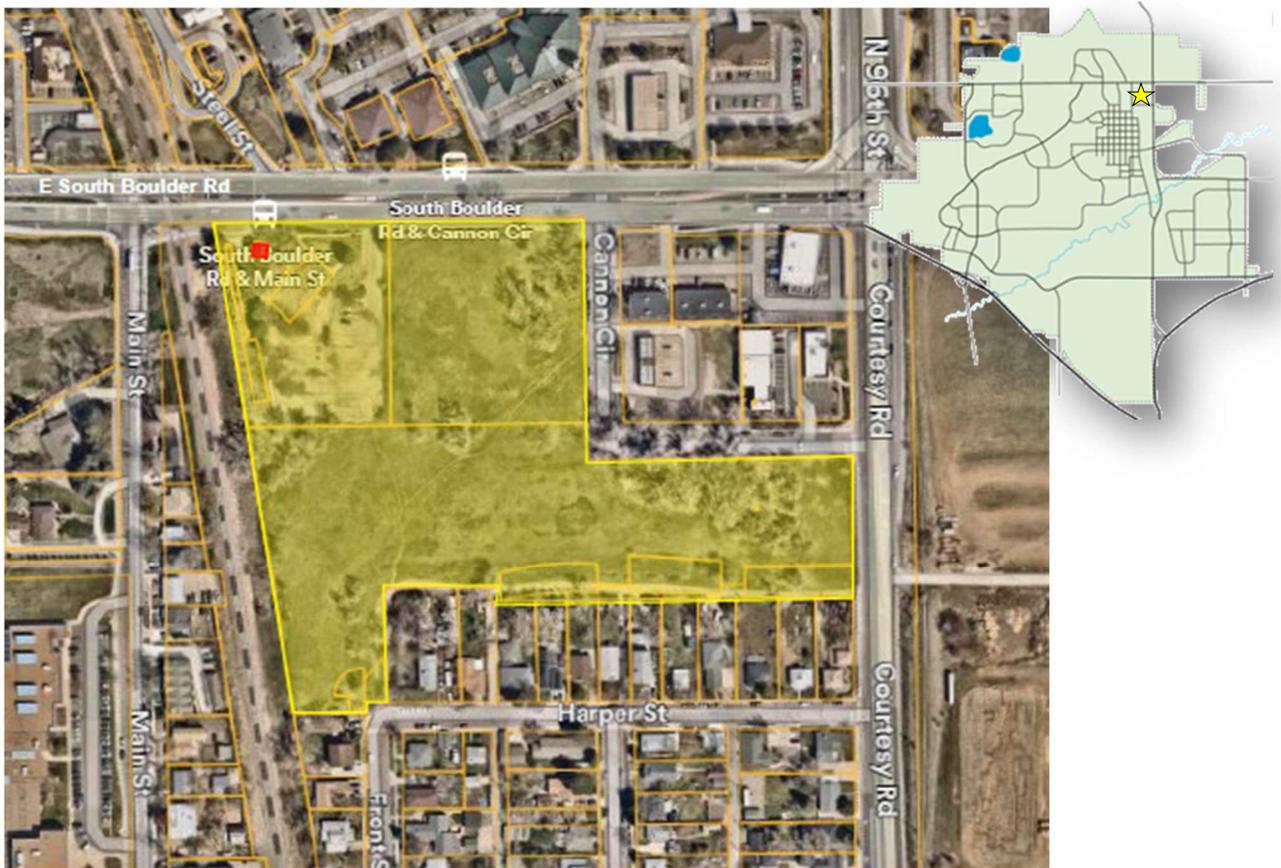
LOCATION: Southwest corner of E South Boulder Rd and Highway 42 - TR 688-B LESS B1 8-1S-69 LESS COAL CREEK STATION 2 & 3 SPLIT SEE IDS 92643-44

PLANNER: Matt Post, Senior Planner

APPLICANT: Ripley Design, Inc

REQUEST: Approval of Resolution 10, Series 2024 Recommending to the Planning Commission Approval of a Preliminary Planned Unit Development (PUD), Preliminary Plat, an Ordinance Rezoning a Portion of the Property from CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) to MU-R (Residential Mixed Use), Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 17.14, and a Special Review Use to permit multi-unit dwellings on the ground floor in the MU-R zone district.

VICINITY MAP:



SUMMARY:

The applicant, Ripley Design Inc., requests approval of a Preliminary Planned Unit Development (PUD), a Preliminary Plat, a Rezoning of a portion of the property from the CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) zoning districts to the MU-R (Residential Mixed Use) zoning district, a Land Use Exhibit Amendment, and a Special Review Use to allow ground floor multi-unit dwellings in the MU-R zoning district.

A portion of the property is currently zoned CC-MU, which limits development to commercial, office, and institutional land uses. The requested MU-R zoning district allows for a range of residential uses in addition to commercial, office, and institutional uses, including townhouses and apartments, up to a maximum gross density of 20 dwellings per acre. To ensure a balance of uses, properties that are greater than 5 acres in size in the MU-R zoning district must include a minimum of two distinct principal uses on site.

The requested rezoning will require the applicant to amend Land Use Plan, Exhibit A referenced in Louisville Municipal Code (LMC) Chapter 17.14 – Mixed Use Zone Districts. The existing Land Use Plan Exhibit designates the property as CC-Mixed Use, R-M, and Park. To match the requested zoning change, the exhibit needs to be updated to classify the entire property as MU-R (Attachment D).

BACKGROUND:

The property is located in the Highway 42 Revitalization Area. In 2003, the City adopted the [Highway 42 Revitalization Area Framework Plan](#) and the [Highway 42 Revitalization Area Comprehensive Plan Amendment](#). In order to implement these adopted plans the City created a [Mixed Use Overlay District \(Zoning Chapter 17.14\)](#) and the [Mixed Use Development Design Standards and Guidelines \(MUDDSG\)](#), which govern development of properties within the Mixed Use district.

The subject property is also located in the Highway 42 Urban Renewal Area. The City and the City's Urban Renewal Authority have adopted an [Urban Renewal Plan](#) that is intended to: *reduce, eliminate and prevent the spread of blight... to stimulate growth and reinvestment... and promote local objectives with respect to appropriate land uses* in the Urban Renewal Area (Sec. 1.3).

Pursuant to LMC Sec. 17.14.020, any property within the Highway 42 Revitalization Area undergoing new development or redevelopment shall be rezoned to a zoning district consistent with the Land Use Plan, Exhibit A (Attachment D). In 2013, the City Council approved the rezoning of the subject properties from Commercial Business (CB) to Mixed-Use Residential (MU-R), Commercial Community (CC), and Residential Medium Density (RM) under Ordinance No. 1641-2013 (Attachment E). This rezoning was approved concurrent with a Preliminary PUD and Plat.

In 2016, the City Council approved a Final PUD and Plat, known as Coal Creek Station, allowing 51 residential units and 29,472 square feet of commercial space on the subject

property. The applicant never executed the Final PUD and Plat, and eligibility for permit issuance lapsed on May 17, 2019.

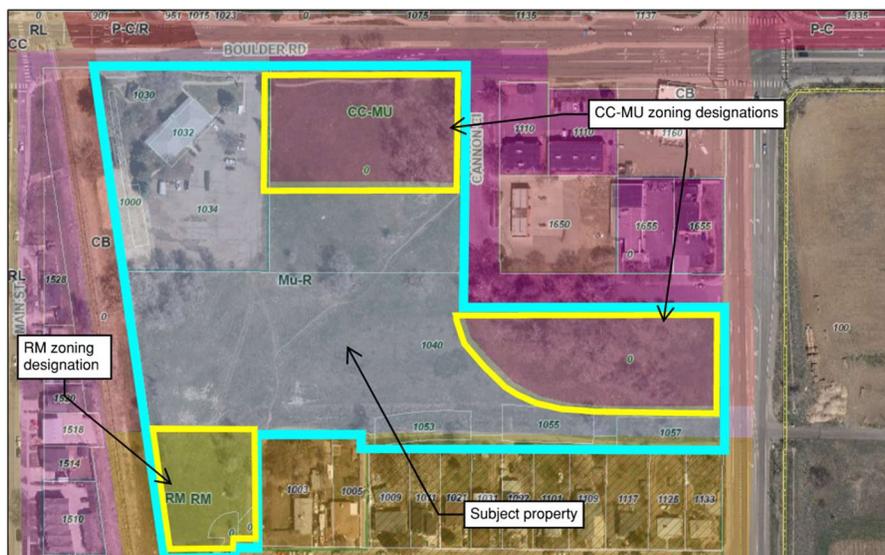
PROPOSAL:

Rezoning

The current zoning designation of CC-MU on the north and east sides of the site prohibits residential uses. The applicant is requesting to rezone the portions of the property zoned CC-MU and RM to MU-R to allow for a mix of uses and housing types. This is a discretionary request from the applicant as the mandatory rezone requirement for redevelopment of the subject property was satisfied with the approved 2013 rezoning.

In the provided narrative, the applicant asserts that the proposed rezoning will support the City's goals as outlined in the Highway 42 Revitalization Area Framework Plan and the MUDDSG by developing a variety of housing types while providing additional commercial space along South Boulder Road. The applicant notes that the area has changed since the initial rezoning, and that the current CC-MU zoning is commercially focused and does not support needed housing in the community.

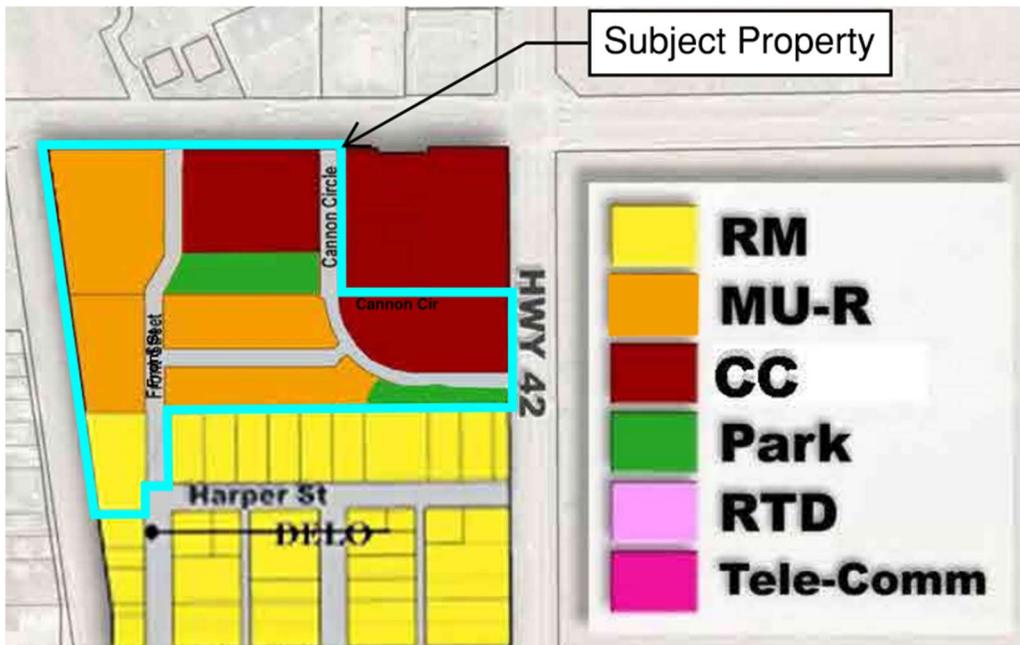
The applicant provided a market analysis by CBRE (Attachment F) indicating that new retail construction and absorption have significantly declined due to the rise of e-commerce and last-mile delivery platforms. The analysis states that demand has largely shifted towards smaller-scale retail users (gas stations, convenience stores, and fast food outlets). Metro-Denver statistical data show that new retail construction and absorption have dropped, despite sustained population growth in the metro area, and office demand has continued to decline due to high construction costs and a large-scale move to remote work post-COVID. Further analysis of the rezoning is provided below.



