



## Planning Commission

October 10, 2024  
Packet Addendum #1

**From:** [Mark Cathcart](#)  
**To:** [Planning; Clerks Office](#)  
**Subject:** Zoning Code Amendment – Natural Medicines  
**Date:** Monday, October 7, 2024 4:02:30 PM  
**Attachments:** [Zoning Code Amendment – Natural Medicines - Item LMCA-000524-2024.pdf](#)

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Please include the attached in the packet for the October 10th, 2024 meeting.

Please acknowledge receipt.

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++Mark.

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[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fmarkcathcart.com%2fabout%2f&c=E.1,oxivu1srK2VPdImoTFd4u0lcUhxcqpsOme6sz-lZnFjL\\_o\\_8fWp5EpnNfCtIMdF4QitWZAD\\_VoLU5fKf4L-VH1R9MMw\\_Q4NvIVn-J5MxJxbfRzyquPd\\_a67dv3h&typo=1](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fmarkcathcart.com%2fabout%2f&c=E.1,oxivu1srK2VPdImoTFd4u0lcUhxcqpsOme6sz-lZnFjL_o_8fWp5EpnNfCtIMdF4QitWZAD_VoLU5fKf4L-VH1R9MMw_Q4NvIVn-J5MxJxbfRzyquPd_a67dv3h&typo=1)

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**From:** [Mark-Linda](#)  
**To:** [Planning](#)  
**Subject:** Coal Creek Development  
**Date:** Monday, October 7, 2024 6:59:00 PM

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I am asking that the proposed cut through named the Front St connection be closed to vehicles except emergency vehicles. I'm asking for the Front St connection to be open for pedestrians and bicycles.

If the Front St connection is built vehicles will cut through the proposed Coal Creek Village and the historic Little Italy neighborhoods in order to avoid congestion at the failing intersection of S Boulder and Hwy 42. The cut through will contribute to congestion at the Louisville Middle School. Front St in Little Italy was built in the 1880s for horses and is a narrow street that doesn't support vehicle traffic currently let alone such an increased volume of traffic.

In the Transportation Master Plan there is a tunnel for pedestrians and bikes to access the King Soopers shopping center. The Coal Creek Village development is an opportunity for downtown Louisville, DELO, Little Italy and Coal Creek Village residents to access the proposed tunnel. Thus creating the vision of Transportation Master Plan by incentivizing walking and biking for groceries, and other businesses in the shopping center.

By closing the Front St connection to vehicle traffic a Safe Route to school will be created with children able to walk and bike safely the short distance to Louisville Middle School and to the Monarch HS school bus stop at Pirate's Park. Also by closing the Front St Connection to vehicles there can be a combined elementary school bus stop for both neighborhoods of Little Italy and Coal Creek Village.

I'm asking you to follow the vision for Louisville to be more walkable and bikable with a nifty cut through for those purposes.

Linda Cateora

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**From:** [Alia Zelinskaya](#)  
**To:** [Planning](#)  
**Subject:** Comment in support of Coal Creek Village Mixed-Use Development  
**Date:** Thursday, October 10, 2024 12:20:51 PM

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Hello,

I'm a resident of Louisville and just wanted to write ahead of today's planning commission meeting to express my support of the Coal Creek Village Mixed-Use Development. I know that higher density projects can be controversial, but we need more housing and especially affordable housing - this location being at an intersection of two major thoroughways can provide that. The fact that the location is well positioned for buses, walking, and biking and that the proposal includes mixed-use development is also fantastic - I hope that bike parking is considered as part of the development.

Thank you for listening, and for all the work that you do!

Alia Zelinskaya  
298 Caledonia St, Louisville, CO 80027

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**From:** [Lauren Foster](#)  
**To:** [Planning](#)  
**Subject:** URGENT: For Oct. 10th Planning Commission Packet  
**Date:** Wednesday, October 9, 2024 3:43:30 PM  
**Attachments:** [image.png](#)  
[Concerns\\_Visually.pdf](#)  
[SUMMARY OF MAJOR PLANNING DOCUMENTS AS THEY PERTAIN TO COAL CREEK VILLAGE DEVELOPMENT AND FRONT STREET PROPOSED CONNECTION.pdf](#)

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Dear Planning Commission,

Since our meeting on September 12th the developer reached out, saying they wanted to work with the historic Little Italy neighborhood. They attended one meeting with us, and declined to share their drainage plans: "I have concerns about giving our engineer's information out to the public." We also met with the city planners, Matt and Rob, who followed up with the developer to ask them to postpone this meeting (Thursday, October 10th) so that they could work with Little Italy. The developer declined to postpone their meeting.

I have attached some visuals of the major traffic/safety concerns violated by connecting Front St. through the 1 block of historic Little Italy, to a dead-end at an already difficult intersection: (1) the offset Delo development parking access road, (2) the train crossing, (3) the school safety corridor. This intersection was excluded from the developer's traffic study.

The residents of Little Italy believe that connecting auto traffic from South Boulder Road, through the Coal Creek development, into the historic Little Italy neighborhood, is not aligned with any of the City's recent comprehensive plans, especially the Transportation Master Plan from 2019. These included the following, with some key quotes. I have also attached a longer document that pulls out all text relevant to this discussion from over 250pgs of city documents (note: first 3pgs include this summary from the email).

Thank you for voting to postpone or denying this PUD as it is currently described, sincerely,  
Lauren Foster  
1011 Harper St.

Overview of all documents and key quotations:

**TRANSPORTATION MASTER PLAN:**

Not a single line of support for a connected Front St and MANY, MANY things that are opposed.

- **The TMP is explicitly designed to REPLACE previous development plans** (such as the 2016 Coal Creek Station, 42/S 96<sup>th</sup> Street Gateway Alternative Analysis, and the South Boulder Road Small Area Plan). This document supersedes those former plans for guidance regarding transportation decisions in Louisville:
  - o Pg 1-3: "Previously, the City's transportation goals were housed within multiple planning documents that the City developed over time, including ... In recognizing the benefits of coordinated transportation planning city-wide, rather than incrementally for specific corridors or areas of the city, the City has developed this Transportation Master Plan (TMP)... "The TMP takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City's current transportation goals."
  - o For example, the 2016 South Boulder Road Small Area Plan discusses connectors, including the Kaylix connector, which is explicitly described as a part of the 2019 TMP. However, the out-of-date Front Street connection has been REMOVED from the 2019 TMP because it clashes with the goals of the TMP, Boulder County TMP, Future42 report, and Preservation Master Plan.

· **Six of the eight TMP goals are focused on concepts that are fundamentally opposed to the Front St. to South Boulder Road auto connection.** They instead support safety, reductions in auto traffic within the Old Town Overlay to incentivize walking and biking, and improvements to safety in key areas (including South Boulder Rd/SH42 and Louisville Middle School). These goals are likely, in part, a response to the following concerns repeated throughout the plan from Page 2-2:

- o “Traffic congestion and cut-through regional traffic are getting worse.”
- o “Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking.”
- o “Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and is also near some intersections with higher numbers of collisions.” (Pg. 3-27)

· **Mentions of development or developer** are all related to meeting the goals of the TMP which discourage connection of Front Street and encourage focuses on walkable/bikeable places and developments:

- o Pg. 3-12: “Higher density housing... can help reduce reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity.”
- o “Allowing transit-supportive development patterns and land uses, such as mixed-use development at higher densities, can accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network.” (Pg. 3-17)
- o “In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
- o “The City’s adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There should be a focus on promoting walkable places in the city’s main commercial corridors along McCaslin Boulevard and South Boulder Road, especially as redevelopment opportunities occur.” (pg. 4-10)
- o “Land use decisions and site planning for new developments should consider how to leverage investments in transit.” (pg. 4-30)
- o “Program 2: TDM incentivizes non-vehicular transportation modes... Louisville should promote or require TDM as part of new developments”

· **Top 3 policies, top 3 projects, and top 3 programs are all** focused on **reductions in car traffic and/or increased focus on safe/accessible walking/biking**, especially in neighborhoods like Little Italy and Louisville Middle School (called out as an area of concern in all TMP discussions regarding traffic accidents and walking/biking to school):

- o “**Policy 1** Summary: Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode.
- o This policy provides a guide for the design of new streets or for improving infrastructure on existing streets and should take into consideration the surrounding context and land uses.
- o Pedestrian, bicycle and transit facilities should be considered a priority in all road designs”
- o “**Policy 2** Summary: In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
- o “**Policy 3** Summary: Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed- use neighborhoods... and TOD helps to reduce congestion and support environmental sustainability.”
- o **Project 1:** Corridor Improvements is focused on “improve safety and multi-modal access” through larger corridor-level improvements. This project discusses plans for The Little Italy area, none of which mention a connection, but all of which highlight safety and congestion concerns on these corridors and the potential to impact nearby neighborhoods.
- o **Project 2** lists two improvements near Little Italy (see maps) which are focused on (1) a safe bike route (BK11), and (2) a Louisville Middle School connection Off-Street Shared Path (MU5)
- o **Project 3**, connectivity and safety improvements, states: “Research shows that investment in walkable environments, and neighborhoods that are pedestrian-friendly

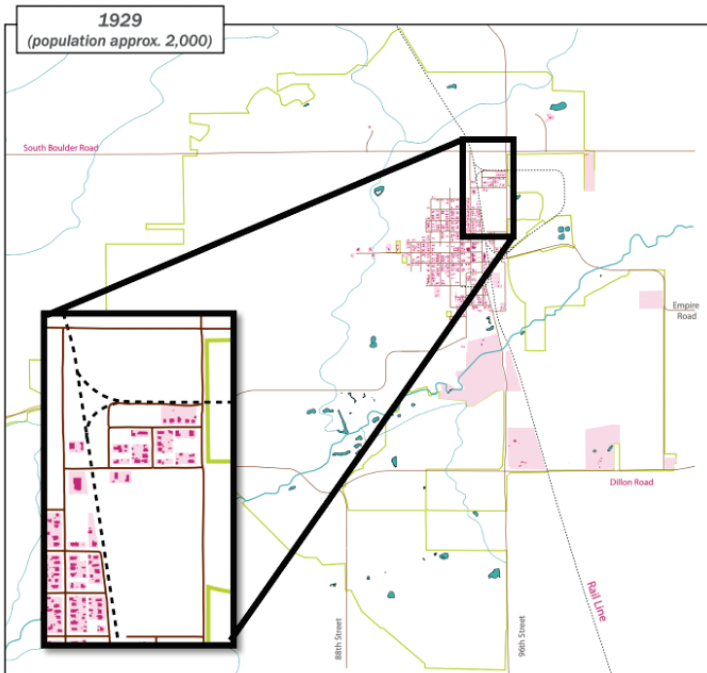
often attract a disproportionate level of commercial activity.”

- o “**Program 1:** A Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City’s family-friendly small-town character.”
  - o They list “diverters to restrict vehicular movements” as an example tenant and the eligibility includes: “speeding, traffic volume/cut-through traffic, crashes, child safety issues, location of designated school routes.” Little Italy and the proposed Front Street connection meet every single one of these key considerations.
  - o “**Program 2:** Transportation Demand Management (TDM) TDM strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving.”
  - o “**Program 3:** Safe Routes to School - The goal is to reverse the decline in children walking and bicycling to schools and increase kids’ safety. Safe Routes to School activities include infrastructure improvements for sidewalks and crossings; safety, education and encouragement programs; Walking School Bus or Bike Trains.”
- Two explicit connections ARE proposed to complete gaps in Louisville where they are recommended (Kaylix Connector and CTC Connector). Front Street, Little Italy, and Coal Creek developer property are shown on every map throughout the report with no connection and all discussion or mention of these areas is focused on safety, for residents and Louisville Middle School students, in the face of being near one of the highest-crash intersections in the city.
    - o There is no content anywhere that mentions or supports a connected Front St from South Boulder Road, through ONE CITY BLOCK to where it dead ends at the discontinuous Delo parking access simultaneous to 1-2 car backups at the railroad and Louisville Middle School safe school route. This is not only NOT a part of the TDP, it is extensively rebutted throughout.

**Preservation Master Plan (2015)**

The preservation master plan

- “The “Little Italy” neighborhood encompassed the approximately twenty-five homes north of Griffith Street between Main Street and Highway 42. Italians eventually became the largest single ethnic group in Louisville, with bocce courts, numerous popular restaurants and other local businesses, and the continuing prevalence of Italian surnames marking their influence on the community.” (pg. 7)
- Pg 10: 1929 Development map shows majority of Little Italy present in 1929.



- “Louisville’s older houses... recall the importance of living in close knit, friendly neighborhoods.” (pg. 14)
- *Pg. 16: Little Italy is an important part of Old Town Overlay, which was “created to protect against insensitive new constructure in the oldest residential areas of Louisville”*
- Focus on more collaboration with other city entities. Currently there is not someone in the historic planner role to review the Coal Creek village plan, so that will fall to the Planning Commission:
  - o **Objective 4.1** - *Encourage greater collaboration between the Historic Preservation Commission and other City Boards and Commission. Objective 4.2* - *Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum”*
  - o “Historic Preservation Commission members are positioned to collaborate with other City Boards and Commissions while the Planning staff has opportunities to further integrate preservation more into the full range of municipal activities.”
- “Evaluate potential amendments to the municipal code to allow waivers from design standards in exchange for preservation of historic resources through the PUD process.” (Pg. A-2)

**Future42 Plan (2022)**

The Future42 plan is focused on safety on the 42 corridor, and does not include recommendations for connecting South Boulder Road to Little Italy via Front, or any other, street. Some key quotes here, and a full list below.

- “Vehicular traffic will be safer with the implementation of a design that is more in line with the context of the adjacent land uses” (pg. 8)
- “These zoning districts play a huge part in how the roadway should interact and be built contextually... and with at least 29% of peak-hour trips being entirely within the community, there is opportunity to offset some of these trips through multimodal connectivity.” (pg. 15)
- “the project team will need to work with the State Historic Preservation Office, and local jurisdiction historical preservation programs to minimize impacts on historic sites.” (pg. 29)
- “It should be noted that there are two major drainage basins located within project limits (Coal Creek [7.58acft 100-yr detention required] and Bullhead Gulch)... Water quality and detention requirements were preliminary determined based the site area and imperviousness in each major basin... Where regional extended detention basins are utilized, it should be evaluated if the project volume requirements can be combined and/or shared with adjacent developments.” (pg. 54)

**Louisville South Boulder Road Connectivity Plan (2019)**

Does not include ANY provision, mention, or conceptual goal for connection of Front Street and is the most recent document, coupled with the 2019 TMP, that describes plans in this part of Louisville.

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# Major Issues with Coal Creek Development Plan

1. Routing traffic on too small roads into school zone
2. Drainage plan incomplete, high risk flood zone
3. Blocking resident access to homes and garages on alley used and maintained for over 60 years

Routing traffic from South Boulder Road through tiny Little Italy, into school safety zone:

- Proposal connects Front St. from South Boulder Road to dead end at DELO

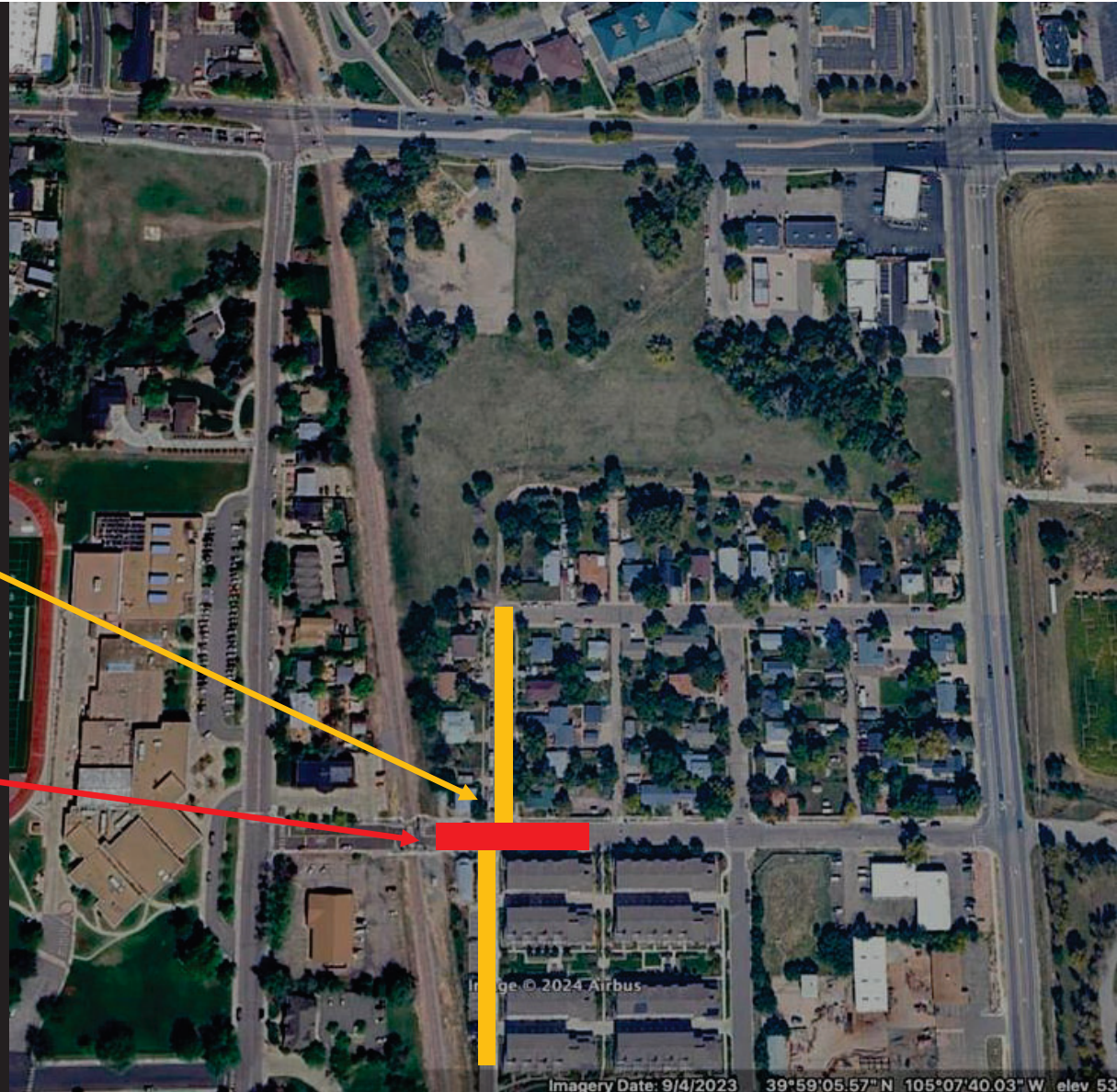


Image © 2024 Airbus

Imagery Date: 9/4/2023 39°59'05.57" N 105°07'40.03" W elev 53

# Major concerns:

- Front St. cannot continue because of Delo development, offset and leads to parking lot for Delo
- Only takes 2-4 cars to block intersection at train crossing (already a problematic intersection for small neighborhood residents)



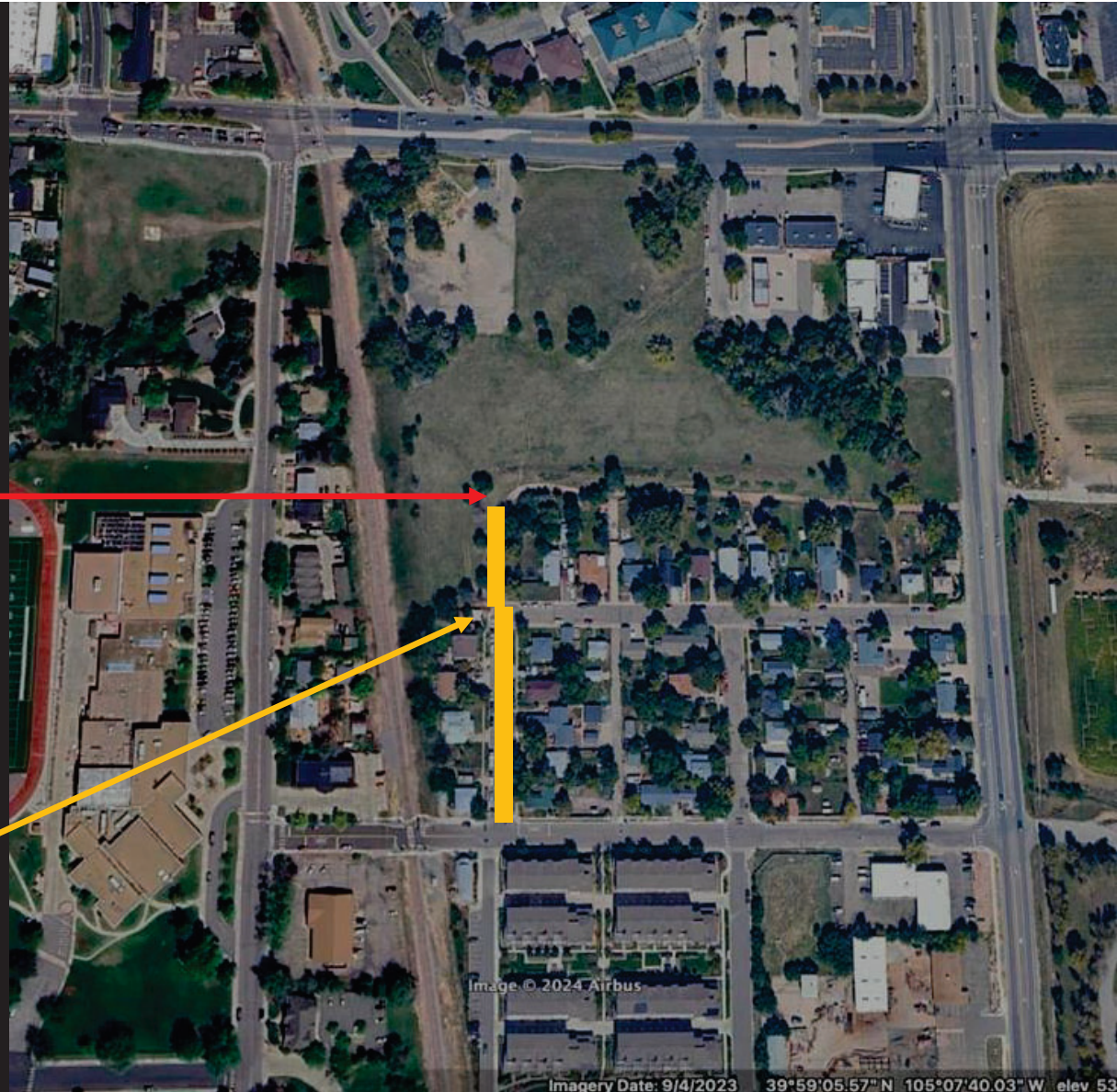
# Major concerns:

- Failing intersection at S. Boulder Rd. and 42
- There are already problems with cut-through traffic and increasing safety issues at Louisville Middle School



# Major concerns:

- Blocks existing resident access to their properties and garages (existing alley used and maintained for over 60 years by both city and residents)
- Offset due to a lack of land ownership north of Front St. blocks safe continuity of flow.



# Developer's traffic study did not include this critical intersection

- Front St. and Griffith St. (clog point, railroad crossing, and major safety + traffic problem) not included in traffic study.
- Recent city investment in quieter train crossings did not anticipate routing thousands more cars/day through intersection.

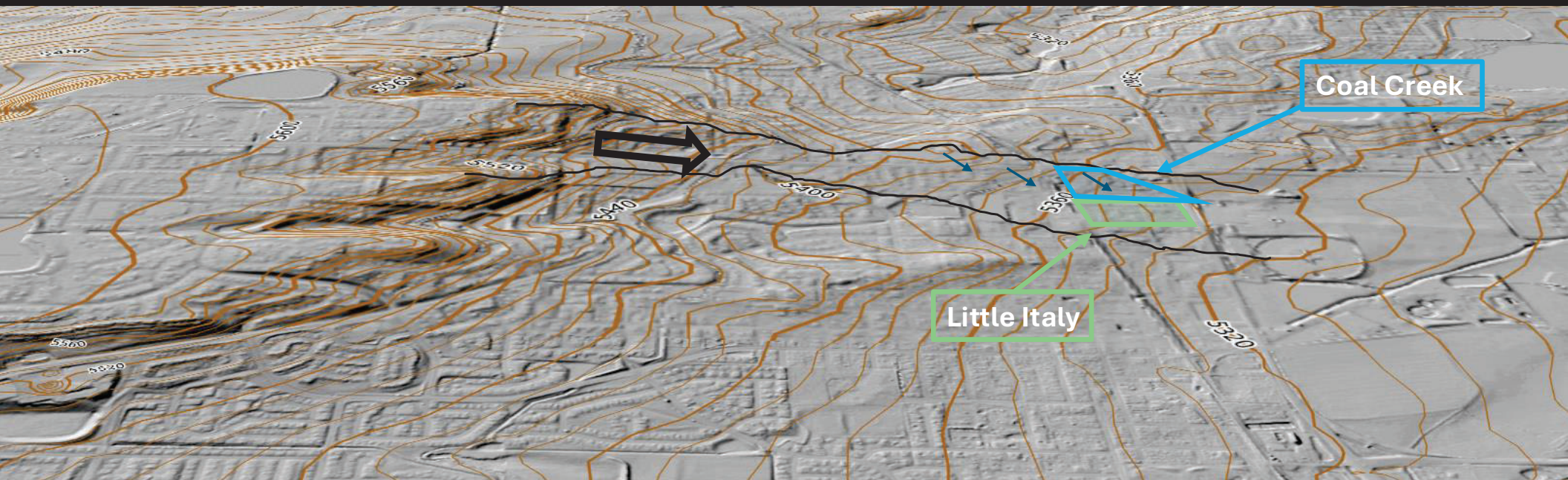


# ALL RECENT CITY PLANS oppose proposed connection, only old/very old plans support:

- Opposed and/or not included (see attached document):
  - Transportation Master Plan (2019)
  - Historic Preservation Plan (2015)
  - South Boulder Road Connectivity Plan (2019)
  - Future42 (2022)
- Shown/mentioned by planning department at Sept 12<sup>th</sup> meeting:
  - 2003 Highway 42 Revitalization Plan (replaced by Future42)
  - 2016 Coal Creek Station Plan (56 units, pre-dated new key planning documents like the TMP 2019)
  - Caledonia Place Plat (1890)
  - Coal Creek Station Filing (1978)

Coal Creek village is at the bottom of one of the more significant drainage basins in the city, and is a seasonal wetland that helps mitigate flood risks in the surrounding neighborhoods and regional roads (S. Boulder Rd., SH42).