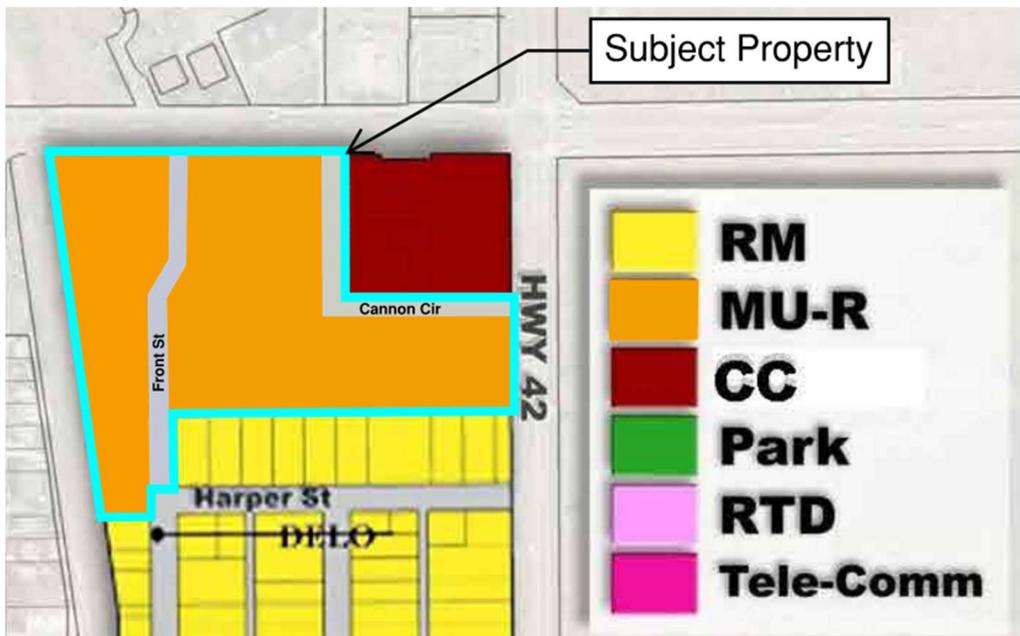
Zoning map

Land Use Plan Amendment

The rezoning request necessitates an update to the Land Use Plan, Exhibit A, to reflect the new zoning district designations and the proposed street connections. Presently, the existing zoning designations are consistent with those outlined in the current Land Use Plan.



Current Land Use Plan, Exhibit A



Proposed Land Use Plan, Exhibit A

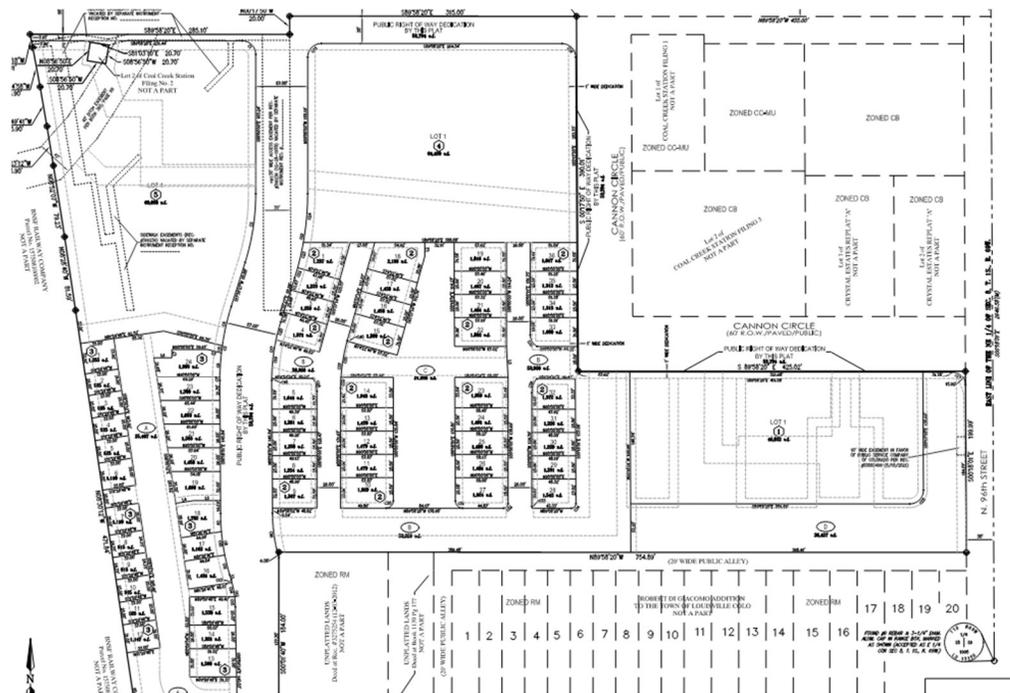
Preliminary Plat

The request includes a proposal to subdivide the existing 10.7 acres property into five blocks that will accommodate the anticipated development. Further subdivision of the townhome blocks (blocks 2 & 3) into individual lots will allow for the fee-simple sale of those units. The plat sets aside 4 Outlots totaling 2.9 acres in size that include private roads, drainage and detention areas, utilities, open space and parks. The Outlots will be shared areas that are maintained by a required owner’s association. The City will accept 1.2 acres of right-of-way, dedicated via this plat, that will allow for the construction of Front Street and Cannon Circle. The total right-of-way dedication includes additional area along South Boulder Road that will align the property boundary with the edge of public improvements. A Subdivision Improvement Agreement will be entered into during the Final Plat review process outlining maintenance and improvement responsibilities.

A portion of the plat will include the Coal Creek Station Filing No. 2 subdivision; a previously subdivided portion on the property on the northwest corner of the site. That plat created Lot 2 (also depicted on this Preliminary Plat) which is currently developed and occupied by The Argentos Empanada and maintained under separate ownership. The proposed subdivision will maintain the current boundary and configuration of Lot 2.

A portion of the south side of the site, occupied by Outlot D, will include 26,397 square-foot detention and water quality pond. Outlot C is proposed as a 20,908 square-foot park in the center of the site that will be privately owned and maintained by the required owner’s association.

Sixty townhome lots are proposed in Blocks 2 and 3 of the plat, all accessed by private drives which are contained in Outlots A and B, respectively. Blocks 4 and 5 include two multifamily and two mixed-use buildings, while Block contains “micro townhome units”.



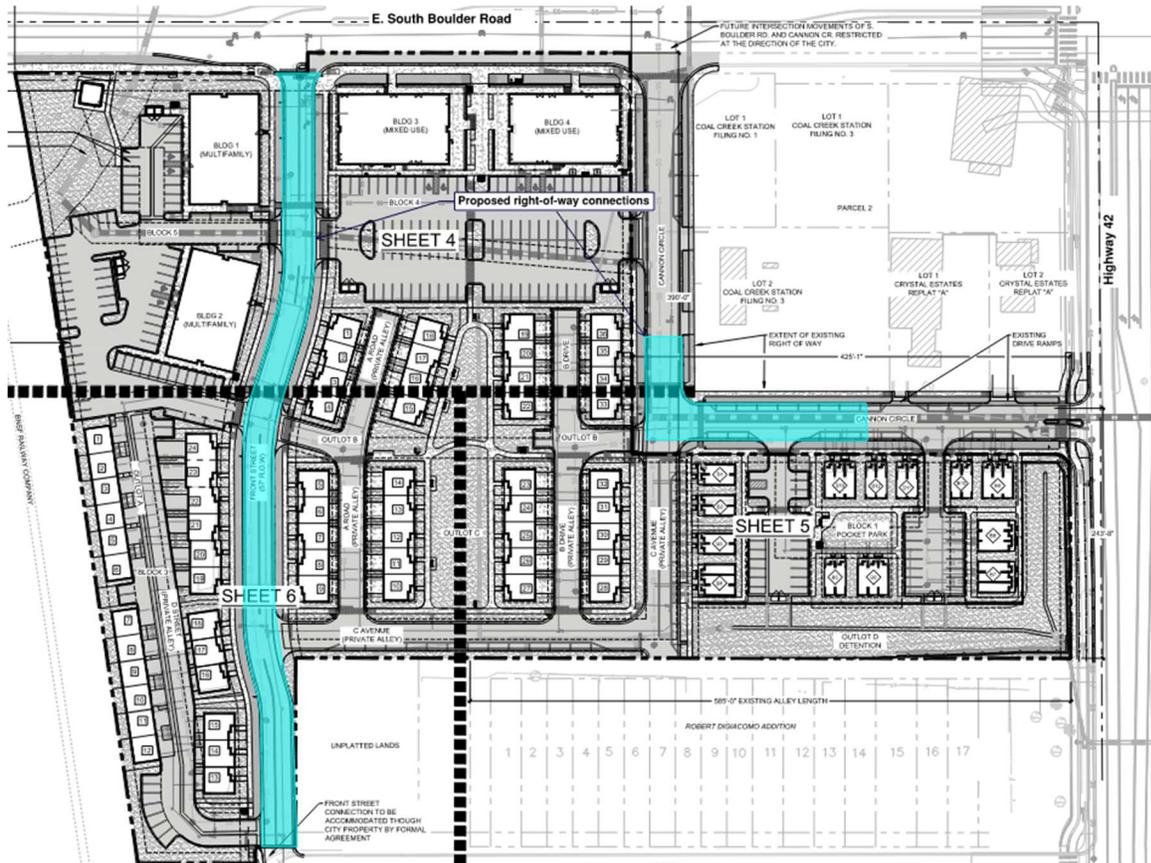
Preliminary Plat

Staff find that the Preliminary Plat complies with the design standards in the LMC Sec. 16.16.

Preliminary PUD

The Preliminary PUD plan includes 188 dwelling units and 13,534 square feet of commercial space. The 188 dwelling units include 60 townhomes, 96 apartments, and 32 "micro-townhome units," which are defined by the applicant as 350-400 square-foot homes designed to be offered at "attainable" rates. The proposal features two, three-story mixed-use buildings near South Boulder Road (buildings 3 & 4), with commercial space on the ground floor and studios, one- and two-bedroom apartments on the second and third floors. A plaza space is provided between the mixed-use buildings in accordance with MUDDSG standards. An additional two, three-story multifamily buildings (buildings 1 & 2) are planned for the interior of the site along Front Street, each offering 24 units ranging from 500 to 900 square feet in size.

The development will require the dedication, construction, and connection of Front Street from its north terminus on the south side of the site to E. South Boulder Road, where right-in right-out access is proposed. Cannon Circle, on the northeast side of the site, will also be dedicated, constructed, and connected providing access to the site from Highway 42 and South Boulder Road. According to the future Land Use Plan, Exhibit A, both Front Street and Cannon Circle are planned to connect through the site to improve overall connectivity in this part of the city.