- PUD proposes routing all water TOWARDS Little Italy into underground storage, if these fail, historic houses built on cobbles/cinderblocks will be risked.
- Developer was unwilling to share flood engineering drawings with Little Italy residents in advance of this meeting.





# SUMMARY OF MAJOR PLANNING DOCUMENTS AS THEY PERTAIN TO COAL CREEK VILLAGE DEVELOPMENT AND FRONT STREET PROPOSED CONNECTION:

## Overview of all documents and key quotations:

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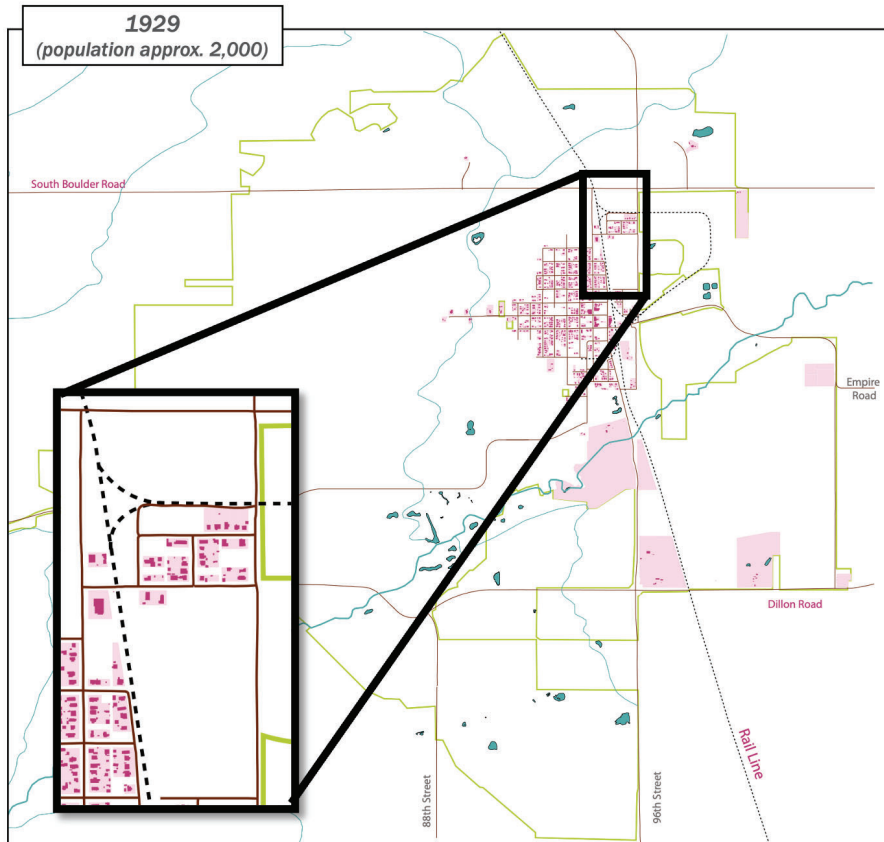
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- Pg 10: 1929 Development map shows majority of Little Italy present in 1929.



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- Focus on more collaboration with other city entities. Currently there is not someone in the historic planner role to review the Coal Creek village plan, so that will fall to the Planning Commission:

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- “Historic Preservation Commission members are positioned to collaborate with other City Boards and Commissions while the Planning staff has opportunities to further integrate preservation more into the full range of municipal activities.”
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Does not include ANY provision, mention, or conceptual goal for connection of Front Street and is the most recent document, coupled with the 2019 TMP, that describes plans in this part of Louisville.

All detailed quotes are provided in the ensuing pages. These summarize over 250pgs of major city plans:

## 2019 Transportation Master Plan quotations:

### Transportation Master Plan (2019):

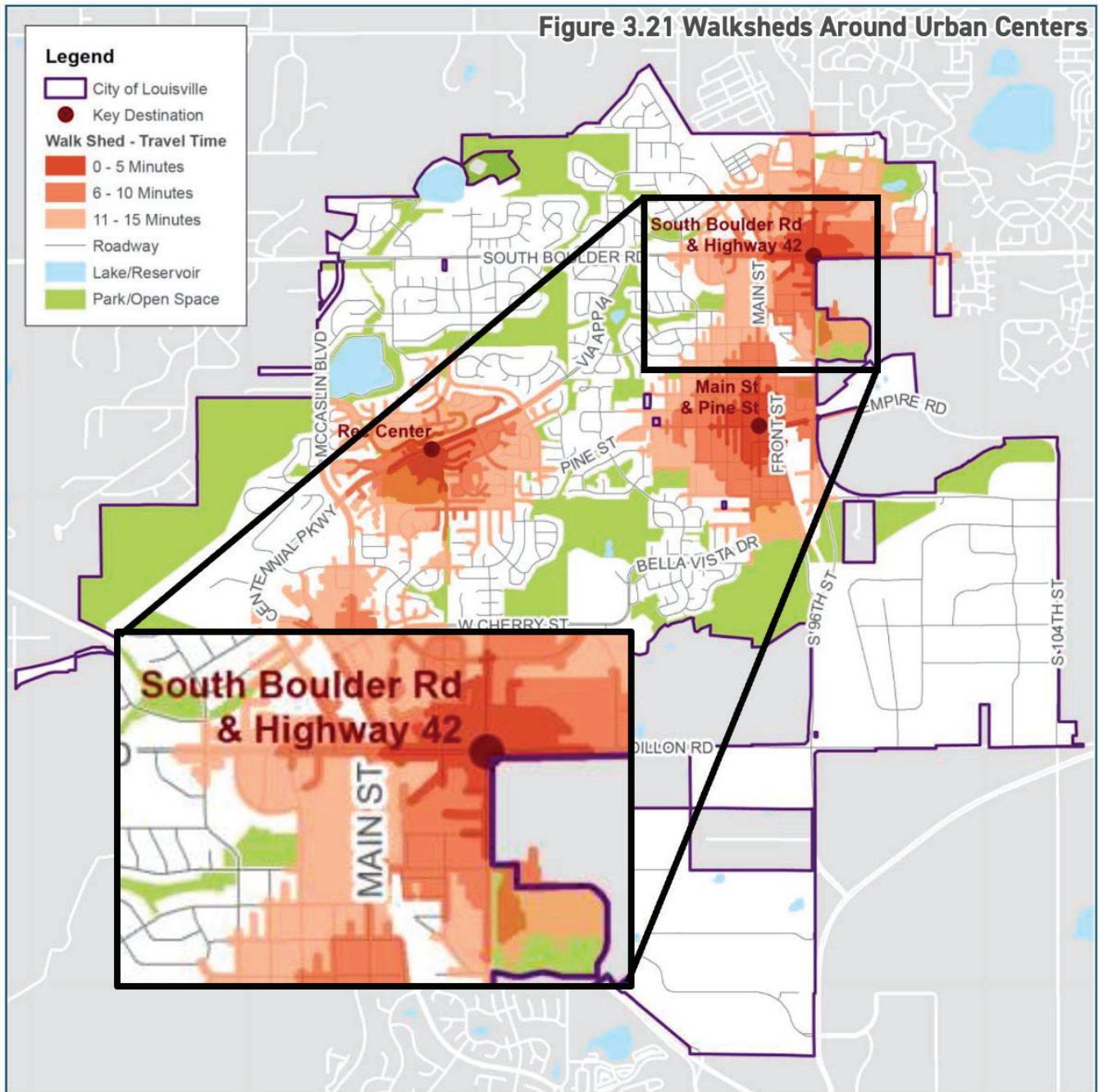
- Pg 1-2: “Finding more ways to limit vehicle travel by providing convenient and viable multimodal alternatives has also been a priority for the City. Providing better access to non-vehicular options can help those who are not able to drive or do not have access to personal vehicles, and can help reduce traffic congestion and vehicle emissions.”
- Pg 1-3: “Previously, the City’s transportation goals were housed within multiple planning documents that the City developed over time, including ... In recognizing the benefits of coordinated transportation planning city-wide, rather than incrementally for specific corridors or areas of the city, the City has developed this Transportation Master Plan (TMP)... “The TMP takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City’s current transportation goals.”
- Pg 1-5 to 1-8 TMP Goals:
  - “1. Operate efficiently and safely for all users... The transportation network must also be safe for all users. It should be designed in a way that minimizes crashes”
  - “2. Be a cohesive and layered system of streets and trails for walking, biking, transit, driving, and recreation. “
  - “4. Utilize new technologies to provide safe, reliable, clean, and convenient transportation choices.”
  - “5. Increase mobility options and access for people of all ages, abilities, and income levels... It must improve mobility and remove barriers for drivers and non-drivers, younger and older people, families and individuals, regardless of income.”
  - “6. Provide complete streets that are inviting, enhance livability and reflect the City’s small-town atmosphere. Streets should be designed to work for all modes of transportation. Complete streets are functional and inviting to a variety of users, whether they be on foot, on bike, or in a car. They should be designed to feel safe, promote use by all modes, and reflect Louisville’s small- town character.”
  - “8. Improve environmental and community health by reducing emissions, and supporting mode share and sustainability... The transportation system should be designed to encourage the use of alternative modes of transportation, and minimize the barriers toward the use of such facilities. The system should also promote technologies that lead to greater efficiency and more accessible multi-modal networks.”
- Pg 2-2: “Major themes from the community input included:
  - While driving is how most people get around, the participants wanted more investment in multimodal infrastructure such as underpasses, transit connections, bike lanes, and safer road crossings.
  - The city’s trails are a great amenity for residents and continued investment in trails is desired.
  - 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.
- Pg 2-3
  - “Comments most frequently addressed biking and walking connectivity, with many ideas for new or improved connections. Safety was also a frequent topic, with more specific concerns noted by mode throughout the community geographically.”
  - “The public input summary identifies major areas of focus along SH 42/S 96th Street, South Boulder Road ... Many of these comments related to improving connectivity and accessibility for multiple modes, and improving areas of congestion.”