Site layout with proposed right-of-way connections, shown in blue

The full extent of both Front Street and Cannon Circle will include 5-foot detached sidewalks with 8-foot tree lawns, while similarly designed detached walks are provided adjacent to private alleys throughout the site.

The site is appropriately parked, with all proposed townhomes designed with alley-loaded garages which account for 120 total spaces on site. 316 parking spaces are provided with a minimum of 304 required by the LMC to support all uses on site. The apartments, mixed-use buildings, and micro townhomes include surface parking internal to their respective blocks and located behind buildings so as not to be prominent from the street.

A 20,908 square-foot park is located on Outlot C which is designed to accommodate the main entrance of 18 townhomes on site, while a smaller, 2,350 square-foot pocket park is provided within the micro townhome block. It is important to note that the entirety of this property was originally platted as part of the Caledonia Place subdivision in 1890, and therefore the public land dedication requirement of LMC Section 16.16.060 does not apply.

Landscaping includes low-water shrubs, grasses, perennials, and trees in common areas, open space areas, the detention area, and within the public and private tree lawns through the site. The applicant has proposed some high-demand water areas on site that utilize turf as a landscape material. Recently adopted [Colorado SB24-005](#) states that, on or after January 1, 2026, local governments are prohibited from allowing the installation of “nonfunctional turf” with certain development proposals. Due to the timescale of this project, staff will work with applicant through the Final PUD and Plat process to ensure compliance with this measure.

Block 1 of the development includes 32 micro townhome units, proposed to be 350-400 square feet in size and designed at an “attainable” scale, consisting of three-unit and two-unit townhomes to a maximum height of 25 feet.



Micro townhomes

Block 2 of the development includes four- and five-unit townhomes, each 40 feet tall, arranged around a central proposed park. All units include alley-loaded garages.



Block 2 - four-unit townhomes

Block 3 of the development includes three- and six-unit townhomes. The six-unit dwellings are proposed at 40 feet tall, while the three-unit dwellings are adjacent to the west side of the existing single-family homes in the Little Italy neighborhood and are limited to 34 feet in height in accordance with height transition standard in MUDDSG Chapter 8.



Block 3 - height restricted, three-unit dwellings



Block 3 - six-unit dwellings

Blocks 4 and 5 of the development include the mixed-use and multifamily buildings with associated site improvements, including surface parking and a plaza space between buildings.



Mixed-use building



Multifamily building

A traffic impact study was submitted for this development. The report concludes that the proposed development can be successfully incorporated into the existing roadway network, with four of five studied intersections anticipated to operate at a level of service C or better through 2050. The Highway 42 and South Boulder Road intersection was found to be operating at poor level of service due to existing volumes and roadway constraints, with poor levels of service anticipated through 2050.

#	Int.	Traffic Control	Approach	Year 2029 Total Level of Service (Delay in Seconds)			Year 2050 Total Level of Service (Delay in Seconds)		
				AM	PM	SAT	AM	PM	SAT
1	Front Street & S. Boulder Road	3/4 Mvmnt.	Overall	A (0.3)	A (0.3)	A (0.4)	A (0.2)	A (0.4)	A (0.4)
			EB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			WB	A (0.3)	A (1.2)	A (0.7)	A (0.3)	A (3.3)	A (0.9)
			NB	B (11.8)	C (16.2)	B (13.9)	B (13.7)	C (23.6)	C (17.5)
			SB	B (13.7)	C (15.3)	B (13.6)	C (17.0)	C (20.5)	C (17.0)
2	Cannon Circle & S. Boulder Road	3/4 Mvmnt.	Overall	A (0.9)	A (1.3)	A (1.3)	A (0.8)	A (1.6)	A (1.2)
			EB	A (0.6)	A (1.0)	A (0.4)	A (0.7)	A (2.1)	A (0.4)
			WB	A (0.3)	A (1.2)	A (0.8)	A (0.3)	A (1.6)	A (0.9)
			NB	B (12.5)	C (18.6)	B (14.7)	B (14.7)	D (28.8)	C (19.0)
			SB	B (14.3)	C (15.7)	B (14.8)	C (18.2)	C (23.4)	C (19.3)
3	Courtesy Road (SH 42) & S. Boulder Road	Signal	Overall	F (100.8)	F (213.8)	F (89.8)	F (180.8)	F (334.6)	F (139.7)
			EB	F (272.9)	F (540.8)	F (215.6)	F (467.9)	F (877.0)	F (363.4)
			WB	D (42.8)	D (43.3)	D (42.4)	E (56.6)	E (55.5)	D (49.6)
			NB	D (38.9)	F (82.8)	D (39.6)	F (143.5)	F (98.8)	D (44.9)
			SB	E (60.7)	F (101.8)	D (38.6)	F (88.5)	F (144.1)	D (54.7)
4	Front Street & Harper Street	WB Stop	Overall	A (3.0)	A (2.9)	A (3.3)	A (2.2)	A (1.6)	A (2.1)
			WB	A (8.6)	A (8.7)	A (8.6)	A (8.7)	A (8.8)	A (8.7)
			NB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			SB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
5	Cannon Circle & Courtesy Road (SH 42)	EB Stop	Overall	A (0.0)	A (0.0)	A (0.0)	-	-	-
			EB	B (11.7)	B (14.0)	B (12.4)	-	-	-
			NB	A (0.2)	A (0.4)	A (0.3)	-	-	-
			SB	A (0.0)	A (0.0)	A (0.0)	-	-	-
5	Cannon Circle & Courtesy Road (SH 42)	RIRO	Overall	-	-	-	A (0.0)	A (0.0)	A (0.0)
			EB	-	-	-	B (13.0)	C (16.6)	B (14.0)
			NB	-	-	-	A (0.0)	A (0.0)	A (0.0)
			SB	-	-	-	A (0.0)	A (0.0)	A (0.0)

Level of service table - traffic impact study

To satisfy the requirements for inclusionary housing, the applicant is intending to pursue a *voluntary alternative agreement* pursuant to LMC Sec. 17.76.050.F. This provision allows a developer to propose an alternative manner in which the development will satisfy inclusionary housing obligations that will result in additional affordable housing to the benefit of the City. The applicant asserts that the 300-450 square-foot homes will be marketed at an attainable price point and will satisfy the inclusionary standard.

ANALYSIS:

Rezoning Analysis

The purpose of the Mixed Use Zone Districts is to support implementation of the Highway 42 Revitalization Area to support potential development of a commuter rail station. The intent is to transition the historically industrial and vacant properties within the district to mixed-use developments with multi-modal transportation and walkability oriented to the rail station. While the commuter rail station has not yet materialized as planned, there is a [current RTD study](#) underway looking at “Peak Service” rail (limited rail service to support peak hour commuting on a single track) and the new Front Range

Passenger Rail commission is also considering the Northwest Rail corridor as a possible alignment for rail service. No timeline has been established for completion of the project or finalization of the study.

Per LMC Sec. 17.14.030, the MU-R zoning district is *intended to implement the residential mixed use land use and planning goals depicted and discussed in the Highway 42 Revitalization Area Plan. Areas zoned MU-R should be used predominantly for higher density multi-family residential, with subsidiary commercial uses and civic uses that cater to the needs of residents and transit commuters.*

LMC Sec. 17.44.050 establishes four potential policies for rezoning. Any request for a rezoning should meet one or more of the established policies. Staff recommend a finding that the following policy is met with the requested rezoning:

- *The area for which rezoning is requested has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area;*

Staff find that changed conditions include the lack of market feasibility for purely commercial uses on the current CC-MU parcels. This is due to weak market conditions to support additional retail or office development. According to the provided market analysis (Attachment F), retail construction and absorption have significantly declined due to the rise of e-commerce and last-mile delivery platforms, and rising construction costs and the large-scale move to remote work post-COVID have negatively impacted office markets.

The public interest for rezoning this property is to stimulate development of the vacant areas around Highway 42 and South Boulder Road to achieve the desired mixed-use environment, boost economic activity, and provide additional housing in the City of Louisville. Rezoning the CC-MU portions of this property will allow for development that will support surrounding commercial uses by activating this site and adding residences to the neighborhood, satisfying the goals of the Highway 42 Revitalization Area Framework Plan.

Additional residential development on site will support the implementation of the recently adopted [Louisville Housing Plan](#), the primary goals of which include increasing development opportunities in Louisville by expanding, maintaining, and diversifying Louisville's housing stock.

Staff also note that the Highway 42 Revitalization Area Comprehensive Plan Amendment envisioned mixed-use residential development adjoining Highway 42 in addition to commercial development, and specifically shows mixed-use residential development in the vicinity of the subject property.

Fiscal Analysis

The City’s development review policy requires a fiscal analysis of any request for rezoning and change of use. The City’s fiscal model provides an estimate of anticipated revenues resulting from the development and costs for City services related to the development over a 20-year period. Staff note that this analysis does not take into consideration what could be broader positive economic impacts to the City from the development of a currently vacant property.

Staff have provided both a “High” and “Low” fiscal summary of an assumed development scenario comparing the current zoning to the proposed zoning. The purpose of the two scenarios is to provide a potential range of outcomes depending on how the development could build out over time.

The fiscal analysis assumes development of the entire 10.7-acres located within the Caledonia Place Subdivision Plat and the Coal Creek Station Filing No. 2 Subdivision Plat based on the PUD provided by the applicant and assumed development under the current zoning. The “Low” fiscal analysis adjusts several of the base assumptions to 80% of value of the “High” fiscal analysis and assumes a longer absorption period. The base assumptions are summarized below:

Current Zoning Scenario	Proposed Zoning Scenario
<ul style="list-style-type: none"> - 51 Dwelling Units - 20,000 sq. ft. Commercial 	<ul style="list-style-type: none"> - 154 Apartment Units - 60 Townhome Units - 13,510 sq. ft. Commercial

	<i>High Scenario</i>	<i>Low Scenario</i>
<i>Current Zoning Scenario</i>		
Apartments - Market Value	\$515,000/unit	\$412,000/unit
Apartments - Construction Value	\$271,400/unit	\$217,120/unit
Apartments - Household Income	\$105,862	\$84,665
Apartments - Absorption	4 years	7 years
Retail Center – Market Value	\$195/sq. ft.	\$156/sq. ft.
Retail Center – Construction Value	\$230/ sq. ft.	\$195/ sq. ft.
Retail Center – Sales/sq. ft.	\$230	\$200
Retail Center – Annual spending/employee	\$1,200	\$960
Retail Center – Absorption	7 years	10 years
<i>Proposed Zoning Scenario</i>		
Apartments - Market Value	\$515,000/unit	\$412,000/unit
Apartments - Construction Value	\$271,400/unit	\$217,120/unit
Apartments - Household Income	\$105,862	\$84,665
Apartments - Absorption	4 years	7 years
Townhomes - Market Value	\$680,000/unit	\$544,000/unit
Townhomes - Construction Value	\$347,760/unit	\$278,202/unit
Townhomes - Household Income	\$151,000	\$120,800
Townhomes - Absorption	4 years	7 years
Retail Center – Market Value	\$230/ sq. ft.	\$195/ sq. ft.
Retail Center – Construction Value	\$230	\$200
Retail Center – Sales/ sq. ft.	\$1,200	\$960
Retail Center – Annual spending/employee	\$230/ sq. ft.	\$195/ sq. ft.

Retail Center – Absorption	4 years	7years
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Fiscal Model Results (x\$1,000)

Revenue by Fund	“HIGH” SCENARIO				“LOW” SCENARIO			
	Current Zoning		Proposed Zoning		Current Zoning		Proposed Zoning	
General Fund	\$1,499	47%	\$2,970	40%	\$965	44%	\$2,602	40%
Open Spaces & Parks Fund	\$238	7%	\$494	7%	\$144	7%	\$413	6%
Recreation Fund	\$378	12%	\$955	13%	\$315	14%	\$923	14%
Historic Preservation Fund	\$51	2%	\$98	1%	\$25	1%	\$84	1%
Capital Projects Fund	\$1,055	33%	\$2,913	39%	\$725	33%	\$2,495	38%
TOTAL REVENUE	\$3,221	100%	\$7,431	100%	\$2,175	100%	\$6,516	100%
Expenditures by Fund								
General Fund	\$1,699	43%	\$2,865	43%	\$1,385	44%	\$2,846	46%
Open Spaces & Parks Fund	\$166	4%	\$444	7%	\$151	5%	\$444	7%
Recreation Fund	\$345	9%	\$922	14%	\$313	10%	\$922	15%
Historic Preservation Fund	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Capital Projects Fund	\$1,676	43%	\$2,380	36%	\$1,270	41%	\$1,973	32%
TOTAL EXPENDITURE	\$3,855	100%	\$6,612	100%	\$3,119	100%	\$6,185	100%
NET FISCAL RESULT/ FUND								
General Fund	(\$169)		\$105		(\$420)		(\$243)	
Open Spaces & Parks Fund	\$72		\$51		(\$7)		(\$31)	
Recreation Fund	\$34		\$33		\$2		\$1	
Historic Preservation Fund	\$51		\$98		\$25		\$84	
Capital Projects Fund	(\$622)		\$533		(\$544)		\$522	
20-YEAR NET FISCAL IMPACT	<b style="color: red;">(\$634)		\$819		<b style="color: red;">(\$944)		\$331	
AVG. ANNUAL NET IMPACT	<b style="color: red;">(\$32)		\$41		<b style="color: red;">(\$47)		\$17	

The fiscal model results show that the current zoning scenario results in a slight net fiscal deficit to the City, while the proposed zoning scenario results in positive revenue generation for the City.

Preliminary Plat Analysis

Section 16.12.075 of the LMC establishes the following criteria for consideration of Preliminary Plats by Planning Commission and City Council:

1. *Whether the plat conforms to all of the requirements of Title 16 (Subdivisions);*
 - No modifications have been requested by the applicant, and the plat conforms to all other requirements of Title 16. Further and more detailed review will occur at the Final Plat stage.

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;*
 - The application is consistent with the City of Louisville Comprehensive Plan. The area lies within an urban neighborhood designation in the plan, which is characterized by smaller blocks and lots with a street orientation. The plat provides a design that supports this urban development pattern.

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.*
 - Staff find that the proposal promotes the purposes set forth in the LMC Title 16, including the assurance that public services are available, that character and economic stability of the city is protected, that there is safe and efficient circulation of traffic, and that the plat provides appropriate regulation of the use of land in the city. New public right-of-way is proposed to be dedicated and constructed, while easements will be established for utility service and drainage areas. The plat allows for a residential and mixed-use development and meets permitted densities for the net site area.

The entirety of this property was originally platted as part of the Caledonia Place subdivision in 1890 and the Coal Creek Station Filing No. 2 subdivision in 1978. Because the property has been previously subdivided, the public land dedication requirement of LMC Section 16.16.060 does not apply.

Staff find the Preliminary Plat to be consistent with the criteria in LMC Chapters 16 and 17 and recommend approval.

Preliminary PUD Analysis

The site design is regulated by LMC Chapter 17.14 and 17.28, the MUDDSG, and the 2013 Comprehensive Plan.

Inclusionary Housing

The applicant is pursuing a *voluntary alternative agreement* pursuant to LMC Sec. 17.76.050.F to satisfy the inclusionary housing requirement on this site. This provision allows a developer to propose an alternative manner in which the development will satisfy inclusionary housing obligations that will result in additional affordable housing for the benefit of the City. City Council approval is required to utilize the *voluntary alternative agreement* option.

The applicant has indicated the intended market value of the micro townhome units will average \$295,000. The applicant does not intend to deed-restrict the units, owners would have the opportunity to gain equity in their homes.

Staff recommend approval of the *voluntary alternative agreement* option for this development. The project provides a variety of housing types, including townhome units, apartment units, and micro townhome units, which the applicant states will be marketed at a more attainable rate.

2013 Comprehensive Plan

The subject property has an “Urban” and “Corridor” designation in the Comprehensive Plan’s future land use framework (p. 24) and is consistent with several Plan policies.

Specifically, the proposal fits many characteristics of the Plan's urban pattern areas (p. 19) through alley/rear loaded properties, smaller blocks/parcels, street oriented buildings, and formal landscaping. The proposal will include retail, commercial and multi-family development opportunities (p. 22), and also fits the neighborhood development type, which includes a range of densities up to multi-family communities, adjacent public spaces, and well defined edges through fencing and building layout/ architectural style (p. 22).

The proposal is consistent with policies in the Comprehensive Plan's Neighborhoods and Housing, and Economic Development framework, including:

- PRINCIPAL NH-3.5 - Diverse housing opportunities shall be available for residents of varying income levels (p. 38)
- PRINCIPLE NH-4 - The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment (p. 38)
- PRINCIPLE NH-5. -There should be a mix of housing types and pricing to meet changing economic, social, and multi-generational needs of those who reside, and would like to reside, in Louisville. (p. 38)
- PRINCIPAL ED-3 - The City should be responsive to market opportunities as they occur, and maintain and enhance the City's competitive position to attract development that adheres to the Community Vision (p. 38)

The proposal is consistent with the policies in the Neighborhoods and Housing, and Economic Development framework because:

- It provide a variety of housing types for varying income levels
- The housing is relatively close to Downtown and the South Boulder Road commercial corridor. The resulting customer base supports vibrant retail and commercial centers that serves local residents;
- The proposed housing ensures a variety of housing types to meet changing social needs of current and future residents; and
- The proposal is appropriate due to current market conditions.

PUD Waiver Compliance with LMC Sec. 17.28.110 Analysis

Section 17.28.110 sets forth the PUD waiver process and criteria. The applicant requests zoning waivers from the MU-R zoning requirements and MUDDSG design requirements as set forth below.

Section 17.28.110 sets forth the PUD waiver process and criteria. The applicant requests zoning waivers from the MU-R zoning requirements and MUDDSG design requirements as set forth below.

WAIVERS*			
	CODE SECTION	REQUIREMENT	PROPOSED
1	MUDDSG 1.3.A.1 MUDDSG 1.3.B.1	EAST/ WEST BLOCK WIDTH = 270 - 320' NORTH/ SOUTH BLOCK WIDTH = 300 - 400'	BLOCK ONE: EAST AND WEST SIDES =146', NORTH AND SOUTH SIDES =321'; BLOCK TWO: EAST AND WEST SIDES =293', NORTH AND SOUTH SIDES =333'; BLOCK THREE: EAST AND WEST SIDES =443', NORTH AND SOUTH SIDES =155'; BLOCK FOUR: EAST AND WEST SIDES =221', NORTH AND SOUTH SIDES 295'; BLOCK FIVE: EAST AND WEST SIDES = 332', NORTH AND SOUTH SIDES = 246'
2	MUDDSG 5.4.B	ALL PUBLIC SIDEWALKS SHALL BE A MINIMUM OF TEN (10) FEET WIDE INCORPORATING TREE PLANTING INTO THE RIGHT OF WAY (ROW).	ALONG FRONT STREET AND CANNON CIRCLE: 5' WIDE DETACHED SIDEWALK AND AN 8' TREE LAWN
3	MUNICIPAL CODE 17.14.06G - TABLE 3: DIMENSIONAL AND BULK STANDARDS	MINIMUM LOT WIDTH = 40 FEET	TOWNHOME LOTS VARY FROM 24'-6" TO 32 FEET WIDE.
4	MUNICIPAL CODE 17.14.06G - TABLE 3: DIMENSIONAL AND BULK STANDARDS	MINIMUM BUILDING COVERAGE (SF) = 40%	BUILDING COVERAGE PROVIDED = 21.2%
5	MUNICIPAL CODE 17.14.06G - TABLE 3: DIMENSIONAL AND BULK STANDARDS	20-FOOT MINIMUM SETBACK FROM REAR PROPERTY LINE.	TOWNHOME REAR YARD SETBACK RANGES FROM 6-20 FEET.
6	MUNICIPAL CODE 17.14.06G - TABLE 3: DIMENSIONAL AND BULK STANDARDS	MINIMUM 70% OF STREET FACING PROPERTY LINES MUST CONTAIN A BUILDING OR BUILDING WALL...	58.6% OF STREET FACING PROPERTY LINES CONTAIN A BUILDING OR BUILDING WALL.

Waiver table

In the MU-R zone district, there is a 40% minimum lot coverage requirement, a requirement that at least 70% of the street-facing property lines contain buildings, and a minimum lot width of 40 feet. The total proposed lot coverage for the entire development is 21.2%, allowing for more open space and pedestrian connectivity. The 70% frontage requirement adds additional challenges as the project will construct new public streets. The total percentage of buildings along the street-facing property lines is 58.6%. Considering the reduced density, these modifications to the yard and bulk standards are justified to make an attractive and functional development.

The applicant is requesting a waiver from the required internal sidewalk width of eight feet to allow sidewalks to be 5 feet wide, with an 8-foot tree lawn. Staff support the request, as the [National Association of City Transportation Engineers](#) recommends residential walk widths between 5-7 feet.

The request for waiver from block length standards will allow the development to more closely align with proposed access points while ensuring that traffic is dispersed through and out of the site, while the addition of detached sidewalks along all streets and some private alley ways allows for accessible and safe pedestrian circulation.

The requested waiver for rear setback standards will have little to no impact on adjacent properties. The western-most townhomes abut the BNSF rail right-of-way, and there are no rear setbacks adjacent to the Little Italy neighborhood to the south.

Strict adherence to the dimensional standards of the MU-R zone district would limit the number of dwellings permitted, resulting in larger units on fewer lots. The intent of the MU-R zoning district is to provide higher density multi-family residential, with subsidiary commercial uses that cater to the needs of residents and transit commuters (LMC Sec. 17.14.030). The requested waivers will support the intent of the zoning district by allowing a reasonable, modern density of townhouses and apartments while still

maintaining the character of development in Louisville with less building coverage proposed on site. Staff recommend approval of the requested waivers.

Staff find that the applicant has satisfied the standards for Preliminary PUD review and recommend approval with the conditions listed below.