- Pg. 2-5:
  - “The survey indicated that key barriers to transportation within Louisville included the following: Walking... some intersections don’t feel safe, and vehicle speeds may negatively affect feelings of safety and comfort”
  - “The top priorities were identified as access to bike/pedestrian destinations, regional transit service, first and last- Sidewalks & curb ramps mile connections to transit, and bike lane improvements.”
  - “The top three types of projects that people identified were for bike/pedestrian underpasses, commuter rail, and intersection safety improvements for all modes.”
- Pg. 2-7: “More connections to and within destinations are needed for walking and biking access.”
- Pg. 3-12: “Higher density housing, like apartments and townhomes, can be complementary to transit stops and can help reduce reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity. More affordable housing is desired in the region and the City has recently endorsed the Boulder County Regional Housing Strategy to expand affordable housing options.”
- Pg. 3-17
  - “Nonwork-based trips are typically much shorter. These shorter trips can be more strongly influenced by enhancing modal options, particularly walking and biking.”
  - “Allowing transit-supportive development patterns and land uses, such as mixed-use development at higher densities, can accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network.”
- Pg. 3-18
  - “Currently, 31% of trips within Louisville, or to or from Louisville, are 3 miles or less in distance. Short trips are more easily completed using a mode other than driving. Three miles equates approximately to a 15-minute bike ride at average speed. Providing high-quality choices for non-car modes can reduce the demand on existing roadways and ease congestion. Adequate infrastructure that people perceive as safe and attractive helps to promote walking and biking. The share of short trips is predicted to remain constant through 2040. As the total number of trips in Louisville is projected to increase by 25% between today and 2040, shifting a portion of the short trips from driving alone to another mode could result in meaningful impacts to overall travel conditions.”
  - “Louisville has the potential to increase the share of trips made by walking, biking, and transit through investments in infrastructure supportive of those uses.”
- Pg. 3-20 “Challenges along the corridor are drivers speeding downhill, limited pedestrian crossings, a freight rail line, and cut-through traffic from Boulder and Lafayette.”
- Pg. 3-21 “Traffic volumes cause delays in the Downtown area, especially at the South Boulder Road signal. There are open spaces and parks to the east, but they are difficult to reach on foot and by bike due to a lack of crossings.”
- Pg. 3-24 “South Boulder Road west of Highway 42/S 96th Street to Main Street operates at a LOS E, S 96th Street south of Downtown is a LOS E, and Highway 42/S 96th Street between Pine Street and South Boulder Road is estimated to be LOS F”
- Pg. 3-26
  - “1.Main Street is signed as a 25 mph roadway, and while there is some speeding near Louisville Middle School, most cars travel well under the speed limit within Downtown. To the south, on County Road, speeding has been observed.”
  - “2.South Boulder Road experiences peaks during typical commute hours, with considerable eastbound delays in the PM, especially between Main Street and SH 42/S 96th Street. In the AM approximately 60% of cars are traveling westbound, towards Boulder,

while the split is reversed in the PM. Speeding is most problematic for eastbound vehicles traveling down the hill east of Washington Ave.”

- “7.The speed limit on S 96th Street is 40 mph, however most cars travel well over that.”
- Pg. 3-27:
  - “The actual and perceived safety of an intersection or a corridor can greatly impact people’s desire to utilize certain routes, particularly for those on foot or bike.”
  - “Safety surrounding schools is also a key factor in mobility and health.”
  - “Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and is also near some intersections with higher numbers of collisions.”
  - “Pedestrian safety in relation to schools is a key factor for mobility and health.”
- Pg. 3-28: “Figure 3.20 shows the concentration of crashes over a span of three years (2013-2015). The areas around the intersection of McCaslin Boulevard and Dillon Road, the intersection of South Boulder Road and Highway 42/S 96th Street, and the intersection of Pine Street and Highway 42/S 96th Street stand out for their especially high concentration of crashes.”
- Pg. 3-29: “Having a complete transportation network will afford people the option to make trips using a variety of modes, whether it is driving, walking, bicycling or riding transit.”
- Pg. 3-30: “The walkability of an area is heavily influenced by the quality of the pedestrian infrastructure, including width and surface of the path or sidewalk, block lengths, buffering and separation from vehicles, relationship of sidewalks to buildings, intersection distances and treatments, lighting and other amenities such as landscaping and seating.”
- Pg. 3-31: “Downtown Louisville has a score of 82 and is considered “very walkable,” suggesting that most errands can be accomplished on foot.”
- Pg. 3-32: “Figure 3.21 shows the areas within a five-, ten-, and fifteen-minute walk of key destinations in Louisville. The walksheds indicate the areas from which people are most likely to reach a central destination on foot.”

Figure 3.21 Walksheds Around Urban Centers



- Pg. 3-33: “Expanding the bicycle network with safe facilities will improve access to more destinations, and encourage biking by making riders feel more comfortable.”
- Pg. 3-36: “These short travel times indicate that biking is a convenient way for people living and working in Louisville to access local destinations—and that people are likely to make trips by bike if safe, comfortable, and attractive facilities connect to the places they wish to go.”
- Pg. 3-41: “Figure 3.26 depicts the areas within a five- and ten-minute walk of RTD bus stops in and around Louisville. Many of the residential areas in Louisville can access a bus stop within a ten-minute walk.” [Little Italy and Coal Creek are in a 0-5min transit shed]
- Pg. 4-3: Recommendations that support a multi-modal connection (emergency only automobiles) at Front St between Little Italy and Coal Creek:
  - Policy 1: Great Streets
  - Policy 2: Guidelines for Walkable and Bikeable Places
  - Policy 3: Transit Oriented Development Guidelines
  - Project 2: All Ages and Abilities Bicycle Network