Special Review Use Analysis

A SRU is required to establish dwelling units on the ground floor of the proposed mixed-use buildings in the MU-R zoning district. SRUs are reviewed against the criteria and conditions for approval presented in LMC Sec. 17.40.100. The criteria include ensuring that use meets the following:

- Satisfies the intent of the Comprehensive Plan and LMC Chapter 17
- The use is economically stable and compatible with surrounding areas
- The design promotes safety and welfare, including appropriate site layout
- External and negative impacts on adjacent properties are controlled for and reduced
- Adequate pedestrian walks and landscape areas are provided, including accommodations for public transportation.

A further, in-depth analysis of the SRU will occur during the Final PUD and Plat stage for final approvals. Staff have reviewed the proposal as part of the preliminary package and found that the application for SRU satisfies all relevant standards at this time.

PUBLIC COMMENTS:

Public comments are provided as Attachment G.

STAFF RECOMMENDATION:

Staff recommend approval of an ordinance rezoning portions of Caledonia Place Subdivision Plat from CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) to MU-R (Residential Mixed Use)) and Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 17.14.

Staff recommend approval of Resolution 10, Series 2024 for approval of the Coal Creek Village Preliminary PUD and Plat with the following conditions:

1. The applicant will work with staff in the Final PUD process to redesign the proposed sidewalk and right-of-way improvements adjacent to South Boulder Road.
2. The Final PUD shall comply with [Colorado SB24-005](#), which will prohibit local governments from allowing the installation of “nonfunctional turf” as defined and outlined in the Bill.
3. In the Final PUD process, the applicant shall provide all necessary evidence to support their request to satisfy the Inclusionary Housing provisions of LMC Sec. 17.76, including a Voluntary Alternative Agreement, or other agreed upon Options to Satisfy in accordance with LMC Sec. 17.76.050.

ATTACHMENTS:

- A. Resolution 10, Series 2024
- B. Proposed Ordinance
- C. Application Materials
- D. Land Use Plan Exhibit A
- E. Ordinance 1641-2013
- F. Market Analysis
- G. Public Comment

Rob Zuccaro

Subject: FW: Markel project

From: Jeanne Lewis [<mailto:jeanne.m.lewis@gmail.com>]
Sent: Tuesday, August 3, 2021 7:02 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Markel project

To: City of Louisville,

Regarding : Michael Markel's building projects in Louisville

Markel is planning on building a mixed use including commercial at S Boulder rd and the RR tracks (Coal Creek?) . Markel has NEVER completed the project at Hecla Way & S Boulder Road in the ugly vacant lot entrance at NorthEnd!

The residents are very unhappy and those plans have now expired. We highly encourage you to get some guarantees that this new development will have the commercial built first and Not just another residential area.

Louisville needs Markel to complete building on the vacant lot at S Boulder & Hecla Way prior to going into another development!!! This has been going on for years (4-5) now and nothing but BROKEN promises from Markel.

If the city approves another development we will likely see more broken promises and more vacant lots around our nice small town!

Please advise what the residents here in North End, at S Boulder & Hecla Way, might be able to do in order to help this issue along? This vacant and often trashy lot, looks so unattractive for the area here in Louisville.

Thank you very much for your time in this matter.

Jeanne Lewis

jeanne.m.lewis@gmail.com

727-417-3539

--
Jeanne Lewis

From: [LLC LLC](#)
To: [Planning](#)
Subject: PURL-346-2021 ZON 347-2021 SRU-520-2024
Date: Saturday, September 7, 2024 12:15:59 PM

Dear Planning Commissioners,

I have lived in the Little Italy neighborhood since purchasing my home 31 years ago. I've attended several meetings over the decades re the blighting, revitalization, railroad fast tracks and development of the east side of the railroad. Today, I am writing about the development of the land north of Little Italy-The Coal Creek Village. My intent is to protect the Historic Little Italy neighborhood, my neighborhood.

Please consider my concerns as you make decisions for the proposed development of Coal Creek Village.

1) Traffic inside the Little Italy neighborhood. I am absolutely opposed to the Front St connection through Little Italy to the north into the Coal Creek Village development. Allowing traffic to and from the development to pass through the existing neighborhood would be disruptive, unsafe, busy, noisy and unnecessarily negatively impact the neighborhood. The development plan already has 2 access streets to S. Boulder Rd and 1 access to 95th St. Providing access to Griffith St directly through the Little Italy neighborhood potentially increases traffic by 100s of vehicles per day. This volume of traffic would ruin the small compact neighborhood and create a backlog of traffic at the intersection of Front and Griffith streets. Griffith St already has an unsafe situation in the morning and afternoon when it is flooded by vehicles and students going to Louisville Middle School. Griffith St., also, already backs up with traffic for each passing train. I am in support of an access on Front St into the development for emergency response, pedestrians and bicycles. I am not in support of increased cars. Perhaps gated or pylons or the like of other limiting access that has been employed by the city elsewhere could be used here.

2) There is an alley on the north side of Little Italy that needs to remain open. Currently it is used for residents to access garages and private property. The plan for Coal Creek Village shows the alley used as a water detention area for the development. As there are already flood risk in that area, water needs to be diverted farther north away from the existing homes. There is already a natural marshy area with cat tails closer to the existing car wash that could possibly be enhanced to support detention water.

3) Density. There's a request to rezone and increase the density from the prior density zoning that was decided for this development. I am not in support of this rezoning request. Traffic, noise, light pollution has already impacted Little Italy from the Delo development. Increasing density from the plan that was already set forth in the Coal Creek Village development would further impact this neighborhood.

4) Green space. The Delo development to the South of Little Italy is lacking in shade. The area is hot and dry. Let us not create another paved, hot, and dry development without consideration of shade, permeable ground and greenery larger than a planter. The existing trees on the land proposed to be developed, although in need of tending and trimming, serve as perch areas for great horned owls, red tailed hawks and rarely bald eagle. Although these birds of prey are usually looking for the opportunity to take a backyard chicken, they are a magnificent sight either in flight or at rest. I would support the Coal Creek Village development incorporating the unique opportunity of highlighting the cat tails, cottonwoods and ecosystem

(including salamanders) that is already present on the land.

Louisville is a cool town. Let's not make the necessary efforts for housing deter from the small town vibe by rezoning the plan for even higher density and allowing development to severely impact an often overlooked historic neighborhood by creating a thoroughfare for vehicles. denying access to garages and properties and eliminating an ecosystem. The Coal Creek Village can be an example of how development can protect what is worth protecting while being utilized to serve the housing needs of our small town.

Thank you for your time and consideration.

Linda Cateora
1439 Front St
Louisville

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From: [Sanam Pejuhesh](#)
To: [Planning](#)
Subject: Little Italy resident asking for consideration for our children and citizens
Date: Sunday, September 8, 2024 8:12:25 PM

Dear Planning Commission,

I have been a resident of the historic Little Italy neighborhood for three years. I am supportive of bringing new housing and commerce to Louisville; however, the development as currently planned is too dense for the area, with more housing units than the Delo development on half the acreage. Front Street and Little Italy will be adversely impacted by the current design. I am writing to request that the Planning Commission ask for amendments to the proposed plan:

1. **Please** remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially with LMS within two blocks. These connections should be revised to multi-use pathways with emergency vehicle and pedestrian access only. If this moves forward, it will negatively impact our neighborhood's children who play in the sleepy little old town streets of Little Italy. It will undermine our property value and increase traffic, potential accidents and harm to our kids.
Please keep the entry/exit for this development to South Boulder Road and Highway 42 only.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is too high and a special exception to density requirements should not be granted. The proposal should be half the size and density of dwellings.
3. Please increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level. Please take into account the wildlife that use these areas for survival that will be negatively impacted and lost due to this project.

Thank you for your attention and support on this urgent matter.

Sincerely,
Sanam Pejuhesh

--

Sanam Pejuhesh, LPC, RPT
she/her/hers
Play Therapist, Parenting Coach
Join The Village--my Facebook Parenting Community:
<https://www.facebook.com/groups/465659387899856>
Website: www.coloradoplaytherapy.com
Phone: 303-717-1749

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From: [Jody Ash](#)
To: [Planning](#)
Subject: Coal Creek development
Date: Saturday, September 7, 2024 5:54:27 PM

Case # PUP-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,
First, I want to thank you for your service to Louisville!

As a long time resident of Old Town Louisville of 20 years and resident/homeowner of the historic Little Italy neighborhood for 8 years, I am here to voice concerns regarding the Coal Creek development.

While I am supportive of bringing vibrancy, accessibility and financial health to our beloved town, which is inclusive of adding more housing, the Coal Creek development as currently planned is much, much too dense for this area as proposed. This density proposal is unacceptable for Louisville, especially in historic Old Town. A part of this concern is the weight load on top of the shallow mines that exist here. Has this been explored? It could greatly affect the existing historic homes in our neighborhood including many levels of infrastructure. The other very concerning issue is the traffic and parking load. If you have spent time in Little Italy, you would clearly see we have multi-generational households, my home is one of them. We also have 5 rehabilitation homes, which houses many people in these homes. These contribute to more cars than our parking and streets can handle now, let alone overflow parking from the dense proposed development that lacks sufficient parking for the density. Our community cannot absorb that, we are struggling as is.

Front Street and Little Italy will be severely and adversely impacted by the current design. While I support development in general, it needs to be done within the framework of respecting our small town feel and long time residents quality of life. I would also greatly appreciate your consideration of our historic designation as well as our property values being affected.

In light of this, I request that the Planning Commission ask for amendments to the proposed plan:

1. Please, please remove the Front street road thoroughfare, and all motorway connections to Front St. and the Little Italy alley behind Harper Street. Our neighborhood and our streets are wonderfully sleepy now and are not designed for increased traffic and parking, especially with the nearby Middle School. A new design would alter our neighborhood in uncountable ways, including our property we have spent years making beautiful and cherish. These connections should be revised to multi-use pathways with emergency vehicle access and pedestrian traffic only. The Harper Street residents with north garage/property entries will still need access. Please understand, If this moves forward as proposed, it will negatively impact our quality of life and property values. I also want to point out that LMS drop off and pick up should also be considered, as this is currently also a problem with traffic. In light of these points, Please keep the entry/exit for this development to South Boulder Road and Highway 42 only, near the commercial areas.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is much much too high and a special exception to density requirements should NOT be granted. The proposal should be cut by at LEAST half, although we would greatly prefer one quarter.

3. Please, increase green space, tree coverage and ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 1000-yr flood level. Drainage needs to be considered and designed into this space.
4. Please be considerate of the impact on existing birds of prey. We have so much wonderful wildlife that will be affected by this and we lose more of their habitat yearly. Please leave some existing mature trees.

Thank you for your attention and support on this urgent matter.

Sincerely,
Jody Ash
Jerrica Ash
Rebel Bishop
1430 Front Street
Little Italy -Ward 1

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From: [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@louisvilleco.gov)
To: [Planning](#)
Cc: EKayMarchetti@louisvilleco.gov
Subject: Public Comments Regarding Coal Creek Village - STRONGLY DISAPPROVE
Date: Monday, September 9, 2024 1:15:23 PM

Dear Planning Commission,

Dustin Sagrillo, 1435 Front St. here. After a thorough review of the Coal Creek Village request for approval of Resolution 10, I believe it is important to say that I strongly oppose and **strongly disagree with staff's recommendation** to approve the resolution as written for the following reasons.

- 1. Too dense.** The plan claims the reasoning for the change is to reduce commercial space. This plan reduces the commercial space by 6,490 square feet (approximately 32%) but increases the number of dwelling units by 368% and provides zero single family homes which would be more inline with the character of the adjacent Little Italy neighborhood. The
- 2. Negatively impacts the character of the adjacent historic neighborhood.** Old Town Louisville is not urban. It's a historic small town and should not be overrun by high density housing projects that significantly change the nature of the existing neighborhood. This is in no way preserving the character identity of Little Italy as stated on page 15 of the Staff Report under PRINCIPLE NH-4 - The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment (p. 38)
- 3. Not 'Attainable'** - As proposed 72% (154 of the 214) of the dwelling units will be not for sale apartment buildings, this means 72% of this development is not attainable and certainly helping "owners to gain equity in their homes". The proposed "attainable" micro townhomes have a starting price of \$1000/sqft. These units may be cheaper than the other townhomes but the design and size is not sustainable housing. These units are smaller than the proposed studio apartment and would be a mistake if allowed to be built.
- 4. Waivers ask for too much and should not be approved.** - This plan is dependent on 7 waivers used to modify the zoning and ultimately pack too much in too little space. This is not in line with who we say we are in Louisville.
- 5. Inadequate space for access to Coal Creek Village via the corner of Front St and Harper.** The space available is too small and should be redesigned to allow only for the existing alley access for Little Italy with a pedestrian access and emergency access to Coal Creek Village only. If allowed as currently proposed traffic will negatively impact Little Italy, making a neighborhood street and main thoroughfare will cause havoc when the train is passing and during pick up and drop off from LMS.
- 6. The current plan encroaches on Little Italy, its nature and its character.** The proposed housing at the far West corner of Front and Harper is not an adequate buffer between the two neighborhoods. The current plan puts what looks to be 10 dwelling units in a space that would be used for 1 dwelling if compared to the Little Italy plat. Again this is too much in too little space.
- 7. Inaccurate site description in project narrative.** The site currently has 100 year old trees, native plants and wildlife habitats including Swansen Hawk nests. The opinion that the site has no significant natural features is subjective and biased to support the narrative.

While I support the previous plan for Coal Creek Crossing as approved I wholeheartedly do not support this new plan and I strongly recommend that the commission **NOT APPROVE** Resolution 10, Series 2024 Recommending to the Planning Commission Approval of a Preliminary Planned Unit Development (PUD), Preliminary Plat, an

Ordinance Rezoning a Portion of the Property from CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) to MU-R (Residential Mixed Use), Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 17.14, and a Special Review Use to permit multi-unit dwellings on the ground floor in the MU-R zone district.

In my opinion this developer needs to return to the 51 dwelling units as approved. This project is too much in too little space.

Best Regards,



Dustin Sagrillo - REALTOR since 2005

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**Accredited Buyer Representative, ABR
Certified Negotiation Expert, CNE
Senior Real Estate Specialist, SRES
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Boulder, CO 80302
Direct: (303) 748-1719
dustinsagrillo@gmail.com
www.thesagrillgroup.com

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Click [here](#) to search both MLS systems in one place using my RE/MAX of Boulder app.

See website for details about The Sagrillo Group Scholarship Fund.

Oh by the way, I'm never too busy for your referrals!

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From: [Debra Sirkin](#)
To: [Planning](#)
Subject: Coal Creek Village Planned Unit
Date: Monday, September 9, 2024 3:15:45 PM

We live at 1085 Johnson Lane in Louisville, in DeLo Townhomes, directly across from the OTHER proposed heavily dense new housing development.

We are ALREADY very concerned about traffic flow through our neighborhood because if this very large plan, and the last thing this part of Louisville needs is yet one more, even MORE DENSE housing development right near an already very heavy traffic intersection.

We are very concerned that the City of Louisville is not thoroughly considering the impact of TWO very dense housing communities that are within 2 blocks of each other.

Residents who already live between these two major developments will become sandwiched in by construction, traffic, noise, tall buildings, let alone the impact this would have upon the safety of the nearby school, parking (which already isn't even adequately accounted for in the FIRST DELO development), and general quality of life that makes Louisville such a special place to live.

We further concur with all the other concerns expressed by other neighbors who have signed the community letter.

Thank you for your consideration,

Debra Sirkin and Brian MacLeod
1085 Johnson Lane
Louisville

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From: [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@louisvilleco.gov)
To: [Planning](#)
Cc: EKayMarchetti@louisvilleco.gov
Subject: Public Comments Regarding Coal Creek Village - STRONGLY DISAPPROVE
Date: Monday, September 9, 2024 1:15:23 PM

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- 2. Negatively impacts the character of the adjacent historic neighborhood.** Old Town Louisville is not urban. It's a historic small town and should not be overrun by high density housing projects that significantly change the nature of the existing neighborhood. This is in no way preserving the character identity of Little Italy as stated on page 15 of the Staff Report under PRINCIPLE NH-4 - The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment (p. 38)
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- 7. Inaccurate site description in project narrative.** The site currently has 100 year old trees, native plants and wildlife habitats including Swansen Hawk nests. The opinion that the site has no significant natural features is subjective and biased to support the narrative.

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Best Regards,



Dustin Sagrillo - REALTOR since 2005

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From: [Lauren Foster](#)
To: [Planning](#)
Subject: Delay vote until developer/planning department meet with and make two SMALL amendments to the preliminary plat
Date: Tuesday, September 10, 2024 10:06:14 AM

FROM: Lauren Foster, Little Italy Resident, 1011 Harper St, Louisville, CO

Dear Planning Commission,

I appreciate your service to the community in reviewing plans for new developments and planning for Louisville's future. Your role to "evaluate each proposal against municipal ordinances and the desires of the neighborhood" is a vital one and is especially relevant this Thursday, September 12th, regarding the Coal Creek Development. While I am, overall, supportive of the development, the Highway 42 Revitalization Plan, and the goal to provide more accessible housing in Louisville, the developers and planning department have not yet considered or collaborated with their neighbors in Little Italy. If the preliminary plat is approved today, the planning department has advised us that our most urgent concern (increased traffic in Little Italy) would be difficult or impossible to change in later stages of the review process. **Please delay tonight's decision until the planning department and developer meet with concerned citizens and consider the minor changes needed to address their concerns.**

In the section pertaining to new developments like Coal Creek, the Louisville Municipal Code states: "The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced *while still being in harmony with the surrounding neighborhood.*"

Furthermore the charge for a Special Review Use Analysis states: "*External and negative impacts on adjacent properties are controlled for and reduced.*"

While it is the charge of the planning department to make sure a new development meets code standards and requirements, which they have thoughtfully and thoroughly reviewed, it is your charge as the commission to help balance this with the existing community. I, personally, am supportive of the Coal Creek development. The development is VERY high density relative to the rest of Old Town, however they thoughtfully request LESS building coverage than the minimum for an MU-R zoned area. **The major impacts to the community that must be revised by the developer BEFORE approval of the preliminary plat are:**

1. The connection between Front St. and South Boulder Road must be designed as a multi-use bike, pedestrian pathway with emergency vehicle access only. Any connection to the Little Italy alleyway should also be designated as emergency vehicle access only.
 1. Front Street through Little Italy is already too narrow for two cars to pass abreast, and street parking in the neighborhood is already at capacity. The street cannot host a significant increase in traffic from the new development, which already has 3 entry/exit points and does not need another.
 2. Louisville Middle School attendees within and surrounding Little Italy are already in a zone designated as "walkable" (no public school bus access), so children are consistently walking through the neighborhood to get to school. A dramatic

increase in traffic on an already narrow road with narrow sidewalks would drastically increase safety risk and potential car/pedestrian accidents.

3. The traffic study shown by the developer highlights that ALREADY there are delays at the South Boulder Road and Highway 42 intersection, increasing the amount of non-development/Louisville traffic that cuts the commercial corner to avoid the intersection. Providing connectivity here will route an inordinate amount of cars on a street designed for low-density residential uses. Even just the added burden of 188 new units, some with multiple cars, driving through the neighborhood, instead of on the major roadways designed to handle traffic (including South Boulder Road, Highway 42, Main Street, and Griffith Street) will dramatically increase the number of cars, potentially by hundreds per day.
4. City planning documents regarding this connection are outdated and based on information/data that no longer apply OR support the incorporation of a multi-use pathway with emergency only access:
 1. The Future Land Use Exhibit, *which is the only city document that explicitly calls for a connected Front St to South Boulder Rd*, was written and published in the early 2000's, back when a railroad station was anticipated at the Coal Creek development property. This no longer applies, as any future railway station is currently planned at the north end of downtown to the west of the railroad tracks where the new railroad underpass was constructed. There is not a need for this connection anymore, especially considering its adverse impact and the outdated city plans.
 2. [The Transportation Master Plan \(2019\)](#) *does NOT explicitly call for connectivity between Front Street and South Boulder Road*. It does however call for the following:
 1. #1 - Operate efficiently and safely for all users (the above highlights the inefficiencies, dangers and safety risks of the Coal Creek planned connection)
 2. #2 - Be a cohesive and layered system (describes a mix of uses including walking and biking which this multi-use access point will achieve)
 3. #8 - "reducing emissions and supporting mode share and sustainability" (closing this connection and encouraging other transport into walkable downtown meets this goal without reducing downtown access)
 4. Please read the 2019 TMP, which unequivocally supports the proposed amendment of emergency only access and a multi-use pathway and is the most recent, formal plan for the city relevant to this issue. Some other key quotes from the Transportation Master Plan that apply here:
 1. "Traffic congestion and cut-through regional traffic are getting worse. Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking"
 2. "In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places"
 3. "Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use neighborhoods centered around reliable and frequent transit service. Benefits of TOD include increased mobility and transit

ridership, reduced regional congestion, enhanced economic competitiveness. TOD design concepts should include a mix of uses, integration of bicycle accommodation, plazas and public space, and specialized retail and services for commuters."

4. "A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools and key destinations including parks, the Recreation Center and other community centers. For school children, these programs can help instill habits of walking and biking, along with safety and education around multimodal mobility. For older adults, Safe Routes programs can promote active aging, and contribute to health benefits."
2. The developer should remove four of the 188 units on A Road and B Drive such that the existing alley (in use as access to garages and properties by residents and maintained by the city since at least 1952) can continue to exist without encroaching on the unplatted lands in the Northwest corner of Little Italy. Furthermore, the city and developer should work with the two unplatted landowners (both of whom are involved in this Little Italy response) to FINALLY (and formally) complete the alley easements that were never completed in the early 1900s within Little Italy, though that was always the intention.
 1. All the safety concerns listed under the Front St. connection apply if there is a connection through the alleyway.
 2. Removing only 4/188 units allows the developer to efficiently move forward with preliminary plat approval and community support, *without triggering any adverse possession* of the closure of a throughway to building/garage access on private property that has been maintained by both residents and the city for decades. There is no good reason to prioritize 2% of the project in a way that adversely impacts the existing neighborhood access. Closing the alley affects half the residents in Little Italy. Adverse possession would delay this project for years until it is resolved and cost all parties involved an unnecessary amount of money.
 3. The drainage plan on page 17/32 of the PUD shows surface drainage FROM the development TOWARDS the alley, then the alley routes flood waters into Outlot D. It is NOT APPROPRIATE for the developer to do their drainage plan by routing water into Little Italy. Removing these four units and moving C Avenue north would allow for a strip of green space/grading that would be an appropriate drainage plan for this downgradient portion of the city to route water into outlot D.
 4. It would also provide a slightly larger green buffer between Little Italy and the new development as well, helping to maintain the existing neighborhood character.