- Project 3: Connectivity and Safety Improvements
- Program 1: Neighborhood Traffic Management Program
- Program 3: Safe Routes Programs
- Pg. 4-4:
  - “Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode.”
  - “This policy provides a guide for the design of new streets or for improving infrastructure on existing streets and should take into consideration the surrounding context and land uses.”
  - “This Great Streets Policy has the potential to lead to the creation of more livable places, increased comfort and safety for people walking and biking, improve first and last-mile access to transit, reduce congestion, and improve air quality.”
  - “The Great Streets policy incorporates safe and comfortable places for all modes of transportation, including walking, biking, transit users and driver, and users of all ages and abilities. Design is specific to the location and type of facility.”
  - “Great Streets will reduce and eliminate conflicts that could lead to crashes.”
- Pg. 4-5: “Pedestrian, bicycle and transit facilities should be considered a priority in all road designs.”
- Pg. 4-6: “Intersections can become significant barriers to Great Streets if not designed properly.”
- Pg. 4-8: “Generally, a network designed to encourage people of all ages and abilities will include buffers and physical protection from vehicular traffic on roadways with higher levels of vehicle traffic, conflict points, and design speeds.”
- Pg. 4-10:
  - “In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
  - “Reducing the reliance on an automobile for short trips and encouraging active transportation options.”
  - “Again reducing the reliance on an automobile for short trips and encouraging active transportation options.”
  - “Implementation: The City’s adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There should be a focus on promoting walkable places in the city’s main commercial corridors along McCaslin Boulevard and South Boulder Road, especially as redevelopment opportunities occur.”
- Pg. 4-13/14: “CP1 & 2: SH 42 / S 96th Street” – Developer should focus on putting high profit dollars towards corridor improvements on SH42 instead of increased traffic and safety concerns through dead end neighborhoods.
  - “the corridor is experiencing increasing travel and anticipates further increases over time. Additionally, the City anticipates future transit service along the corridor and the corridor lacks comfortable multi-modal options.”
- Pg. 4-19: “CP5 South Boulder Road Study”
  - “Current issues include congestion, safety concerns at intersections, and an uncomfortable bicycle lane.”
  - “The community desires additional underpasses along the corridor and several at-grade crossing improvements are currently planned as short- term high-priority projects.
  - “Short-term improvements... should focus on crossing improvements for people walking and biking, and providing a buffer or physical separation between vehicles and bicycles in the current bicycle lanes where possible.”
- Pg. 4-22 “BK 11 Bike Route DELO to Downtown”

- Pg. 4-24 “MU5 “Off-Street Shared Path Louisville Middle School connection”
- Pg. 4-26:
  - “Research shows that investment in walkable environments, and neighborhoods that are pedestrian-friendly often attract a disproportionate level of commercial activity.”
  - “The at-grade connections are high-value and relatively low cost and many of the higher-priority at-grade improvements can be considered. The Great Streets and Walkable and Bikeable Places policies informed these selections and should guide the specific improvement at each location”
- Pg 4-28: “GS5 Underpass South Boulder Rd at SH 42 Regional Trail”
- Pg. 4-29:
  - “Project 4 recommends an enhanced connection between the Rec Center, neighborhood bikeways, trails, and Downtown. This focuses on enhancing proposed bikeways through separation and protection from vehicles and widening sidewalks to improve accessibility.”
  - “This project can be phased into separate segments and incorporate a variety of treatment types to enhance the safety and ability of people walking and biking.”
  - “Intersections along the enhanced connection route should be enhanced and prioritized for the safety of people walking and biking while crossing.”
- Pg 4-30
  - “Improvement for those in the community who are transit-dependent should be prioritized.
  - Land use decisions and site planning for new developments should consider how to leverage investments in transit. “
- Pg. 4-34
  - “A Neighborhood Traffic Management Program • (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City’s family-friendly small-town character.
  - Diverters to restrict vehicular movements
  - With limited resources, an NTMP should provide criteria that will aid in prioritization of projects throughout the city. Considerations for eligibility for improvements may include:
    - Speeding
    - Traffic volume/cut-through traffic
    - Crashes
    - Child safety issues
    - Location of designated school routes
  - The City should ensure that investments are made fairly and equally in all parts of the city.
  - NTMPs should utilize a public process that includes data collection, community outreach, identification and evaluation of potential solutions, and community input on identified solutions.
- Pg. 4-35 Transportation Demand Management (TDM) strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving.
  - “Disincentives for driving”
  - “Ordinances and development conditions”
  - “TDM strategies may include a wide range of programs that promote walking, biking, transit, and ridesharing.”
  - “Online tools can include a variety of resources to help making biking, walking, and transit use a convenient way to make trips in the City.”

- “Shared Parking - Shared parking between uses in mixed-use areas, (retail/office and office/residential) create opportunities to share parking due to the varying time-of-day parking demands.”
- Pg. 4-36: Program 3: Safe Routes Program
  - “A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools”
  - “Safe Routes to School - The goal is to reverse the decline in children walking and bicycling to schools and increase kids’ safety. Safe Routes to School activities include infrastructure improvements for sidewalks and crossings; safety, education and encouragement programs; Walking School Bus or Bike Trains.”
- Pg. 4-41: Program 9: Bicycle-Friendly Designation
  - “Enforcement is achieved through the creation, enforcement, and interpretation of bicycle-friendly laws and ordinances.”
- Pg. 5-2: “Projects can be grouped based on their intent, such as all at-grade crossings that are located around schools, or by location where all projects in the vicinity of Downtown could be grouped.”
- Pg. 5-10:
  - “This program provides funding for transportation projects or programs likely to contribute to the attainment or maintenance of a national ambient air quality standard.”
  - “Transportation Alternatives (TA)... Many TA projects enhance non-motorized transportation, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and recreational trail program projects.”
- Pg. 5-11:
  - “Funding is intended to be used for transit, TDM programs, multimodal projects that incorporate new technology, studies, and bicycle/ pedestrian projects.
  - The Recreational Trails Program (RTP) funds trails for recreational modes such as walking, hiking, bicycling.
  - *Safe Routes to Schools (SRTS)* The Colorado Department of Transportation (CDOT) administers Colorado’s Safe Routes to School (SRTS) program to make school routes safe for children while walking or cycling to school.
- Pg. 5-17: “The goals identified for the TMP represent building blocks to continue to develop a community with a high degree of mobility that is accessible and safe for people of all ages and abilities to travel.”
- Pg. 5-18: 12/17 listed performance metrics for the TMP would be negatively impacted by connecting one block of Front St through historic Little Italy to South Boulder Road.

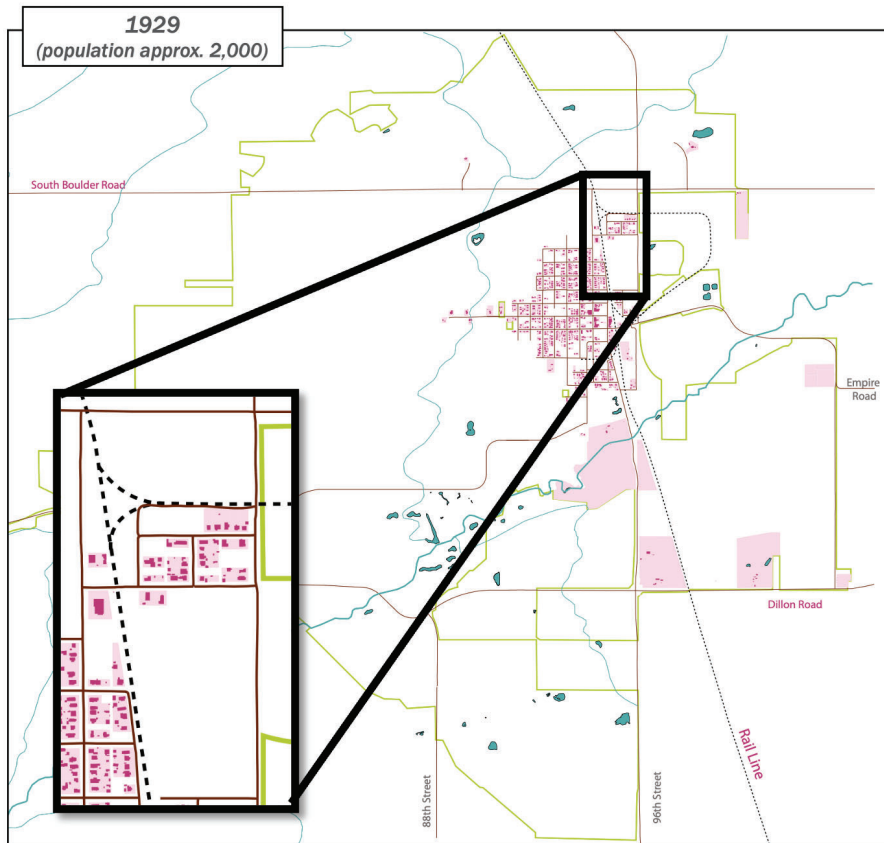
## 2015 Preservation Master Plan quotations:

Preservation Master Plan (2015):

- Pg II:
  - “The preservation of historic resources is vital for maintaining Louisville’s small town character.”
  - “The citizens of Louisville retain connections to our past by fostering its stewardship and preserving significant historic places. Preservation will reflect the authenticity of