Thank you to the Planning Commission and City Council for your time and service. I know you will do right by our community and neighborhood, which is overall pro-development, by delaying the preliminary plat vote until these two major items have been addressed in harmony with existing resident concerns.

Sincerely,
Lauren Foster

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From: [Micah Abram](#)
To: [Matt Post](#)
Subject: Coal Creek Village community comment - : Case # PURL-346-201, ZON-347-2021, SRU-520-2024
Date: Tuesday, September 10, 2024 9:06:31 PM
Attachments: [image001.png](#)

Dear Matt,

Thank you very much for spending time with my neighbors and me on Monday reviewing the Coal Creek Village plans. We look forward to speaking with the Commission this Thursday. Sincerely, Micah

Subject Line: Case # PURL-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,

Thank you for your time and service in reviewing the Coal Creek Village development proposal. I appreciate the Commission's role in balancing community needs with new growth, and I acknowledge the importance of expanding housing options in Louisville.

I'd like to highlight that both the Louisville Municipal Code and the Special Review Use Analysis emphasize the importance of designing new developments in harmony with existing neighborhoods. It is crucial that this principle is respected in the planning of Coal Creek Village, particularly as this is the first public opportunity for Little Italy residents to voice their concerns. Despite multiple attempts, residents have received no response from the developer, and this lack of engagement makes it even more important for the Planning Commission and City Council to ensure a balance is struck between new and existing developments, taking into account the needs of current residents before the preliminary plat is approved.

As a homeowner in the historic Little Italy neighborhood for over 20 years, and as the parent of a middle school-aged child attending Louisville Middle School, I have specific concerns regarding the current design of this development, particularly with respect to traffic and safety.

After meeting with the project's lead planner, I understand that density and green space are being addressed. However, my primary concerns remain focused on traffic flow and access:

- Front Street Connection: I strongly urge the Commission to limit the Front St. connection to emergency vehicle access only. Allowing full vehicle access will significantly increase traffic in our neighborhood, creating safety issues and congestion,

especially near the middle school.

- Alley Connection: It is important to maintain the existing alley access for current residents without overburdening it with additional traffic from the new development. The alley is not equipped to handle increased traffic and should not become a thoroughfare.

Given these concerns, I respectfully request that the Planning Commission postpone approval of the preliminary plat until the planning department and the developer meet with concerned residents of Louisville. This will allow for a more thorough consideration of community input and ensure that the development does not compromise the safety, access, and quality of life for current residents.

Thank you for your attention to these concerns and for your continued efforts to protect and enhance the Louisville community.

Sincerely,

Micah Abram, Andrew Maass, and Annabelle Maass
1003 Harper St.
Louisville, CO

Micah Abram (she/her/hers)
Assistant Dean, Office of Advancement
School of Education
University of Colorado Boulder
(o) 303-492-8554
(m) 303-807-7620

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From: [Micah Abram](#)
To: [Matt Post](#)
Subject: Case # PUGL-346-201, ZON-347-2021, SRU-520-2024
Date: Tuesday, September 10, 2024 9:12:28 PM

Dear Planning Commission,

Hi, my name is Annabelle Maass, and I am 12 years old. I live in Little Italy, and I walk to school at Louisville Middle School. I love my neighborhood, but I am really worried about how much more traffic there will be when a new neighborhood is built.

Right now, it's already hard to cross the tracks near my house, and sometimes I feel scared when cars go by really fast. I know it's going to be even harder and scarier if there are more cars. I have to be really careful when walking to school, and I don't think it's safe for kids like me to have even more cars around.

I hope you can help make it safer for kids like me by not letting the new roads have too many cars. Maybe we could just have a path for bikes and people to walk instead of cars everywhere. Please think about how this will make it harder for me and my friends to get to school safely.

Thank you for reading my letter and for helping to keep our neighborhood safe.

Sincerely,
Annabelle Maass
Louisville, CO

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From: [lauryl danuff](#)
To: [Planning](#)
Subject: Coal Creek Development Comments
Date: Tuesday, September 10, 2024 4:00:13 PM

Hello Planning Department,

I am writing to address the possible development of the field near my house on Front Street, the Coal Creek Station on the corner of South Boulder Rd and Highway 42.

I have some serious concerns about the project, as a resident of Little Italy. Also as a citizen and resident of Louisville, I am seriously concerned that this kind of proposal is found acceptable and is recommended for approval by city officials. I would like to start by saying I am NOT opposed to the development of this land, instead quite worried about the inconsistencies and boldness of the plan proposed. It does not feel that it is actually proposed for the good of the community as stated, as it does not comply with Louisville laws and codes, and doesn't reflect the past or current culture, while likely creating safety concerns and hazards.

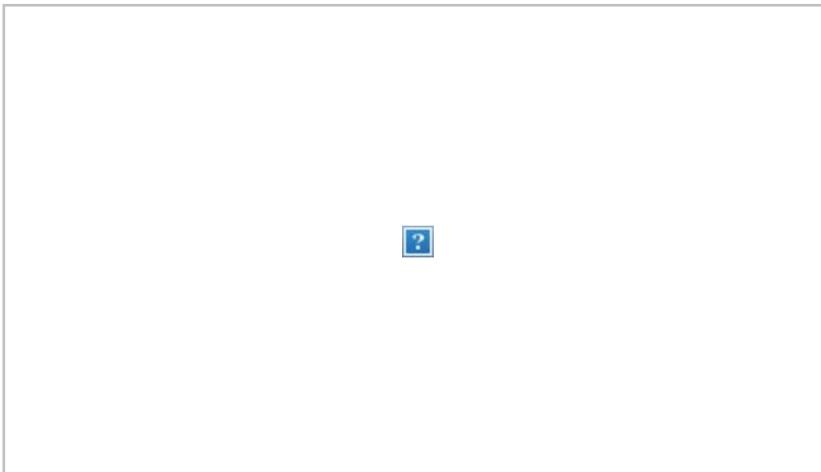
The most pressing problem for my neighbors and I is the street configuration in the plan and the way it affects Little Italy. Front Street is a small and slow street that cannot and should not take extra traffic. Nor should changes be made to Front Street that would widen the street but negatively impact the yards and houses that border it. The increased traffic and reduced parking impact to the Front Street and surrounding residents could be avoided by keeping the two neighborhoods separate and placing a connection for Front Street that is only useable by pedestrians and emergency vehicles. There is no current need or reason for Front Street to connect directly through to South Boulder Rd. There are multiple other entrances and exits to the proposed development, and many more possibilities for entrances and exits on South Boulder Road and Highway 42 that wouldn't impact anyone living around the proposed building area.- It is unnecessary, unsafe, and unfair for Little Italy to bear the increase in traffic because of this development. These roads are already directly affected by the Louisville Middle School morning and afternoon traffic and a neighborhood that children walk through to get to school and back. Decreasing the safety of our children should be considered in the plans. It is also necessary to preserve the alley behind Harper Street, as many residents use this as access to their properties, to their out buildings, and the residents as well as the city and county use it to access the utilities for the neighborhood. PLEASE ask these developers to alter the plans so that Little Italy's streets are not affected by this new neighborhood!

The zoning changes also seem problematic - The city has established these zoning uses for purposes that serve this city and community and should not be so easily thrown out. This plan asks for seven waivers, which is excessive. The area this development is closest to is Little Italy, which has an old town feel and density. The proposed plan mentions it's adjacent neighborhoods multiple times, but it's closest (and really only) adjacent neighborhood is Little Italy. The plan fails to explain what aesthetic the developers believe they are matching as well as how the plan does so. It's location is in the "Downtown Louisville" area, known for historic homes, nice lot sizes, small town feel, etc. The first approval of 51 units much more closely reflects all these values and aesthetics, while 188 units - none of which are single family homes - does not. The developers have said this will help with "revitalization" and that these are "attainable" priced units. There is no connection between highly packed in apartments and "micro townhomes" and old town Louisville revitalization. They fail to make the connection in the plan, and I fail to find the connection in reality. These townhomes are approximately the size of my garage, and are expected by the developers to start selling for \$300,000. This makes the price per square foot approximately double what most real estate in Louisville currently sells for. Even if "attainable" meant something in real estate terms, no one can argue that this is attainable or revitalizing to the community in any way. The Little Italy

neighborhood is varied and eclectic and historic and the plan proposed is none of these things. Little Italy is roomy and sleepy and has a small town feeling, none of which is reflected in the plans for this development. The word "urban" is used over and over in the plan, while Louisville prides itself on staying small, keeping the "urban" out. PLEASE ask the developers to rethink the style, density, and aesthetic of the plan. And city officials and commissioners - PLEASE reconsider what you know of Louisville and it's residents when it comes to urban feelings and attitudes.

My last point to make is that the plan says there is no natural features on the land, which is categorically untrue. Goodhue ditch runs through it, for example, and the plan's solution for piping it is one that, if it failed, could send water into Little Italy, depending on the grading, which is not discussed in the plan. There are also multiple very old trees that live in that field, that house and are part of the ecosystem for many different species of wildlife, including our cherished birds of prey. The proposed plan wipes all of this out entirely, which, again, feels very much opposed to the general culture and attitudes of Louisville residents and government, and of Boulder County.

I offer sincere wishes that the powers that be don't allow this plan to pass through as written. Please use your professional positions to reflect the wishes of the people to maintain the neighborhood that we love, rather than to meet the wishes of a developer who knows nothing of it.



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From: [Mark-Linda](#)
To: [Planning](#)
Subject: Coal Creek Village
Date: Tuesday, September 10, 2024 10:37:06 PM

Dear Planning Commission and City Council

Please do not approve the preliminary plat for Coal Creek Village until the planning department and developer meet with concerned citizens of Louisville.

Over the years, I have personally met with 3 different planners and the prior developer. With each personnel change within the planning department the conversations have left with each person's departure. Each new planner needs to be oriented to this development. In my meeting on 9/9/24 with the current city planner, Matt Post, I learned he has been in the position since December 2023. As a new employee he has inherited a project that he has not had input on and is unaware of the large problems within this plan that will severely impact the adjacent historic neighborhood, Little Italy.

Coal Creek Village is based on a plan formerly called Coal Creek Station. I had direct communication with the developer of Coal Creek Station, Bill Arnold. Bill died and the new developer has changed the name, changed the plan and not met or heard concerns of citizens. The new developer has not responded to my communication attempts.

My immediate concerns:

1) The Coal Creek Village plan has motorway connection with Front St inside Little Italy and the alley just bordering Little Italy on the North. Neither Front St nor the alley are designed to support increased vehicle traffic. Currently, Front St cannot support the two-way traffic it already has. Vehicles must yield to each other if they meet on the street.

2) The base plan, Coal Creek Station was designed for a train station on the property where Delo now sits. There are townhouses and apartment buildings on the property that once was for a train station. Front St connection is moot because it has been blocked by buildings. If the Front St connection were to be built with a terminus at Griffith St it would be a nightmare. Griffith St isn't designed to support increased traffic because its terminus is Main St at the crosswalk for the Louisville Middle School! During school drop-off and school pick-up that intersection is hazardous.