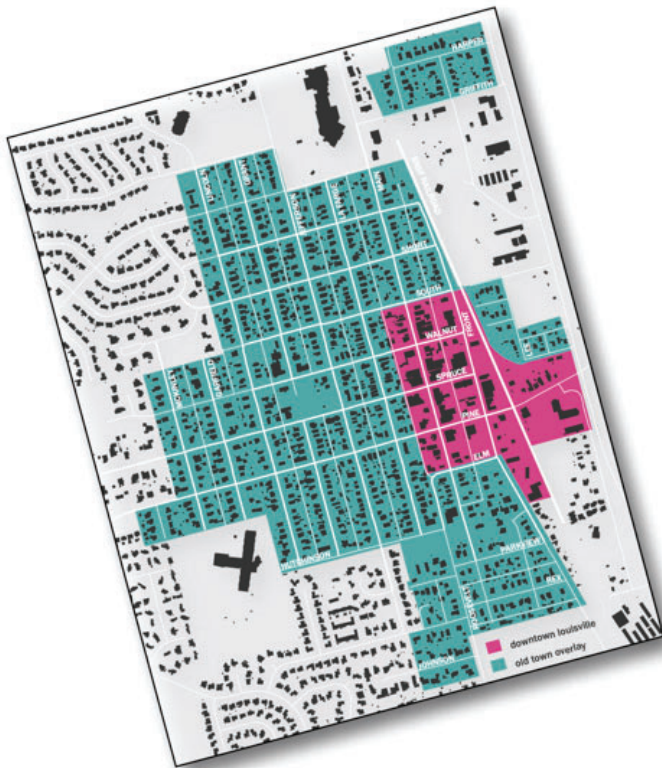
Louisville’s small town character, its history, and its sense of place, all of which make our community a desirable place to call home and conduct business.”

- “Development continues to change the built environment. Citizens are realizing important resources could be lost.”
- Pg 7: “The “Little Italy” neighborhood encompassed the approximately twenty-five homes north of Griffith Street between Main Street and Highway 42. Italians eventually became the largest single ethnic group in Louisville, with bocce courts, numerous popular restaurants and other local businesses, and the continuing prevalence of Italian surnames marking their influence on the community.”
- Pg 9: “I think that to view the historic downtown as a strength is to value several things: our downtown businesses; treasured public institutions located downtown such the Louisville Public Library, Louisville Center for the Arts, and Louisville Historical Museum; and of course the historic residential neighborhoods that give the town such a unique sense of place. Historic Main Street alone is a city asset that I think that many communities envy about Louisville and that we shouldn’t take for granted.”
- Pg 10: 1929 Development map shows majority of Little Italy present in 1929.



- Pg. 14
  - “Preservation is not just about pristine architecture but, more importantly, the sites that define the City’s history and evolution.”
  - “Louisville’s older houses... recall the importance of living in close knit, friendly neighborhoods.”
  - “Unlike new planned developments, most historic residential neighborhoods and downtown commercial areas possess a pleasing mix of architectural variety that has evolved over time.”
  -

- Pg. 15: “our pursuit of a preservation master plan shows our commitment and dedication to preserving our heritage while placing Louisville in the company of other historic preservation big leaguers.”
- Pg. 16: Little Italy important part of Old Town Overlay “created to protect against insensitive new constructure in oldest residential areas of Louisville”



- 
- Pg. 25: “Louisville’s “connection to its heritage” is one of the City’s 14 core community values. The desire to recognize, value, and encourage both preservation and promotion of the community’s history inspired the guiding principles for this Plan.”
- Pg. 26:
  - “GOAL #3 Encourage voluntary preservation of significant archaeological, historical, and architectural resources”
  - “GOAL #4 Foster preservation partnerships. **Objective 4.1** - Encourage greater collaboration between the Historic Preservation Commission and other City Boards and Commission. **Objective 4.2** - Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum”
  - “Historic Preservation Commission members are positioned to collaborate with other City Boards and Commissions while the Planning staff has opportunities to further integrate preservation more into the full range of municipal activities.”
- Pg. A-1:
  - “Louisville is a livable, walkable city with nearly 30 landmarks.”
  - **“Create interpretive plan for signs at key historic sites**  
Interpretive signs are one way to share details about the history and architecture of Louisville landmarks and other important locations”
- Pg. A-2:
  - **“Evaluate expanding Planned Unit Development (PUD) waiver allowances to include preservation** Evaluate potential amendments to the municipal code to allow waivers from design standards in exchange for preservation of historic resources through the PUD process.”

- “Relying upon completed historic contexts to make informed choices, the City should prioritize surveying its most significant and physically intact places. Surveys should be phased, with each project recording approximately 50 properties. Recommended surveys: Louisville Historic Residential Subdivisions”
- Pg. B-1:
  - “Historic Districts: Official recognition for groups of historic buildings that share significance... Louisville (local) historic districts: allows for protection of larger areas than single site designation”
  - “Code Modifications: Potential to maximize development of historic site without significant change to massing, scale, and number of buildings”
- Pg. B-2: “Neighborhood Plans | Recommended in the 2013 Comprehensive Plan, these important (based upon established eligibility criteria) and documents address strategies for preserving the unique and special qualities of each residential area | - Plans address housing rehabilitation, traffic, safe routes to school, aging infrastructure, and monitoring/maintenance of community services. - Intended to ensure plan areas remain livable, stable, and successful in face of growth and changes”

## 2022 Future42 Plan quotations:

### Future42 Report:

- Pg. 8:
  - “The purpose of the Future 42: Connecting People and Places Study is to help shape the future transportation patterns along CO 42 for roadway users of all types, ages, and abilities, which includes bicyclists, pedestrians, and people with disabilities.”
  - “To increase safety, road users will be separated from one another, with protective elements being used to shelter the most vulnerable users (pedestrians and bicyclists) from fast-moving traffic and accommodate future transit use. Vehicular traffic will be safer with the implementation of a design that is more in line with the context of the adjacent land uses and the primary vehicle in the corridor instead of a state highway with a truck as the main design vehicle.”
- Pg. 9: “the South Boulder Road intersection have poor utilization of both travel lanes”
- Pg. 10:
  - “South Boulder Road has a large volume of traffic, making it a busy intersection with CO-42. Due to this congestion, a protected intersection would likely create a bottleneck in traffic, therefore a more traditional intersection with channelized right-turn lanes was proposed.”
  - “A bicycle and pedestrian underpass under the east leg of the intersection and exploration should happen for a southern leg underpass as well. This will allow pedestrians and bicyclists to cross without the potential for conflict with vehicular traffic.”
- Pg. 14: “The goal is for community members to be able to choose any mode they desire and travel safely and comfortably. The study includes recommendations for improved bicycle facilities, pedestrian facilities, bicycle, and pedestrian underpasses, safe motor vehicle facilities, and accommodations for future Bus Rapid Transit (BRT).”
- Pg. 15: “These zoning districts play a huge part in how the roadway should interact and be built contextually... and with at least 29% of peak-hour trips being entirely within the community, there is opportunity to offset some of these trips through multimodal connectivity.”

- Pg. 18: “CO 42 has been the subject of previous planning efforts, both by the City of Louisville and Boulder County. The Future 42 Study is designed to build on and modernize previous planning efforts that have previously been completed... The City of Louisville's TMP was conducted by the City to look comprehensively at transportation conditions and options throughout Louisville and the region for all modes of transportation. The TMP highlights that CO 42 is a valuable corridor for the City of Louisville's long-term development... Providing better access to non-vehicular options can also help reduce traffic congestion and vehicle emissions.”
- Pg. 20: “Most of the traffic impacts could be mitigated through the addition of turn lanes since most of the impacts occur from turning vehicles causing slowdowns... Past planning efforts have recommended that CO 42 be transformed from a vehicular corridor to one that supports multiple forms of transportation including pedestrians, bicycles, and transit. The Future 42 study creates a vision for a multimodal corridor that brings past planning efforts to life. Future 42 will turn CO 42 into a cutting-edge multimodal corridor.”
- Pg. 24: “The intersection of CO 42 and Griffith Street also operates at LOS E during the morning peak due to the high volume of the eastbound left and northbound left turns and difficulty in finding a gap in traffic on CO 42 for drivers because of the high volume of southbound through movement on CO 42. The demand for these turns is high in the morning peak likely due to school drop-off at the Louisville Middle School at Main Street and Griffith Street.”
- Pg. 28: “NAMS identified five future bus rapid transit ( BRT) corridors including a BRT along CO 42. The CO 42 BRT line would operate along CO 42 the length of the study area with termini at the intersection of Arapahoe Road and US 287 to the north and the US 36 and Broomfield Station to the south.”
- Pg. 29: “Historic Resources: Preliminary research shows historic resources within the study area... the project team will need to work with the State Historic Preservation Office, and local jurisdiction historical preservation programs to minimize impacts on historic sites.”
- Pg. 34: “Improved safety for all road users was at the forefront for each of the three alternatives during the development processes... lower the current speed limit to fit the context of adjacent land uses and access points.”
- Pg. 54: “It should be noted that there are two major drainage basins located within project limits (Coal Creek [7.58acft 100-yr detention required] and Bullhead Gulch)... Water quality and detention requirements were preliminary determined based the site area and imperviousness in each major basin... Where regional extended detention basins are utilized, it should be evaluated if the project volume requirements can be combined and/or shared with adjacent developments.”

**From:** [Mark-Linda](#)  
**To:** [Planning](#)  
**Subject:** No to Coal Creek Village  
**Date:** Wednesday, October 9, 2024 8:43:47 PM

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Dear Planning Commission  
Please vote no to the plat for Coal Creek Village.

There's many problems with the development proposal that are not congruent with the comprehensive master plan and the Transportation Master Plan. The most pressing problem is the proposed Front St Connection. Residents of Little Italy want to work with the city planners and the developers.

The developers met with several neighbors from Little Italy. The city planners also met with residents and after discussing concerns agreed to ask the developers to postpone the vote on the plat. The developers declined postponing the vote.

Please vote no on the plat for coal creek village and make the developer work with the adjacent neighborhood to resolve some issues that impact a 140 year old neighborhood.

Respectfully  
Mark Zeman

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**From:** [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@303-748-1719)  
**To:** [Planning](#)  
**Subject:** Public meeting comments for Coal Creek Village Mixed Use Development...  
**Date:** Thursday, October 10, 2024 12:09:38 PM

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Greetings Board Members,

Dustin Sagrillo, 1435 Front St, Louisville, CO 80027. I was one of the attendees at the 9/12 meeting that did not get a chance to express my concerns before the end of the meeting. Unfortunately I will be out of town for tonight's meeting so I'm sending this message instead.

Many issues and concerns were expressed and I agree with what my neighbors said on the night of the 12th. First and foremost I am appalled that the city planners on this project would "strongly recommend" the approval of this resolution. This tells me they are not residents of the city and they have no idea how this city became as great as it is today.

The idea that this project should have an "urban" feel is out of line with the character of the adjacent neighborhood let alone the entire balance of the City of Louisville.

The word "Attainable" being used to describe the proposed 'for sale' property is ridiculous. Don't be fooled, this developer does not care about affordable housing in Louisville. If he did he'd be building condos instead of apartments. Roughly 75% of the proposed development will be privately owned, for rent apartments. How is that making Louisville more attainable? Again the term is not a real estate term and is empty and meaningless in the context they're implying. For example, anything is attainable if you have enough money. You could even buy a local, treasured, par three golf course only to close it down to build your house if you have enough money; just as this developer did with Haystack Mountain Golf Course. <https://www.lhvc.com/story/2021/05/05/news/tee-time-coming-to-an-end/6205.html>

"Micro Townhomes" - don't be fooled here either, these are condos and are not an affordable or marketable product practically speaking. As proposed they're smaller than a small two car garage and even worse they're two stories. When you subtract the room needed for a staircase and utility closet these are comparable to living in two dumpsters stacked on atop the other but at least two dumpsters would be affordable. These "attainable" homes as proposed will have a market price of \$1000/sqft. Wow, thanks a lot Markel for doing our town such a huge favor in proposing these units as the main selling point in your presentation. I for one strongly oppose this piece of the plan. It's a bait and switch tactic for more apartments as I see it.

The community of Little Italy has tried several times to meet with the city and the developer with minimal response. The bottom line is they both point at each other as who is responsible for pushing the Front St as a main thoroughfare issue. It seems as neither knows what's going on and neither seem to care about the impact to the adjacent historic neighborhood. The connection at Front St should be for emergency access only. The neighborhood, railroad crossing and middle school cannot handle the traffic this proposed development will bring.

This change puts too much in too little space. It's not needed nor wanted, especially if it's 75% rental units which does nothing to help grow the community of homeowners here in Louisville.

The fact that the city staff would use the original plat to get out of providing dedicated open space is embarrassing and shameful. The lots platted would have been sold in 1,2,3, or 4 parcels

per owner and homes would have been developed in line with what you see in old town today. The city also would have retained space for a park as the development progressed just as they did in old town. The idea that this plat be compared or used as a technicality to omit dedicated community space also tells me we have the wrong people in the planning department positions as they are not in line with the planners that came before and made this city what it is today.

The transition between the existing neighborhood and the proposed new development is laughable. The architecture and curb appeal of the renderings are atrocious and in no way resemble anything in the adjacent neighborhood. The existing alley behind Griffith should be used as alley access to single family homes in the proposed space that resemble the size and shape of homes on the Little Italy side of the alley. This would make a more reasonable buffer and that line of homes could use the alley and access to Front St as a reasonable compromise to the neighborhood accessibility issue.

Why are we not talking about the long overdue underpass to connect the ball fields, King Soopers commercial area and trail connectivity to Lafayette? This is the time to make these improvements. If this development continues as proposed it'll be the last nail in the coffin forever cutting off the access the city has long needed and wanted.

The little or no front and back yards on the proposed townhomes backing to the railroad tracks is unreasonable. How does one access their "front door"? When they stand on their doorstep and the weed control rail car pass by spraying poison is it considered a selling point? LOL

I will say my favorite part of the meeting was when the developer attempted to explain the snow removal and storage plan, or lack thereof. I don't think "climate change" is a responsible plan for lack of forethought in regards to watershed and snow storage and I have no idea how the planners would strongly approve this resolution which paves the way for this plan or something similar to move forward.

Please don't agree to pass this resolution. This is not in line with who we say we are in this great city we love.

***Best Regards,***



**Dustin Sagrillo - REALTOR since 2005**

***"I help you love where you live and enjoy the process of getting there."***

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See website for details about The Sagrillo Group Scholarship Fund.

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**From:** [Rita Zamora](#)  
**To:** [City Council](#); [Planning](#)  
**Subject:** Coal Creek Village Development  
**Date:** Thursday, October 10, 2024 12:20:42 PM  
**Attachments:** [2020CommunicationToCityCouncil.png](#)  
[CrosswalkSignCannonandGriffithSept2022.png](#)

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Hi - I have been emailing the Louisville City Council since 2020 about safety concerns on Griffith St. and Cannon St., adjacent to Little Italy, and near the proposed Coal Creek Village Development. (see attached)

Since that time I have communicated with the city or council off and on about replacing our damaged crosswalk signs due to being struck by vehicles. I can hear each time the signs are struck as it sounds like a gunshot when it is struck and then the cars just speed off on their way.

As of a few months ago, the crosswalk sign was yet again struck by a vehicle but this time the crosswalk sign was never replaced.

Keep in mind this is an intersection that many Louisville Middle School kids use when walking, and riding bikes and ebikes, from Ziggis Coffee Shop to school.

I think since the original crosswalk sign was placed around 2020 it has been replaced about 5 or 6 times due to damage from being struck by vehicles.

This intersection is tight and again a main route for Louisville Middle School pedestrians, e-bikes, and cyclists as well as neighborhood activity.

The city is already adding significant traffic from the upcoming East Louisville DELO development to this area and Griffith St. will be severely impacted.

Please consider how adding additional density as proposed in the Coal Creek Village development is going to negatively impact our safety and quality of life here on Griffith St.

Thank you for your consideration,  
Rita Zamora

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**From:** Rita Zamora <[rita@ritazamora.com](mailto:rita@ritazamora.com)>

**Sent:** Monday, July 27, 2020 9:48 PM

**To:** City Council

**Subject:** Traffic / Pedestrian Safety

Hello City Council - Please consider examining traffic / pedestrian safety at Cannon St. and Griffith St.

Please consider a crosswalk at this intersection. Cars come off or speed toward Courtesy Rd/42 on Griffith St. as if there is no speed limit.

As a resident of Griffith St. I can tell you there are numerous speeders throughout the day... this area of East Louisville, DELO, has become popular with walkers of all ages, a senior citizen who walks with a cane, seniors walking pets, young families walking with strollers, toddlers and youngsters, teens on skateboards and cyclists of all ages, as well as numerous pets, enjoy life here--and this area continues to grow from apartment renters and home-owners, more and more residents are out and about walking here.

Even though we have railroad tracks and Louisville Middle School to the west of the Cannon/ Griffith St. intersection, drivers continue to speed.

Please help improve traffic safety and make this area of our neighborhood safer for senior citizens, kids, families, residents and pets.

Thank you!

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Rita Zamora

STATE  
LAW



WITHIN  
CROSSWALK