With the development of Delo, the Coal Creek Station plan for a Front St connection is no longer logical. Rather a multi-use access closed to all vehicles, except emergency vehicles, would provide walkable safe route to school for students in new Coal Creek Village plan.

Ultimately my request is for time. Time to open communication between the citizens of Louisville, the planning department and the developer. Please table this vote.

Mark Zeman
Resident 31 years
1439 Front St
Louisville



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Dear Louisville Planning Commission,

The Louisville residents in the historic Little Italy neighborhood, as well as local community members, are pro-development, but have the following major concerns about the Coal Creek development as it is currently described in the PUD. We urge the planning commission not to approve the Preliminary Plat until the planning department and developer have met with Little Italy residents and considered a few major revisions to preserve existing neighborhood character. Three major items that need amendment before approval of the Preliminary Plat are summarized here and described in detail below:

1. Remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially since Louisville Middle School students are expected to walk to school (no bus) within these blocks. These connections should be revised to multi-use pathways with emergency vehicle access only.
2. Reduce the number of townhomes on A Road and B Drive by 4 in order to maintain the existing alley, along with existing Little Italy property access, including unplatted lands. As designed the development could trigger Adverse Possession and delay the development. Moreover, this would safely ensure surface drainage of flood waters to Outlot D, which are currently routed through the existing alley.
3. Increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level.

First, and most importantly, Little Italy is strongly opposed to a connected motorway along Front St. between the Coal Creek development and Little Italy neighborhood. We propose that the road be designed only for emergency vehicle access but restricted to bikes and pedestrians at all other times, either through the use of pylons or a gate. Without this important safety measure, motorists will cut through the Little Italy neighborhood, reducing safety and increasing traffic substantially in a small, historic area that was not designed to accommodate throughway traffic. As currently planned, the Coal Creek development has three entrance and exit locations onto South Boulder Road and Highway 42. There is no need for additional auto traffic through the Little Italy neighborhood. With 188 dwellings planned this would completely alter the character and safety of the historic neighborhood, and impact school drop-off at Louisville Middle School. A previous development on Weldon Way in Louisville created an unsafe accessway and the City had to retroactively close this connection. Little Italy asks that this connection be removed in an amendment before approval is granted, not retroactively once it has become a problem as in the Weldon Way development.

Second, the development provides a connection to the existing alley, which triggers all the concerns described above connecting the development to Front St. Little Italy asks that there be no connection to the existing alley, which is used by many residents to access their properties, particularly alley-facing garages. The plan appears to cut into (or completely cut off) access to the existing alley (which is 20' wide) at the west end near C Avenue. Narrowing the alley is also not an appropriate or necessary development choice and will adversely impact current Louisville residents in Little Italy. If the developer removes only 4 units of the planned 188 on A Road and B Avenue they can proceed with the

development without triggering Adverse Possession by impacting existing Little Italy access to their properties along the alley, which has been maintained in its current configuration since at least 1952.

Third, the plan does not appear to provide enough green infrastructure, and the storm line management is lacking. This is especially important given that the current lot has a small wetland region in the northeast that serves as critical habitat and a migration pathway for birds of prey, and that the entire lot is a major drainage point for the city. As designed, the amount of impermeable surface will increase flood risks to the historic Little Italy neighborhood and nearby major streets of South Boulder Road and especially Highway 42. The developer needs to design the plans to include best management practices for green storm-water infrastructure, including space for stormwater capture to prevent flooding (outlot D is not sufficient given the drainage directions noted on page 17/32 on the PUD). On the current PUD, the existing dirt alley is set up to channel water into outlot D, with drainage directions showing water is directed towards Little Italy and its alleyway along the entire adjoining region. A dirt alley will not be able to route the amount of water without major damage that the City will be responsible for regularly managing, especially as flood risks increase in a changing climate. Little Italy residents would bear the brunt of this poor design.

Besides water and flood management risks, the elevation drawings have no trees on the alley-loaded dwellings, negatively impacting the current residents. Alley loaded units need to be given the same attention as other units by providing trees between the Little Italy neighborhood and new development. The section of the Coal Creek development facing the historic Little Italy neighborhood lists no trees (Block 2 and Block 3), or only 1 tree/300sf (Block 1) as compared to 1 tree per 20 linear foot on Blocks facing South Boulder Road, Highway 42, and- internal to the development- Cannon Circle. While there are trees on the drawing, the requirements listed in the boxes do not include trees. Little Italy would like a commitment from the developer to plant relatively mature trees as is drawn on the landscaping plan, but not listed in the Block requirements on that same page. These greenway adjustments will help to address other resident concerns about a potential heat island and/or the right of quiet enjoyment within the Little Italy neighborhood.

In addition to these three major concerns, the Little Italy neighborhood will be permanently altered by this development. The developer should provide improvement to the existing alleyway, burying of utility lines to connect with the development's proposed updated service, improvement to sewer lines in Little Italy (only 10" diameter on Harper Street and with increase of flood waters from development this will become untenable), and general improvements to the neighborhood, including access to improved utility services coming to the Coal Creek development. Lastly, has there been an analysis of the potential impact of underground mines on construction/development safety?

The City of Louisville, its government and people, are making a lot of changes to accommodate this development including Rezoning and Special Review Use. The above requests are not much to ask, are even supportive of the development, yet bring community care to an otherwise dangerous and unsafe situation for Little Italy, DELO residents and Louisville Middle school families and staff.

Section 17.08.374 of the Louisville municipal code states: "The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced **while still being in harmony with the surrounding neighborhood.**" In order to meet this requirement, the developer and planning department must work with Little Italy residents to address their major concerns. If the preliminary plat is approved the city planner has advised that changes involving Front St. and/or the alley used by residents (our highest and foremost concern) will be almost impossible to amend. The charge for a Special Review Use Analysis states: "**External and negative impacts on adjacent properties are controlled for and reduced.**" Existing Louisville residents have not had a voice until now, and more time is needed for their voices to be heard.

Please do not approve this preliminary plat until the planning department and developer negotiate solutions to existing resident concerns. Thank you, and we look forward to finding common ground from one historic residential area to a new (if approved) residential area.

Sincerely,

Residents of Little Italy and Supportive Community Members
(83 signatures collected via change.org petition management):

<u>Name</u>	<u>City</u>	<u>Postal Code</u>	<u>Signed On</u>
Lauren Foster	Louisville	80027	9/5/24
Parke Pleasants	Louisville	80027	9/5/24
Anita Menendez	Louisville	80027	9/6/24
Victoria Facemire	Louisville	80027	9/6/24
Nick Facemire	Louisville	80027	9/6/24
Micah Abram	Louisville	80027	9/6/24
Jerrica Ash	Boulder	80301	9/6/24
Juliane Leckey	Louisville	80027	9/6/24
Moses River	Louisville	80027	9/6/24
Sandra Beranek	Lafayette	80026	9/6/24
Michael Mahan	Louisville	80027	9/6/24
Peter Kostoff	Denver	80231	9/6/24
Ash Colby	Louisville	80027	9/6/24
Lisa Brooke	Portland	97214	9/6/24
Sawyer Pierce	Louisville	80027	9/6/24
Linda Cateora	Louisville	80027	9/7/24
Else Roth	Englewood	80150	9/7/24
MARK Zeman	Louisville	80027	9/7/24
Sondra Hittle	Boulder	80303	9/7/24

Sanam Pejuhesh	Louisville	80027	9/7/24
Tami Cantrel	Denver	80226	9/7/24
Maribel Saldana	Golden	80403	9/7/24
Conrad Zeman	Louisville	80027	9/7/24
Niko Silvis	Luisville	80027	9/7/24
Joan Doolittle	Louisville	80027	9/7/24
Jose Rodriguez	Louisville	80027	9/7/24
Mary Thompson	Louisville	80027	9/7/24
Janice Larson	Louisville	80027	9/7/24
Carol Wilson	Denver	80231	9/7/24
Kelly Brocker	Louisville	80027	9/7/24
Ellen Kirk	Louisville	80027	9/7/24
Kirstan Vaughan	Winder	30680	9/8/24
Julie Maes	Louisville	80027	9/8/24
Rafael Rodriguez	Lafayette	80026	9/8/24
Naeem janjua	Sacramento	95832	9/8/24
Erika Rikhiram	Clermont	34711	9/8/24
Divya Nagendran	Aurora	60505	9/8/24
Adam Kaluba	Burleson	76028	9/8/24
Joyce Goglio	Louisville	80027	9/8/24
Tammy Lastoka	Louisville	80027	9/8/24
Todd Lastoka	Denver	80220	9/8/24
Jayden Lastoka	Louisville	80027	9/9/24
Sara Blumhardt	Louisville	80027	9/9/24
James C. Lastoka	Louisville	80027	9/9/24
Dustin Sagrillo	Louisville	80027	9/9/24
Lauryl Danuff	Louisville	80027	9/9/24
Scott Carey	Louisville	80027	9/9/24
Jody Ash	Louisville	80027	9/9/24
Jennifer Benshoof	Louisville	80027	9/9/24
Kay Weaver	Louisville	80027	9/9/24
Joanna Roberts	Bronx	10461	9/9/24
Andrew w Maass	Louisville	80027	9/9/24
Cynthia Corne	Louisville	80027	9/9/24
Lisa Zavarella-DeBoy	Louisville	80021	9/9/24
Ali Frusciano	Louisville	80027	9/9/24
Marissa Rodrigues	Longmont	80501	9/9/24
Dawn Mcneal	Fergus Falls	56537	9/9/24
Bob Musslewhite	Louisville	80027	9/9/24
Mark Gasper	Louisville	80027	9/9/24

Ella Miller	Louisville	80027	9/10/24
Terri Johnson	Louisville	80027	9/10/24
Bob Tofte	Louisville	80027	9/10/24
Wendy Appel	Louisville	80027	9/10/24
Allyson Stone	Louisville	80027	9/10/24
Allister Layne	Conyers	30094	9/10/24
Chante Ash	Louisville	80027	9/10/24
Steven Morigi	Denver	80234	9/10/24
Wild Heritage Gardens	Louisville	80027	9/10/24
Amber Morelock	Manor	78653	9/10/24
Mary Rizzi	Louisville	80027	9/10/24
Roxann Waneka	Lafayette	80026	9/10/24
Robin Waneka	Louisville	80027	9/10/24
David Brandt	Oklahoma City	73149	9/10/24
will Scherer	Louisville	80027	9/10/24
Abbe Gilroy	Louisville	80027	9/10/24
Bruce Bernhardt	Louisville	80027	9/10/24
Constance Bernhardt	Louisville	80027	9/10/24
Dan Barnes	Louisville	80027	9/10/24
Stephanie Hartstein	Denver	80219	9/10/24
Derek Wood	Louisville	80027	9/11/24
Katie Facemire	San Antonio	78249	9/11/24
Jorge Bautista	Corona	92882	9/11/24
Kirsten LoGalbo	Abbotsford	54405	9/11/24

From: [Sharon Maes](#)
To: [Planning](#)
Subject: Coal creek
Date: Wednesday, September 11, 2024 6:21:33 PM

Sent from my iPad I disagree wholeheartedly with this idea of coalcreek unit
In our already confected part of town surrounded by traffic.
There must be a better location for this, but not for our area.

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